

With, or Without  
Disconnected Erections.

STEEL STEAMER.

Received at London SAT. MAY 17. 1913

Date of completion of report 14 May 1913 Port of Hamburg  
Survey held at Kiel Date, First Survey 15 November 1912 Last Survey 13 May 1913  
On the steel screw steamer "TECUMSEH" Rig Schooner

TONNAGE under  
Tonnage Deck...  
Do. between Tonnage Dk. and 3rd and 4th Dk.  
Total under Upper Dk. 4468  
Do. of Poop  
Do. of R.Q.Dk.  
Do. of Bridge House  
Do. of Forecastle  
Do. of Houses on Dk.

Less of Hatchways

Crown of

Room ..

tonnage 5080

Space

Crown of

Room ..

FOR FEES.. 5080

ine Room

igation Spaces

r Tonnage

m Beam ..

TH on Deck

er Rule ....

CLASS 100A1

Breadth (greatest moulded) 52.33

Depth, at middle of length from top of keel to top of upper deck beams at side 28.66

Transverse Number 80.99

Length on deck from fore part of stem to after part of stern post 385

Longitudinal Number 31181

Depth "d," at middle of length (See Secs. 2 & 13) 16'10"

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 13.43

" " Long Bridge Deck Beam at side to top of keel

Destined Voyage United States

Master F. Heuer

Year of appointment

Built at Kiel

When built 1913

Launched 2nd April 1913

By whom built Howaldtswerke

Owners Deutsche Amerikanische

Mannheim Petroleum Gesellschaft

(Where necessary to be entered in Reg. Book)

Residence Hamburg

Port belonging to Hamburg

If Surveyed while Building, Afloat, & in Dry Dock yes

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
385	0	Moulded ....	52	4	Do. do. do. do.	Second Dk. Beams	25	11 1/2	2
							18	5 1/2	No. of Tiers of Beams 2

Moulded depth, ft. 28 ins. 8 To Bridge Dk. Round of Upper 12 1/2 ins.  
Moulded depth, ft. ins. To Upper Dk. Dk. Beam, Actual

