

Index. No. 3151
(For London Office only.)

Rpt. C.11.

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

| | | | |
|--|---|---|------------------------------|
| Computation of Freeboard for Steamer, Sailing Ship , Tanker having <u>(SHELTER DECK) FORECASTLE & BRIDGE COMBINED & POOP</u> | | Port of Survey <u>NEWCASTLE</u> | |
| (Type of Superstructures.) | | Date of Survey <u>10th Sept. 1934</u> | |
| Ship's Name <u>JEVINGTON COURT</u> | Nationality and Port of Registry <u>BRITISH LONDON</u> | Official Number <u>148639</u> | Gross Tonnage <u>4544</u> |
| Moulded Dimensions: Length <u>395.35</u> , Breadth <u>63.0</u> , Depth <u>27.0</u> | | Date of Build <u>1925-7</u> | |
| Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>10730</u> <u>10760</u> ³⁰ tons | | Particulars of Classification <u>+ 100 A.1. with</u> <u>Freeboard</u> | |
| Coefficient of fineness for use with Tables <u>783.781</u> | | <u>50 off No. 1-29</u> | |
| Depth for Freeboard (D) | | Round of Beam correction | |
| Moulded depth <u>27.00</u> | | Moulded Breadth (B) <u>53.00</u> | |
| Stringer plate <u>.05</u> | | Standard Round of Beam = $\frac{B \times 12}{50} = \frac{53 \times 12}{50} = 12.72$ | |
| Sheathing on exposed deck | | Ship's Round of Beam = <u>13</u> | |
| $T \left(\frac{L-S}{L} \right) =$ | | Difference <u>28 excess</u> | |
| Depth for Freeboard (D) = <u>27.05</u> | | Restricted to | |
| (a) Where D is greater than Table depth (D-Table depth) R = $(27.05 - 26.35) \times 12 = + 2.10$ | | Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{28}{4} \times 0.12 = Nil$ | |
| (b) Where D is less than Table depth (if allowed) (Table depth-D) R = | | If restricted by superstructures | |

DEDUCTION FOR SUPERSTRUCTURES.

| | Mean Covered Length (S) | Equivalent Enclosed Length (S ₁) | Height | Height Correction | Effective Length (E) |
|---------------------|-------------------------|--|--------|-------------------|----------------------|
| Poop enclosed ... | 22.79 | 22.80 | 9.0 | ✓ | 22.80 |
| „ overhang ... | — | | | | |
| R.Q.D. enclosed | ✓ | | | | |
| „ overhang | ✓ | | | | |
| Bridge enclosed... | | | | | |
| „ overhang aft | | | | | |
| „ overhang forward | 362.91 | 362.92 | 9.0 | ✓ | 362.92 |
| File enclosed ... | | | | | |
| „ overhang ... | — | | | | |
| Trunk aft | ✓ | | | | |
| „ forward ... | ✓ 3 | | | | |
| Tonnage opening aft | 9.68 | 4.81 | | | 4.81 |
| „ „ forward | ✓ | | | | |
| Total ... | 395.35 | 390.53 | | | 390.53 |

Standard Height of Superstructure 7.453

„ „ R.Q.D. ✓

Deduction for complete superstructure 41.69"

Percentage covered $\frac{S}{L} = 100\%$

„ „ $\frac{S_1}{L} = 98.80\%$

„ „ $\frac{E}{L} = 98.80\%$ ✓

Percentage from Table, Line A.
(corrected for absence of forecastle (if required)) 98.52%

Percentage from Table, Line B.
(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

✓ Deduction = 41.69 × .9852 = - 41.07" ✓

SHEER CORRECTION.

