





Form No. 1A.

June 8th July 1st Aug 1st Sep 8th 9th 27th Mar. 1st 1913 April 8th 9th 13th May 15th July 22nd

Are the butts of Plating, Stringers, &c., properly shifted and strapped *or lapped* - *Yes*

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

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? *Yes* State results of tests *Good*

This vessel has been built according to the approved plan & Secretary's letters & in other respects in accordance with the rules for oil steamers & the requirements of section 49 of the rules have been complied with. The workmanship is of a high standard & in my opinion she merits the class contemplated. —

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 100 ft., R.Q.D. ✓ ft., Bridge 22 ft., Forecastle 44 ft.  
(in feet and tenths). When the Poop is joined to the R.D., this should be distinctly stated ✓

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 DKS STEEL & WOOD FRAMES. 2 TIERS OF BEAMS (DKS UNHEATHED.)

Official No. \_\_\_\_\_; Signal Letters \_\_\_\_\_ State if Machinery is fitted aft YES  
How are the surfaces preserved from oxidation? Inside PAINT & BITUMASTIC IN PARTS Outside PAINT

**PARTICULARS OF WATER BALLAST.**—State whether the Double bottom is constructed on the cellular system or with girders on floors *CELLULAR*

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <i>FOR FUEL OIL</i>	<i>38</i>	<i>(236)</i>	Fore peak tank,	<i>24.5</i>	<i>260</i>
Double bottom, under Engines and Boilers, ✓			After peak tank,	<i>21.3</i>	<i>177</i>
Double bottom, if under Engines only, <i>ENGINES AFT. NO.</i>	<i>25.6</i>	<i>69</i>	Deep tank, aft, ✓		
Double bottom, if under Boilers only, ✓			Deep tank, forward,	<i>25.6</i>	<i>370</i>
Double bottom, forward, ✓			Other tanks, if fitted, ✓		
	Total capacity of double bottom	<i>NO. 69</i>	(If necessary, furnish further information by sketch.) ✓		

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

Order for Special Survey No. *244*

Date *12.6.12*

No. *216* in builder's yard.

DATES OF SURVEYS  
held while building

*1912. May. 10. 20. 22. 31. June. 1. 3. 4. 10. 12. 22. 28. July 9. Aug. 1. 3. 5. 6. 8. 9. 16. 19. 28. 29. Sep. 2. 11. 12. Oct. 1. 9. 25. Nov. 4. 9. 9. 11. 14. 18. 22. 23. 25. 26. Dec. 2. 11. 14. 1913. Jan. 8. 17. 18. 20. 23. 24. Feb. 8. 26. March. 1. 8. 10. 14. 15. 17. 18. 21. 25. 29. April. 2. 3. 2. 12. 16. 19. 21. 23. 25. 26. May. 2. 8. 12. 14. 20. 26. 28. 30. June. 3. 5. 6. 12. 24. 28. July 3. 4. 5. 10. 12. Aug. 2.*

Total No. of Visits *80*

The amount of Entry Fee	£ 128	Fees applied for,	
Special Survey Fee	£ 4722		19
Travelling Expenses, if any	£ 13	Received by me,	
	£ 4863	17-9-1913	

Certificate to be sent to THIS OFFICE

2 Cert. recd 31.9.13

State whether the Vessel has been built under Special Survey YES  
I am of opinion this Vessel should be Classed 100 AL CARRYING PETROLEUM IN BULK  
With, or without Freeboard, as condition of Class WITHOUT

*W Stanley Bowdler*  
Surveyor to Lloyd's Register of British and Foreign Shipping

Committee's Minute

Character assigned. *100%*  
*Carry petroleum in bulk*

With you always after  
 June 8/13

~~Lyliq-fuel~~ / ~~1000~~ ~~1000~~

*The Surveyors are requested not to write on or below the Committee's Minute.*



N: 5734

BULKHEADS

14 oil tight bulkheads including cofferdams

Plating Top .36 Bottom .44 Frames double  $6 \times 3\frac{1}{2} \times 5$

$5/8 \times 3/8 \times .52$  Vert Stiffeners  $5.5 \times 2.36 \times 2.36 \times .27 \times .39$  spaces about  $20\frac{1}{2}$

Horizontal Stiffeners  $15 \times 3\frac{1}{32} \times 3\frac{1}{32} \times 2\frac{5}{64}$  all channels.

Centreline Bulkhead - Top .38 Bottom .5-8 to .5

Vertical Stiffeners -  $6.29 \times 2.55 \times 2.55 \times .29 \times .41$  Channels spaced  $25\frac{1}{2}$

Horizontal Stiffeners -  $15 \times 3\frac{1}{32} \times 3\frac{1}{32} \times 2\frac{5}{64}$  Channels placed in way of side stringers.

Cofferdam Bulkheads stiffened with flat plates in lieu of horizontal stiffeners.

Vertical Stiffeners of bulkheads strengthened with reverse angles to compensate for length of tanks & height of bulkheads - as per approved plans.

Collision Bulkhead - Double frames  $4 \times 4 \times .44$

plating top .30 bottom .44. Vert. Stiffeners  $7 \times 3 \times .36 \times .48$

with reverse angles  $3/8 \times 3/8 \times .40$  on two stiffeners.

2 Semi box beams. see plan.

After Peak Bulkhead Plating top .34 bottom .40

arranged & stiffened as per approved plan.

ROR



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