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	PILLARS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
IE, Angles, or Z or L Bars amidships	6	6	6	6	6	6	PILLARS, In 'tween Deck, size and spacing				
in peaks	3 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	" " Hold				
in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	4 1/2	3 1/2	3 1/2	4 1/2	" Quarter 'tween Dks.,				
" " at intermdt. Bkts.	Longitudinal Framing						" " in Hold				
ing of Frames from centre to centre amidships	see steel attached										
" " from 1/2 length to Collision bulkhead	24			24							
" " in peaks											
ERSED FRAME, Angles	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate	68	50	68	50
" " at intermdt. Bkts.	Longitudinal Framing						" Rider Plate				
MING, depth of girder	46	46	46	46	46	46	" Flat Plate Keel Angles	5	5	5	5
ORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	E 8	54	E 8	54			" Horizontal Plates on Floors				
in way of Engine and Boiler Spaces							" Angles or Bulb Angles				
thickness at the ends of vessel	38			38			SIDE KEELSONS, Number One	Longitudinal Framing			
depth at 1/2 the half breadth, as per Rule							" Angles or Bulb Angles	6	3 1/2	50	6
height extended at the Bilges	E 13	50	E 13	50			" Plate above floors, for full length		3 1/2		3 1/2
ORS & BRACKETS in Cell Dble Bottoms	not flanged	not flanged	not flanged	not flanged	not flanged	not flanged	" Intercostal Plate, for length		4 1/2	40	4 1/2
" state if flanged (top & bottom)	29 1/2	in Engine	29 1/2				" Attached to outside Plating with Angle	3 1/2	3 1/2	40	3 1/2
" Spacing	42	40	42	40			BILGE KEELSON, Angles				
TRE GIRDER, in Dbl. bottom, dpth. & thcknss.	3 1/2	3 1/2	46	3 1/2	3 1/2	46	" Intercostal Plate for length				
" Angles, Top	4 1/2	4 1/2	56	4 1/2	4 1/2	56	" Attached to outside Plating with Angle				
" " Bottom	3 1/2	3 1/2	60	3 1/2	3 1/2	60	SIDE STRINGERS, Number				
" " to Floors	40	40	40	40		40	" Angle				
E GIRDERS, number on each side & thickness	not flanged	not flanged	not flanged	not flanged	not flanged	not flanged	" Intercostal Plate, for length				
" state if flanged (top and bottom)	3 1/2	3 1/2	40	3 1/2	3 1/2	40	" Attached to outside plating with Angle				
" Angles (top and bottom)	3	3	40	3	3	40					
" " to Floors			48			48	Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	59 to 34	64	59 to 34	64
IGIN PLATE, depth (see below) and thickness	3 1/2	3 1/2	46	3 1/2	3 1/2	46	" " " " br'dth & thickness (in way of Bridge)		64		64
" Angles to Outside Plating							" " " " Angle (clear of Bridge)	5 x 5	68	5 x 5	68
" " Floors							" Tie Plate at sides of Hatchways				
" Height of Brackets above at bilge							Deck * Steel, for full lng.		44		44
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	42	50	42	50		50	" Thickness (clear of Bridge)		44		44
" " in Engine and Boiler space	E 13	56	E 13	56		56	" " (in way of Bridge)		44		44
" Remainder in Hold N.A.			38			38	Wood Deck. Material & thcknss	not sheathed			
AMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel							Second Deck Stringer Plate, br'dth & thickness	47 to 34	42	47 to 34	42
" Angles on upper edge							" Angles on ditto, No. One	5 x 5	44	5 x 5	44
" In way of Long Bridge							" Tie Plates outside Hatchways				
" Spacing							Deck * Steel, for full lng.		40		40
AMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel							Wood Deck. Material & thickness	not sheathed			
" Angles on upper edge							Third Deck Stringer Plate, br'dth & thickness				
" Spacing							" Angles on ditto, No.				
AMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel							" Tie Plates, outside Hatchways				
" Angles on upper edge							Deck * Material and thickness				
" Spacing							Fourth and Fifth Deck Stringer Plate, breadth & thickness				
AMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel							" Angles on ditto, No.				
" Angles on upper edge							" Tie Plates outside Hatchways				
" Spacing							Deck. Material & thickness				
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel							Poop Deck Stringer Plate, breadth & thickness	36	34	34	34
" Angles on upper edge							" Angle on ditto	3 1/2 x 3 1/2	34	3 1/2 x 3 1/2	34
" Spacing							" Deck. Material and thickness	3	30		30
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel							Bridge Deck Stringer Plate, br'dth & thickness	47	40	47	40
" Angles on upper edge							" Angle on ditto	3 1/2 x 3 1/2	40	3 1/2 x 3 1/2	40
" Spacing							" Deck. Material and thickness	3	28		28
							Forecastle Deck Stringer Plate, br'dth & th'kns	39	34	34	34
							" Angle on ditto	3 1/2 x 3 1/2	34	3 1/2 x 3 1/2	34
							" Deck. Material and thickness	3	24		24



[illegible]

EQUIPMENT No.				LETTER				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS.				
Number of Certificate.		Anchors.		WEIGHT, EX STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 31.		Description of Anchor.		Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
9246	1st Bower ...	61	1	21	"	"	"	19	2	0	0	60	0	0	Taylor's Quadrant	Taylor & Sons
9247	2nd " ...	60	0	7	"	"	"	18	8	0	0	60	0	0	"	"
9248	3rd " ...	50	2	4	"	"	"	12	14	0	0	50	2	0	"	"
	4th " ...														"	"
	Collective weight	172	0	7								190	2	0		
9249	Stream .....	16	1	0	4	0	7	14	12	0	0	16	1	0	ordinary	Taylor & Sons
9250	Kedge.....	7	0	21	1	3	7	9	8	0	0	7	0	0	"	"