| Station | Standard Ordinate | S M | Product | Actual Ordinate <i>+18.56</i> | Effective Ordinate | S M | Product | Mean actual sheer aft Mean standard sheer aft = <i>Excess</i> | <i>Diff</i> = <i>1.547</i> = <i>18.56</i> |
|-------------------------------|-------------------|-----|---------------|----------------------------------|--------------------|-----|---------------|--|--|
| A.P. ... | <i>49.53</i> | 1 | <i>49.53</i> | <i>60</i> | <i>78.56</i> | 1 | <i>78.56</i> | | |
| $\frac{1}{2}$ L from A.P. ... | <i>22.04</i> | 4 | <i>88.16</i> | <i>26.75</i> | <i>34.95</i> | 4 | <i>139.80</i> | Mean actual sheer forward Mean standard sheer forward = <i>Excess</i> | |
| $\frac{2}{3}$ L " ... | <i>5.45</i> | 2 | <i>10.90</i> | <i>8</i> | <i>8.64</i> | 2 | <i>17.28</i> | | |
| Amidships ... | <i>✓</i> | 4 | <i>✓</i> | <i>0</i> | <i>✓</i> | 4 | <i>✓</i> | Length of enclosed superstructure forward of amidships = L | } <i>C.S.S</i> |
| $\frac{2}{3}$ L from F.P. ... | <i>10.90</i> | 2 | <i>21.80</i> | <i>11.78</i> | <i>13.26</i> | 2 | <i>26.52</i> | " " aft of " = | |
| $\frac{1}{2}$ L " ... | <i>44.08</i> | 4 | <i>176.32</i> | <i>48.37</i> | <i>53.65</i> | 4 | <i>214.60</i> | | |
| F.P. ... | <i>99.06</i> | 1 | <i>99.06</i> | <i>102</i> | <i>120.56</i> | 1 | <i>120.56</i> | | |
| Total ... | <i>597</i> | | <i>445.79</i> | <i>+18.56</i> | | | <i>597.32</i> | | |

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{8}{2L} \right) = \frac{151.53}{18} (.75 - .50) = -2.11''$$

If limited on account of midship superstructure.

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

| <p>Deduction for Tropical Freeboard.</p> <p>Addition for Winter and Winter North Atlantic Freeboard.</p> <p style="text-align: right;">Ft.</p> <p>Depth to Freeboard Deck = <u>27.05</u></p> <p>Summer freeboard = <u>2.85</u></p> <p>Moulded draught (d) = <u>24.20</u></p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>6.05 = 6"</u></p> <p>Addition for Winter North Atlantic Freeboard (if required) = <u>✓</u></p> | <p>Deduction for Fresh Water.</p> <p>Displacement in salt water at summer load water line</p> <p>$\Delta =$ <u>11430</u></p> <p>Tons per inch immersion at summer load water line</p> <p>$T =$ <u>42.50</u></p> <p>Deduction = $\frac{\Delta}{40T}$ inches = <u>6.72 = 6 3/4"</u></p> <p style="text-align: center;">SEE PAGE IV</p> | <p>TABULAR FREEBOARD corrected for Flush Deck (if required)</p> <p>Correction for coefficient $\frac{-781 + .68}{1.36} = \frac{-780.32}{1.36} =$ <u>-573.76</u></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="width: 10%; text-align: center;">+</th> <th style="width: 10%; text-align: center;">-</th> </tr> </thead> <tbody> <tr> <td>Depth Correction</td> <td style="text-align: center;">2.10</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Deduction for superstructures</td> <td style="text-align: center;">-</td> <td style="text-align: center;">4.07</td> </tr> <tr> <td>Sheer correction</td> <td style="text-align: center;">-</td> <td style="text-align: center;">2.11</td> </tr> <tr> <td>Round of Beam correction</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Other corrections, scantlings, etc.</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td></td> <td style="text-align: center;">2.10</td> <td style="text-align: center;">43.18 - 41.08</td> </tr> </tbody> </table> <p style="text-align: right;">Summer Freeboard = <u>34.18</u></p> | | + | - | Depth Correction | 2.10 | - | Deduction for superstructures | - | 4.07 | Sheer correction | - | 2.11 | Round of Beam correction | - | - | Correction for Thickness of Deck amidships | - | - | Other corrections, scantlings, etc. | - | - | | 2.10 | 43.18 - 41.08 |
|--|--|---|--|---|---|-------------------------|------|---|--------------------------------------|---|------|-------------------------|---|------|---------------------------------|---|---|---|---|---|--|---|---|--|------|---------------|
| | + | - | | | | | | | | | | | | | | | | | | | | | | | | |
| Depth Correction | 2.10 | - | | | | | | | | | | | | | | | | | | | | | | | | |
| Deduction for superstructures | - | 4.07 | | | | | | | | | | | | | | | | | | | | | | | | |
| Sheer correction | - | 2.11 | | | | | | | | | | | | | | | | | | | | | | | | |
| Round of Beam correction | - | - | | | | | | | | | | | | | | | | | | | | | | | | |
| Correction for Thickness of Deck amidships | - | - | | | | | | | | | | | | | | | | | | | | | | | | |
| Other corrections, scantlings, etc. | - | - | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2.10 | 43.18 - 41.08 | | | | | | | | | | | | | | | | | | | | | | | | |