  

CHAIN CABLES.										HAWSEWS AND WARPS.									
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 31.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towline.		Length and Size per Table 31.	
		Fathoms.	Inches.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			Fathoms.	Inches.	Tons.	Fathoms.	Inches.	Tons.
12195		290	3 1/4	86 1/2	120 1/2	64 1/2	3 1/4	64 1/2	3 1/4	290	3 1/4	Siddebank	Taylor & Sons	TOWLINE	120	3 1/4	86 1/2	120	3 1/4
													HAWSEWS & WARPS	150	3 1/4	33 1/2			
														360	8	1	200	8	1
														150	7	1	200	7	1
														150	6	1			

**Boats** 4 Lifeboats, 22 ft length, 1 E.G. 16 ft length. **Steering Gear,** Steam Sphindew 9' x 9'. **Steering Gear,** Hand yes

**Pumps,** Number all as approved. Diameter of Barrel State whether they are in efficient working order yes

**Windlass** is of Blakey Chapman type. Capstan none

**Engine Room Skylights.**—How constructed? steel fitted on top of lidley What arrangements for deadlights in bad weather? covers

**Coal Bunker Openings.**—How constructed? steel round corners How are lids secured? solid battened Height above deck? 20' above Peep dk.

**Number of Scupperns,** and numbers and dimensions of **Freeing Ports, &c.** Six Scupperns fore free ports 29 1/2 x 15" or each side.

**Ceiling in Holds,** thickness and material Carpal hold forward 3 1/2 pine **Cargo Battens,** thickness and material pine 6 x 2

**Cargo Hatchways.**—How formed? steel coverings with round corners **Hatches,** If strong and efficient? yes

State size No. 1 Hatch (Forward) 9 1/2 ft x 10 1/2 ft No. 2 Hatch All others are No. 2 Hatches felled over No. 3 Hatch 10 ft tanks

**Number of Web Plates, Shifting Beams and Fore and Afters** to each Hatch only 1 Shifting beam 8 3 Pore and afters.

No. of Breasthooks at every longitudinal No. of Crutches steel decks

**Bulwarks,** height above deck and description steel dunn Bulk plate steps Main Rail, material and size 4 x 2 1/2 x 40

The foregoing is a correct description. Surveyor's Signature Geo. Dykes L. Priess.

Builder's Signature (here only) HOWALDTSWERKE Surveyor to Lloyd's Register of British and Foreign Shipping.

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**Correspondence.**—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)

M. 16, 25, 30 Nov. 6, 7, 15 Dec 1911, Jan. 18, March 21, April 29 June 15, July 24, October 19<sup>th</sup> 1912.

**Workmanship.** Are the butts of plating planed or otherwise fitted? planed

Is the riveted work properly closed? yes

Are the liners between the frames and plates solid single pieces (liners if peak only) solid Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? yes

Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? yes Do any rivets break into or through the seams or butts of the plating? yes

Are the butts of Plating, Stringers, &c., properly shifted and strapped? yes

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? yes State results of tests failed tight

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? yes State results of tests failed tight

**General Remarks** (State quality of workmanship, &c.) This steel screw steamer has been built with longitudinal framing in accordance with the Rule requirements for carrying Petroleum in Bulk, also in conformity with the approved amended plans, and the requirements embodied in the Secretary's letter dealing with this case. The workmanship throughout is of the best description, all parts conforming well with each other and efficiently fitted together. The Peels, Peak tanks and the double bottom aft have been tested with water pressure to height of 4 1/2 per inch found tight. The cofferdams filled with water to height of Hatchways found tight. All compartments for carrying Petroleum in Bulk have been tested with water pressure equal above highest point of Expansion joints found tight. Deep tank in No. 1 hold tested with water pressure to height of Upper deck found tight. All pumps tested found in good working order. The steel materials used in the construction have been manufactured at works approved by the Committee elected by the Society's Surveyors in accordance with the Rule requirements. This vessel is fitted with Wireless Telegraphy & the Telefunken system.

The Surveyor should state the Number of Report and Name of any Sister Vessel. 13231 S.S. Mohawk

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The amount of Entry Fee ..... Mks 105:- : Fees applied for, 10 May 1913

Special Survey Fee... Mks 3116:- : Received by me, 24/5/13

Travelling Expenses, if any Mks 340:- : State whether the Vessel has been built under Special Survey yes

I am of opinion this Vessel should be Classed X 100 A1 carrying Petroleum in Bulk Geo. Dykes L. Priess.

With, or without Freeboard, as condition of Class without Freeboard Surveyor to Lloyd's Register of British and Foreign Shipping.

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**Committee's Minute** TUE. MAY. 20 1913

**Character assigned** 100A1

carrying petroleum in bulk

fitted for oil fuel 5.13 F.P. above 150° F

Lloyd's arcp

+ hmc 5.13



PARTICULARS OF LONGITUDINAL FRAMING.

GENERAL

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.						
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverse and Bulkheads.		Rivets in Brackets to Bulkheads.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	
Framing of <i>4 1/2" x 1/2"</i> .....																				
Frames in Bridge 'tween Decks ...		<i>6 1/2</i>	<i>3</i>	<i>34</i>	<i>6 1/2</i>	<i>3</i>	<i>34</i>	<i>6 1/2</i>	<i>3</i>	<i>34</i>	<i>6 1/2</i>	<i>3</i>	<i>34</i>	<i>3/4</i>	<i>4 1/2</i>					
Frames from Uppermost Continuous Deck		<i>4</i>	<i>3 1/2</i>	<i>40</i>	<i>4</i>	<i>3 1/2</i>	<i>36</i>	<i>4</i>	<i>3 1/2</i>	<i>40</i>	<i>4</i>	<i>3 1/2</i>	<i>40</i>	<i>7/8</i>	<i>5 1/4</i>					
Framing from Awning, Shelter or Upper Deck to Margin Plate.		No. 1	<i>4</i>	<i>3 1/2</i>	<i>40</i>	<i>4</i>	<i>3 1/2</i>	<i>36</i>	<i>4</i>	<i>3 1/2</i>	<i>40</i>	<i>4</i>	<i>3 1/2</i>	<i>40</i>	<i>7/8</i>	<i>5 1/4</i>				
		" 2	<i>4</i>	<i>3 1/2</i>	<i>40</i>	<i>4</i>	<i>3 1/2</i>	<i>36</i>	<i>4</i>	<i>3 1/2</i>	<i>40</i>	<i>4</i>	<i>3 1/2</i>	<i>40</i>	<i>7/8</i>	<i>5 1/4</i>				
		" 3	<i>8</i>	<i>3 1/2</i>	<i>40</i>	<i>8 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>8</i>	<i>3 1/2</i>	<i>40</i>	<i>8 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>7/8</i>	<i>5 1/4</i>				
		" 4	<i>8</i>	<i>3 1/2</i>	<i>44</i>	<i>8 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>8</i>	<i>3 1/2</i>	<i>44</i>	<i>8 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>7/8</i>	<i>5 1/4</i>				
		" 5	<i>8 1/2</i>	<i>3 1/2</i>	<i>46</i>	<i>8 1/2</i>	<i>3 1/2</i>	<i>44</i>	<i>8 1/2</i>	<i>3 1/2</i>	<i>46</i>	<i>8 1/2</i>	<i>3 1/2</i>	<i>44</i>	<i>7/8</i>	<i>5 1/4</i>				
		" 6	<i>9</i>	<i>3 1/2</i>	<i>46</i>	<i>9</i>	<i>3 1/2</i>	<i>44</i>	<i>9</i>	<i>3 1/2</i>	<i>46</i>	<i>9</i>	<i>3 1/2</i>	<i>44</i>	<i>7/8</i>	<i>5 1/4</i>				
		" 7	<i>9 1/2</i>	<i>3 1/2</i>	<i>46</i>	<i>9 1/2</i>	<i>3 1/2</i>	<i>44</i>	<i>9 1/2</i>	<i>3 1/2</i>	<i>46</i>	<i>9 1/2</i>	<i>3 1/2</i>	<i>44</i>	<i>7/8</i>	<i>5 1/4</i>				
		" 8	<i>10</i>	<i>3 1/2</i>	<i>44</i>	<i>9 1/2</i>	<i>3 1/2</i>	<i>44</i>	<i>10</i>	<i>3 1/2</i>	<i>44</i>	<i>9 1/2</i>	<i>3 1/2</i>	<i>44</i>	<i>7/8</i>	<i>5 1/4</i>				