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~, Steel, Deck:—

| | | | |
|--|--------|------------------------------------|-------------|
| Tropical Fresh Water Line above Centre of Disc ... | 12 3/4 | Tropical Fresh Water Freeboard ... | 1' - 9 1/2" |
| Fresh Water Line " " " " ... | 6 3/4 | Fresh Water " " " " ... | 2' - 3 1/2" |
| Tropical Line " " " " ... | 6 | Tropical " " " " ... | 2' - 4 1/2" |
| Winter Line below " " " " ... | 6 | Winter " " " " ... | 3' - 4 1/2" |
| Winter North Atlantic Line " " " " ... | ✓ | Winter North Atlantic " " " " ... | ✓ |

14 SEP 1934

W419-0091(112)

14 DEC
RECEIVED

RECEIVED 14 SEP 1934

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

| HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS | | | | | | | | | | | | | | | | | | | | |
|---|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|------------------|-----------|-------|-------|------|-------|-------|-------|------------|------|------------|
| SUPERSTRUCTURE DECK | | | | | | | | | | UPPER DECK | | | | | | | | | | |
| Description of Hatchway | TO STORE FOR | N° 1 | N° 2 | N° 3 | N° 4 | N° 5 | N° 6 | N° 7 | N° 8 | COAL HATCH 2 OFF | STORE FOR | N° 1 | N° 2 | N° 3 | N° 4 | N° 5 | N° 6 | COAL HATCH | T.O. | COAL HATCH |
| Dimensions of Hatchway | 3'0" | 29'3" | 29'6" | 18'2" | 6'10" | 30'6" | 30'6" | 9'8" | 7'8" | 3'3" | 29'3" | 30'6" | 10'3" | 7'8" | 20'4" | 30'6" | 10'3" | 9'0" | 5'2" | 5'1" |
| COAMINGS | Height above Deck | 9" | 30" | 30" | 30" | 30" | 30" | 30" | 30" | 30" | 30" | 30" | 30" | 30" | 30" | 30" | 30" | 30" | 30" | 30" |
| | Thickness | B.A. | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 |
| | Stiffeners | ✓ | 7BA | 7BA | 7BA | 7BA | 7BA | 7BA | 7BA | 7BA | 7BA | 7BA | 7BA | 7BA | 7BA | 7BA | 7BA | 7BA | 7BA | 7BA |
| | Brackets, Stays | ✓ | 2-2 | 2-2 | 2-2 | 2-2 | 2-2 | 2-2 | 2-2 | 2-2 | 2-2 | 2-2 | 2-2 | 2-2 | 2-2 | 2-2 | 2-2 | 2-2 | 2-2 | 2-2 |
| HATCH BEAMS | Number | 5 | 5 | 1 | 1 | 5 | 5 | 1 | 1 | 5 | 5 | 1 | 1 | 5 | 5 | 1 | 1 | 5 | 5 | 1 |
| | Spacing | 4'10" | 5'1" | 5'1" | 3'5" | 5'1" | 5'1" | 4'11" | 4'11" | 5'1" | 5'1" | 3'10" | 3'10" | 5'1" | 5'1" | 5'1" | 5'1" | 4'6" | 4'6" | 4'6" |
| | Scantling and Sketch | ✓ | 18-8 | 13-8 | 12-8 | 11-8 | 13-8 | 13-8 | 13-8 | ✓ | ✓ | 18-8 | 13-8 | 12-8 | 11-8 | 13-8 | 13-8 | 13-8 | 13-8 | 13-8 |
| | Bearing Surface | ✓ | 4x3 | 4x3 | 4x3 | 4x3 | 4x3 | 4x3 | 4x3 | ✓ | ✓ | 4x3 | 4x3 | 4x3 | 4x3 | 4x3 | 4x3 | 4x3 | 4x3 | 4x3 |
| FORE AND AFTERS | Number | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| | Spacing | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| | Unsupported Lengths | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| | Scantling* and Sketch | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| HATCH COVERS | Material | W.P. | W.P. | W.P. | W.P. | W.P. | W.P. | W.P. | W.P. | W.P. | W.P. | W.P. | W.P. | W.P. | W.P. | W.P. | W.P. | W.P. | W.P. | W.P. |
| | Thickness | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| | How fitted | F.A. | B.A. | F.A. | F.A. | F.A. | F.A. | F.A. | F.A. | ATH. | F.A. | F.A. | F.A. | F.A. | F.A. | F.A. | F.A. | F.A. | F.A. | F.A. |
| | Bearing Surface | 2 1/2 | 3-4 | 3-4 | 3-4 | 3-4 | 3-4 | 3-4 | 2 | 3 | 3-4 | 3-4 | 3-4 | 3-4 | 3-4 | 3-4 | 3-4 | 2 | 3-4 | 3 |
| Spacing of Cleats | 20 | 21 | 24 | 22 | 24 | 24 | 24 | NONE | 21 | NONE | 23 | 23 | 22 | 24 | 23 | 23 | 22 | 24 | 24 | 6 |
| Number of Tarpaulins | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| *Are wood fore and afters steel shod at all bearing surfaces? <input checked="" type="checkbox"/> YES. Are battens and wedges efficient and in good condition? <input checked="" type="checkbox"/> YES. Are tarpaulins in good condition and in accordance with rule requirements? <input checked="" type="checkbox"/> YES. Are lashings provided in accordance with rule requirements? <input checked="" type="checkbox"/> YES. | | | | | | | | | | | | | | | | | | | | |

Particulars of fiddley, funnel and ventilator coamings:— FUNNEL + FIDDLER VENTS IN EFFICIENT CONDITION.
GRATINGS HAVE HINGED STEEL COVERS WITH CLIPS.
ENGINE SKYLIGHT OF STEEL OF STRONG CONSTRUCTION.

Particulars of Flush Bunker Scuttles:— NONE

Particulars of Companionways:— 1 TO UPPER DECK AT AFT END OF CASING.
DOOR 15" SILL. OF TEAK 1 3/4" FRAMING. 1" PANEL. OPERATED BOTH SIDES.

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—
 SUPER. DECK 10 VENTS 24" DIA. COAMING x 32. 2'6" ABOVE DECK. TO HOLDS.
 2 " 24 " " x 32. 3'0" " " TO HOLDS.
 2 " 18 " " x 30. 3'0" " " TO HOLDS.
 4 " 17 " " x 30. 2'6" " " TO HOLDS.
 2 " 9 " " x 30. 3'0" " " TO TRUSSWAY.
 1 " 12 1/2 " " x 30. 2'7" " " TO TUNNEL.
 2 " 10 " " x 30. 2'6" " " TO TRUSSWAY.
 1 " 8 " " x 30. 2'0" " " TO STORE ROOM. (FREEBOARD DECK)
 FCLD DECK 1 VENT 8" DIA. COAMING 3'0" x 1/4" TO F.P. STORES.
 SUP. DECK 2 " 9 " " 2'6" x 1/4" TO BRIDGE STORE. (FREEBOARD DECK)
 ALL VENTS HAVE WOOD PLUGS + CANVAS COVERS.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—
 FCLD DECK 1 OFF. 3 1/2" DIA. 27' TO LIP. 30' TO BEND TO FORE PEAK.
 SUPER. DECK 11 OFF. 3" " 27 " 30 " TO D.B. TANKS.
 8 " 4 " 27 " 30 " TO D.B. TANKS.
 2 " 3 " 29 " 32 " TO A-PEAK.
 AIR PIPES HAVE WOOD PLUGS.

Particulars of Gangway Cargo and Coaling Ports:— NONE.



Particulars of Scuppers and Sanitary Discharge Pipes:— SANITARY DISCHARGES ABOVE FREEBOARD D^K HAVE STORM VALVES OF SUBSTANTIAL CONSTRUCTION. ✓
 4 SCUPPER EACH SIDE FROM UPPER DK THRO' SHELL. NO STORM VALVES. PLATE COVERS FITTED.
 1 SCUPPER EACH SIDE TONNAGE OPENING. NO STORM VALVE PLATE COVER FITTED.