		" 9	<i>10</i>	<i>3 1/2</i>	<i>50</i>	<i>10</i>	<i>3 1/2</i>	<i>46</i>	<i>10</i>	<i>3 1/2</i>	<i>50</i>	<i>10</i>	<i>3 1/2</i>	<i>46</i>	<i>7/8</i>	<i>5 1/4</i>				
		" 10	<i>15</i>	<i>3 3/8</i>	<i>65</i>	<i>15</i>	<i>3 3/8</i>	<i>65</i>	<i>15</i>	<i>3 3/8</i>	<i>65</i>	<i>15</i>	<i>3 3/8</i>	<i>65</i>	<i>7/8</i>	<i>5 1/4</i>				
Spacing of Longitudinal Frames		Amidships			At Ends			Amidships			At Ends									
Double Bottoms		Tank Top Longitudinals			Bottom			Amidships			At Ends									
L, L or C		Amidships			At Ends			Amidships			At Ends									
Transverses.		In Bridge			'tween Decks			Upper 'tween Decks.			In Hold.									
Depth and Thickness		<i>14</i> . <i>38</i>			<i>14</i> . <i>38</i>			<i>14</i> . <i>38</i>			<i>14</i> . <i>38</i>									
Face Angles		<i>4</i> <i>3 1/2</i> <i>46</i>			<i>4</i> <i>3 1/2</i> <i>40</i>			<i>4</i> <i>3 1/2</i> <i>40</i>			<i>4</i> <i>3 1/2</i> <i>40</i>									
Lugs to Shell		<i>3 1/2</i> <i>3 1/2</i> <i>38</i>			<i>3 1/2</i> <i>3 1/2</i> <i>38</i>			<i>3 1/2</i> <i>3 1/2</i> <i>38</i>			<i>3 1/2</i> <i>3 1/2</i> <i>38</i>									
Depth and Thickness		<i>18</i> . <i>40</i>			<i>18</i> . <i>40</i>			<i>18</i> . <i>40</i>			<i>18</i> . <i>40</i>									
Face Angles		<i>4</i> <i>3 1/2</i> <i>40</i>			<i>4</i> <i>3 1/2</i> <i>40</i>			<i>4</i> <i>3 1/2</i> <i>40</i>			<i>4</i> <i>3 1/2</i> <i>40</i>									
Lugs to Shell		<i>3 1/2</i> <i>3 1/2</i> <i>40</i>			<i>3 1/2</i> <i>3 1/2</i> <i>40</i>			<i>3 1/2</i> <i>3 1/2</i> <i>40</i>			<i>3 1/2</i> <i>3 1/2</i> <i>40</i>									
Depth and Thickness		<i>28</i> . <i>46</i>			<i>28</i> . <i>46</i>			<i>28</i> . <i>46</i>			<i>28</i> . <i>46</i>									
Face Angles		<i>6 1/2</i> <i>3 1/2</i> <i>58</i>			<i>6 1/2</i> <i>3 1/2</i> <i>58</i>			<i>6 1/2</i> <i>3 1/2</i> <i>58</i>			<i>6 1/2</i> <i>3 1/2</i> <i>58</i>									
Lugs to Shell		<i>6</i> <i>6</i> <i>46</i>			<i>6</i> <i>6</i> <i>46</i>			<i>6</i> <i>6</i> <i>46</i>			<i>6</i> <i>6</i> <i>46</i>									
Brackets		<i>9 1/2</i> <i>14</i> <i>apart</i>			<i>9 1/2</i> <i>14</i> <i>apart</i>			<i>9 1/2</i> <i>14</i> <i>apart</i>			<i>9 1/2</i> <i>14</i> <i>apart</i>									
Spacing of Transverse Frames		State if jogged or liners.			State if jogged or liners.			State if jogged or liners.			State if jogged or liners.									
Longitudinal Beams of L, L or C		Bridge Deck			Upper			Second			Third									
Bridge Deck		<i>5 1/2</i> <i>3</i> <i>34</i>			<i>5 1/2</i> <i>3</i> <i>34</i>			<i>5 1/2</i> <i>3</i> <i>34</i>			<i>5 1/2</i> <i>3</i> <i>34</i>									
Upper		<i>4</i> <i>3</i> <i>36</i>			<i>4</i> <i>3</i> <i>36</i>			<i>4</i> <i>3</i> <i>36</i>			<i>4</i> <i>3</i> <i>36</i>									
Second		<i>4</i> <i>3</i> <i>34</i>			<i>4</i> <i>3</i> <i>34</i>			<i>4</i> <i>3</i> <i>34</i>			<i>4</i> <i>3</i> <i>34</i>									
Third		<i>4</i> <i>3</i> <i>34</i>			<i>4</i> <i>3</i> <i>34</i>			<i>4</i> <i>3</i> <i>34</i>			<i>4</i> <i>3</i> <i>34</i>									