Particulars of Side Scuttles:— NO SIDE SCUTTLES BELOW SUPERSTRUCTURE DK. ✓

Particulars of Guard Rails:— FLE D^K 2TIER 3'-3" HIGH STANCHIONS SPACED 4'-9" APART.
 SUPERSTRUCTURE D^K 3TIER 3'-6" HIGH 4'-6" APART. ✓
 BULWARK AMIDSHIP IN WAY OF SALOON AND CASING. ✓

Particulars of Gangways, Lifelines, etc.:— EFFICIENT MEANS ARE PROVIDED FOR FITTING LIFE LINES.
 CREW FOR^D UNDER FLE DK. ✓

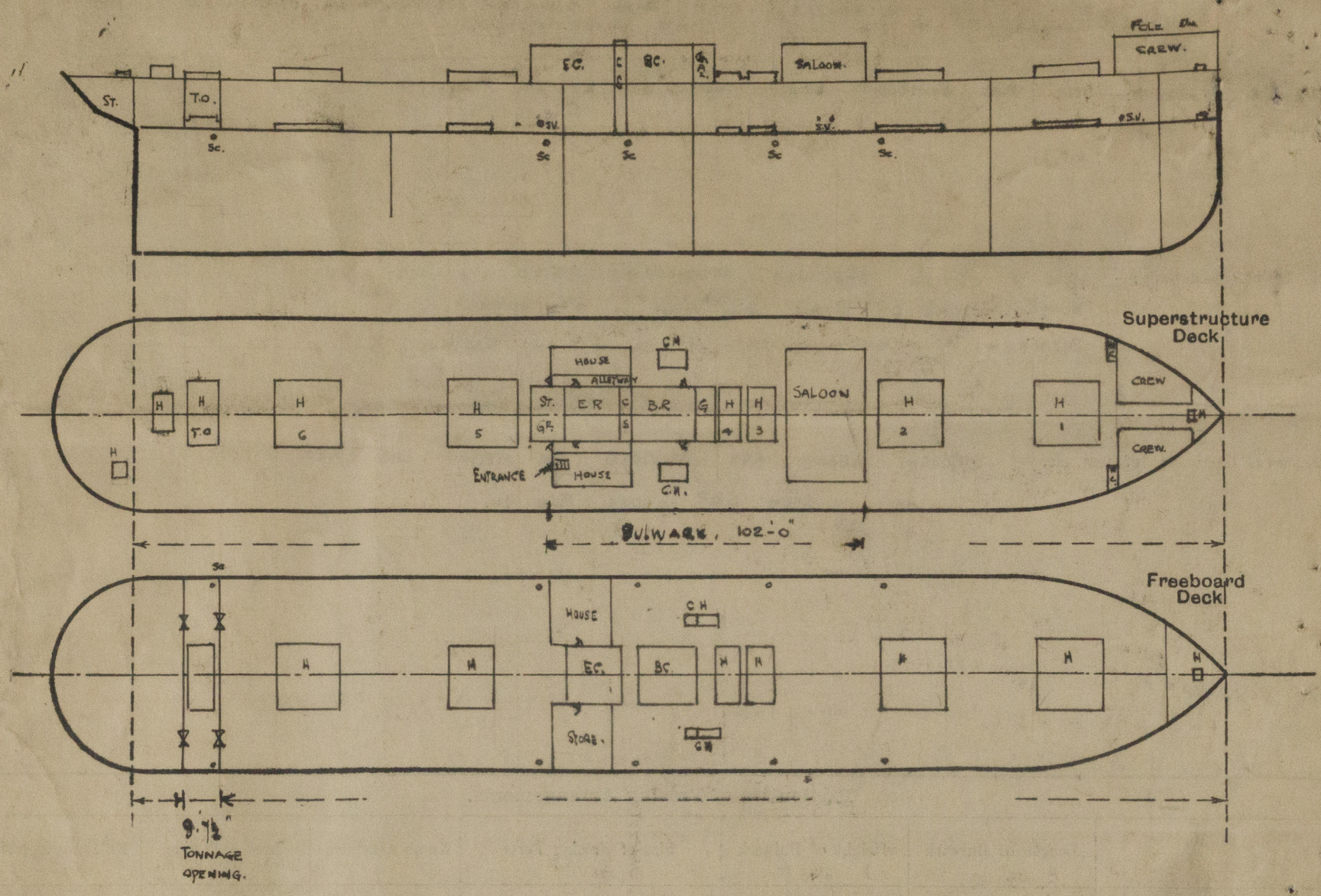
| Particulars of Freeing Arrangements. | | | | | | |
|--|-------------------|-------------------|-----------------------|------------------|----------------|---------------------|
| | Length of Bulwark | Height of Bulwark | Size of Freeing Ports | Number each side | Area each side | Rule area each side |
| After Well ... T.O. ... | 9'-7 1/2" ✓ | 9'-0" ✓ | 2'-0" x 1'-3" ✓ | 1 | 2.5 sq. ft. ✓ | |
| Forward Well ... | ✓ | | | | | |
| State position of each freeing port ... } After Well:— TO. 6' FOR ^D OF BRIDGE END. 18' ABOVE DK. HINGED DOOR. (F. and A. position and height above deck edge) } Forward Well:— State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— Additional area where sheer is less than standard. | | | | | | |