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

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PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *114.8* ft., Bridge *21.5* ft., Forecastle *38.0* ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Poop and Bridge are not joined together.*

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) *2 Decks Steel (not sheathed) 2 Tiers of Beams*  
Official No. ; Signal Letters. State if Machinery is fitted aft  
How are the surfaces preserved from oxidation? Inside *cement clear of oil tanks dulle oil paint* Outside *mult. patent red paint.*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors.					
Where Fitted.		*Length.	Water Capacity.	Where Fitted.	
		Feet.	Tons.		
Double bottom, aft,				Fore peak tank,	
Double bottom, under Engines and Boilers,				After peak tank,	
Double bottom, if under Engines only,		<i>34.4</i>	<i>44</i>	Deep tank, aft,	
Double bottom, if under Boilers only,		<i>39.6</i>	<i>144</i>	Deep tank, forward, <i>in 401 Cargo hold</i>	
Double bottom, forward,				Other tanks, if fitted,	
				(If necessary, furnish further information by sketch.)	
		Total capacity of double bottom	<i>221</i>	State whether the above have been tested as required by the Rules	

\* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. *21*  
Date *13 Nov 1911*  
No. *563* in builder's yard.  
DATES OF SURVEYS held while building  
*15 Nov 5 Dec 13 Feb. 8 March 18 April 6. 29 May 13 + 29 June 16 July 6. 25 August 16 + 28 Sept. 10. 23. 30 October. 4. 16. 22. 28 Nov 5. 18. Dec. 1912. 4. 21. 28 Jan. 3. 18. 29 Feb. 10. 15. 18. 20. 24. 29. 31 March, 2. 5. 9. 12. 15. 18. 23. 25 April 4 + 13 May 1913*  
Total No. of Visits *46*

Surveyor's Signature *Geo. D. Piers*