| Particulars of Superstructures, Trunks, Casings, Deckhouses. | | | | | | | | |
|---|---------|---------|--------------|-------------|-------------------------------|------------------|-----------------|-------------------|
| | Coaming | Plating | Stiffeners | Spacing | End Attachments of Stiffeners | Size of Openings | Height of Sills | Height of Casings |
| Poop Bulkhead ... | ✓ 26 | ✓ 26 | 3 x 3 x 26 ✓ | 42" ✓ | — | 5'-2" x 4'-0" ✓ | 15 ✓ | 9'-0" ✓ |
| Raised Quarter Deck Bulkhead ... | ✓ | | | | | | | |
| Bridge, After Bulkhead ... | ✓ 28 | ✓ 26 | 3 x 3 x 26 ✓ | 40" - 45" ✓ | — | 5'-2" x 4'-0" ✓ | 16" ✓ | 9'-0" ✓ |
| Bridge, Forward Bulkhead ... | ✓ | | | | | | | |
| Forecastle Bulkhead ... | ✓ | | | | | | | |
| Trunk, Aft ... | ✓ | | | | | | | |
| Trunk, Forward ... | ✓ | | | | | | | |
| Exposed Machinery Casings on Freeboard or Raised Quarter Decks ... | ✓ | | | | | | | |
| Exposed Machinery Casings on Superstructure Decks ... | ✓ 30 26 | ✓ 26 | 3 x 3 x 28 ✓ | 30 ✓ | — | 5'-6" x 2'-3" ✓ | 15 ✓ | 7'-9" ✓ |
| Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... | ✓ 50 | ✓ 26 | 3 x 3 x 28 ✓ | 30 ✓ | — | 5'-5" x 1'-11" ✓ | 18 1/2 ✓ | 9'-0" ✓ |
| Deckhouses on Flush Deck Ships ... | ✓ | | | | | | | |

| Particulars of Closing Appliances (state if capable of being manipulated from both sides). | |
|--|--|
| Poop Bulkhead ... | 3" WEATHER BOARDS IN RWETTED CHANNELS FULL HEIGHT. ✓ |
| Raised Quarter Deck Bulkhead ... | ✓ |
| Bridge, After Bulkhead ... | 3" WEATHER BOARDS IN RWETTED CHANNELS FULL HEIGHT. ✓ |
| Bridge, Forward Bulkhead ... | ✓ |
| Forecastle Bulkhead ... | ✓ |
| Exposed Machinery Casings on Freeboard or Raised Quarter Decks ... | ✓ |
| Exposed Machinery Casings on Superstructure Decks ... | STEEL HINGED DOORS TO BOILER CASING. ✓ WOOD DOOR TO ALLEYWAY & IN ALLEYWAY TO E. ROOM OPERATED BOTH SIDES. ✓ |
| Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... | HINGED WOOD DOOR OPERATED BOTH SIDES. ✓ |
| Deckhouses on Flush Deck Ships ... | |

Derwentham Court

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



State any special features in the construction of the ship:— Vessel examined in dry dock.

| | | | | |
|---------------|------|--------|------|-------|
| Tons per inch | 24.0 | draft. | 42.6 | Tons. |
| | 23.0 | " | 42.4 | " |
| | 22.0 | " | 42.2 | " |
| | 21.0 | " | 42.0 | " |
| | 20.0 | " | 41.8 | " |
| | 19.0 | " | 41.6 | " |

Handwritten signature

Builder's name and yard number WORKMAN CLARK & CO. LTD. BELFAST.

Names of sister ships _____

Owners United British S.S. Co. Ltd.

Fee £ 15 . 0 . 0 Received by me _____