

STEEL STEAMER ~~OR~~ MOTORSHIP.

Received at London Office... 15 DEC 1926

State if Report has been sent on the Freeboard of the Vessel. YES.State if Report is sent on the Machinery of the Vessel. YES

Date of completion of report 3<sup>rd</sup> December, 1926 Port of UNDERLAND No. 29327  
 Survey held at UNDERLAND Date First Survey 14<sup>th</sup> May 1923 Last Survey 1<sup>st</sup> December 1926  
 On the SINGLE SCREW STEAMER "USWORTH" machinery amidships  
 State Type FULL SCANTLING State Type of Erections POOP, BRIDGE & FUNNEL

TONNAGE under Tonnage Deck... 3324.52CLASS +100 A-1.State if with freeboard as condition of Class NoBuilt at UNDERLANDDo. of space or spaces between Tonnage Dk. and Upper Dk. ✓Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 356.0Launched 4<sup>th</sup> November 1926 Yard No. 257

Total

Breadth (greatest moulded) B 48.42Builders MESSRS JOHN BLUMER & CO LTDGross Tonnage 3534.82Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 25.91Owners Dalglish Steam Shipping Co. Ltd.Register Tonnage 2189.401st Longitudinal Number (L x D) = 9223Managers R.B. Dalglish, Rd.

(Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D) = 26461Residence Newcastle-on-Tyne

## REGISTERED DIMENSIONS.

Length 356.3Framing Depth "d," at middle of length. See Sec. 3 (1d) 22.87 + 22.0Port of Registry Newcastle-on-TyneBreadth 48.75Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.73

If surveyed while building, afloat, or in dry dock

Depth 23.9Do. Long Bridge to top of keel 10.81Building afloat.

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>FRAMES, Spacing amidships</b> .....	<u>26</u>		<b>Bracket Floors, Frame</b> .....	<u>8 3 46</u>	
" " from $\frac{1}{2}$ length to Collision bulkhead.....	<u>26</u>		" " Reversed Frame.....	<u>7 2 3 46</u>	
" " in peaks.....	<u>24</u>		" " Vertical Struts.....	<u>7 2 3 46</u>	
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	<u>40" x 48</u>	
Frame Amidships, Angle, <u>E or C</u> .....	<u>11 3 46</u>	<u>52 B &amp; BUNKERS</u>	" " top Angles.....	<u>SINGLE 5 5 50</u>	
" " Extends up to.....	<u>UPPER DECK</u>		" " bottom Angles.....	<u>DOUBLE 4 4 53</u>	
Reversed Frame Amidships, Angle.....	<u>B A FRAMING</u>		<b>Side Girders, No. each side and thickness</b> .....	<u>ONE 36</u>	
" " Extends up to.....			<b>Margin Plate</b> depth (excl. of flange) and thickness.....	<u>32 x 44</u>	<u>3 1 2 x 44</u>
Depth of Framing Girder.....	<u>11</u>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem.....	<u>3 2 3 34</u>	
Frames in <u>BRIDGE</u> <u>UPPERMOST CONTINUOUS 'TWEEN</u>	<u>6 x 3 x 44 (ALTERNATE FRAMES)</u>		" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem.....	<u>3 2 3 34</u>	
Decks, Angle, <u>E or C</u> .....	<u>WITH 4 MAIN FRAMES AT BRIDGE ENDS, ALSO HATCH ENDS</u>		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem.....	<u>3 2 3 40</u>	<u>ALTERNATE FRAMES EVERY FRAME</u>
" " <u>Second 'tween Decks, Angle, E or C</u>	<u>EXTENDED TO BRIDGE DECK</u>		" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem.....	<u>3 2 3 40</u>	
" " <u>Third</u> .....			<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<u>8 1 2 (60 x 36 IN FOR &amp; AFTER HOLD)</u>	
Framing in Peaks, Angle, <u>E or C</u> .....	<u>6 2 3 44 6 2 x 3 x 44</u>		<b>INNER BOTTOM PLATING.</b>		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships.....	<u>7/8 - 6 1/4 CTS.</u>		Breadth and thickness of Middle Line Strake.....	<u>70 x 42 x 75 x 44</u>	
State if Frame Joggled.....	<u>YES</u>		Thickness of remainder in Holds.....	<u>40</u>	
<b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars.....	<u>PANTING BEAMS &amp; STRINGERS AS APPROVED</u>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?.....	<u>YES</u>	
<b>TRENGTHENING OF BOTTOM FORWARD.</b> State Particulars.....	<u>FRAMES BOTTOMS 5 x 5 x 44 DIMENSIONED MIDWAY THICKNESS OF 2 STRAKES CARRIED TO RULE POSITION OF COLLISION BULKHEAD INTERCOSTAL GIRDERS AS APPROVED</u>		<b>BEAMS.</b>		
<b>SINGLE BOTTOM.</b>			<b>Uppermost Continuous Deck, amidships</b>	<u>9 3 2 54</u>	
Floors, Depth and thickness at mid-line in Holds.....			" " in Wells, Angle, <u>E or C</u> .....	<u>9 3 2 50</u>	
Height of Brackets at side above base line at toe of frame.....			" " Spacing.....	<u>EVERY FRAME</u>	
<b>Middle Line Keelson, on Floors, Angles, E or C</b> .....			<b>Second Deck, amidships, Angle, E or C</b> .....		
" " Through Plate or Intercostal Plate.....			Spacing.....		
" " Foundation Plate on Floors.....			<b>Third Deck, amidships, Angle, E or C</b> .....		
" " Flat Plate Keel Angles.....			Spacing.....		
<b>Side Keelsons, No. each side</b> .....			<b>Fourth Deck, amidships, Angle, E or C</b> .....		
" " thickness of Intercostal Plate.....			Spacing.....		
" " Angles.....			<b>Poop Deck, Angle, E or C</b> .....	<u>6 3 40</u>	
<b>DOUBLE BOTTOM.</b>			Spacing.....	<u>EVERY FRAME</u>	
Solid Floors, thickness and spacing.....	<u>36 EVERY 3<sup>RD</sup> FRAME &amp; AS APPROVED</u>		<b>Bridge Deck, Angle, E or C</b> .....	<u>7 2 3 40</u>	
" " Are Frame and Reversed Frame joggled?.....	<u>YES</u>		Spacing.....	<u>EVERY FRAME</u>	
<b>Bracket Floors, breadth and thickness at middle line</b> .....	<u>29" x 36</u>		<b>Forecastle Deck, Angle, E or C</b> .....	<u>8 3 42</u>	
" " breadth and thickness at margin plate.....	<u>29" x 36</u>		Spacing.....	<u>EVERY FRAME</u>	



## PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS</b> , No. of Rows.....	ONE	
" <i>POOP BRIDGE &amp; FLE</i> in between Decks, Size and Spacing.....	2 1/4" ALT FRAMES	
" " " " "		
" in Holds " "	CENTRE LINE BULKHEAD	
" " " " "		
<b>Centre Line Bulkhead.</b>		
Stiffeners and Spacing.....	11 x 3 1/2 x 48 BA 6 x 3 x 36 BA ALTERNATE FRAMES	AMENDED PLANTINGS AS PER CALCULATIONS 12/4/23
Plating, thickness of .....	30	
<b>STRINGERS AND DECKS.</b>		
<b>Uppermost Continuous Deck.</b>		
Stringer Plate, breadth and thickness in Wells	82 to 50 56" 90" AT BRIDGE ENDS	
" " " " in way of Bridge	56" x 36	
" Angle in Wells .....	6 6 82 70 to 50	
Thickness of Plating abreast Deck openings in way of Wells .....	POOR NEXT STRINGER AT BRIDGE ENDS 90	
Thickness of Plating abreast Deck openings in way of Bridge .....	32 x 40	
Thickness of Plating within line of openings...	40 to 32	
If Sheathed, material and thickness .....	NO SHEATHING	
<b>Second Deck.</b>		
Stringer Plate, breadth and thickness in Wells...		
Stringer Plate, breadth and thickness in way of Wells .....		
Thickness of Plating abreast Deck openings in way of Wells .....		
Thickness of Plating abreast Deck openings in way of Bridge .....		
Thickness of Plating within line of openings...		
If Sheathed, material and thickness .....		
<b>Third Deck.</b>		
Stringer Plate, breadth and thickness.....		
If Plated, state thickness.....		
<b>Fourth Deck.</b>		
Stringer Plate, breadth and thickness.....		
If Plated, state thickness .....		
<b>Poop Deck.</b>		
Stringer Plate, breadth and thickness .....	33" x 33.	
Plating, Sheathing, material and thickness .....	30 NO SHEATHING	9 x 33 TIES 2 1/2" P.P.
<b>Bridge Deck.</b>		
Stringer Plate, breadth and thickness.....	50" x 48	
Plating, Sheathing, material and thickness .....	34 NO SHEATHING	
<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness.....	33" x 34.	
Plating, Sheathing, material and thickness .....	32. 40 UNDERWIND CLASS. 5 x 2 1/2 P.P.	

## SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>No</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL .....	<i>46 1/2</i>	<i>'70</i>	<i>'63</i>	<i>'63</i>	<i>46"</i>	<i>DOUBLE</i>	<i>7/8</i>	<i>3/4</i>	<i>4R</i>	<i>7/8</i>	<i>3/2</i>	<i>LAMED</i>	
„ DBLG. (if any)		✓							✓				
BOTTOM PLATING, No. of Strakes <i>2</i> .....)	<i>44 1/2</i>	<i>'55</i>	<i>'44</i>	<i>'44</i>		<i>DOUBLE</i>	<i>7/8</i>	<i>3/4</i>	<i>3R</i>	<i>7/8</i>	<i>3/8</i>	<i>LAPPED</i>	
BILGE PLATING, No. of Strakes <i>2 1/2</i> .....)	<i>64 1/2</i>	<i>'55</i>	<i>'44</i>	<i>'44</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>3R</i>	<i>"</i>	<i>"</i>	<i>"</i>	
SIDE PLATING, No. of Strakes <i>3</i> .....)	<i>64 1/2</i>	<i>'55</i>	<i>'42</i>	<i>'42</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>3R</i>	<i>"</i>	<i>"</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Wells.....)	<i>52 3/4</i>	<i>'84 to '64</i>	<i>'42</i>	<i>'42</i>					<i>4R to 3R</i>	<i>7/8</i>	<i>4 3/8</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Bridge ...)	<i>52 3/4</i>	<i>'55</i>	<i>'42</i>	<i>'42</i>		<i>DOUBLE</i>	<i>7/8</i>	<i>3/4</i>	<i>3R</i>	<i>7/8</i>	<i>3/8</i>	<i>"</i>	
STRAKE BELOW Sheer-strake in Wells.....)	<i>66</i>	<i>'70 to '50</i>	<i>'42</i>	<i>'42</i>		<i>"</i>	<i>1</i>	<i>3 5/8</i>	<i>4R to 3R</i>	<i>7/8</i>	<i>3 1/2 to 3 3/8</i>	<i>"</i>	
STRAKE BELOW Sheer-strake in Bridge ...)	<i>66</i>	<i>'55</i>	✓	✓		<i>"</i>	<i>7/8</i>	<i>3/4</i>	<i>3R</i>	<i>7/8</i>	<i>3/8</i>	<i>"</i>	
POOP SIDE PLATING .....		✓	✓	<i>'36</i>	<i>BUTTS APP SINGLE.</i>	<i>SINGLE</i>	<i>3/4</i>	<i>3</i>	<i>2R</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>	
BRIDGE SIDE PLATING ...	<i>ONE STRAKE</i>	<i>'53</i>	✓	✓					<i>3R</i>	<i>7/8</i>	<i>3/8</i>	<i>"</i>	
FOREC'TLE SIDE PLATING			<i>'39</i>		<i>BUTTS APP SINGLE.</i>	<i>SINGLE</i>	<i>3/4</i>	<i>3</i>	<i>2R</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>	

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—  
 Extending to Upper Deck (Sec. 3 c) 6 (ALL TO UPPER DECK)  
 „ Deck next below ✓  
 As per Rule 6.

## FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—				Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c) <u>6 (ALL TO UPPER DECK)</u>							
" Deck next below <u>✓</u>							
As per Rule <u>6.</u>							
		Plating Thickness.	STIFFENERS.				
			VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings.	Spacing.	
MIDSHIP BULKH'D, Upper tween decks							
"	" Second "						
"	" Holds No. 88 Frame 38-26	1 1/2 x 32 x 48	30"				
"	" Holds No. 89 Frame 44-26	1 1/2 x 32 x 48	30"				
COLLISION		(in Hold)	44-26	6 x 3 1/2 x 38 3/4	24	FORE PEAK FLAT & SEMI BOX BEAM TUNNEL RECESS	
AFTER PEAK		"	42-30	6 x 3 x 36	24	& 2 SEMI BOX BEAMS	
				KEEL, Bar	FLAT PLATE	KEEL	
				STEM	ROLLED STEEL	9" x 2 1/4"	NO FORGE & ENG CO LD
STERN FRAME				Propeller Post	IRON FORGING	10" x 6 1/2"	"
				Rudder	"	9" x 6 1/2"	"
RUDDER—A x D					123 x 3-13 =	385	= 9.35' + 5%
Speed of Vessel					NOT EXCEEDING	10 KNOTS	
RUDDER mainpiece at head				IRON FORGING	9"	NO FORGE & ENG CO LD	
" " heel				"	6 3/4"	"	
" how constructed					FORGED ARMS	SHRUNK ON.	
" double or single plate					SINGLE	1-08"	
" coupling, vertical or horizontal					HORIZONTAL		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) OPEN HEARTH PROCESS

CARGO FLEET IRON CO LTD SOUTH DURHAM VA & CO LTD

Has the Steel been tested as required by the Rules? *YES.*



EQUIPMENT No. <i>24632</i>												LETTER <i>W.</i>		ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF <sup>Head</sup> STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.				
<i>29612</i>	1st Bower ...	<i>53</i>	<i>0</i>	<i>14</i>	<i>33</i>	<i>3</i>	<i>0</i>	<i>44</i>	<i>6</i>	<i>1</i>	<i>0</i>	<i>52-2-0</i>	<i>Improved Stockless (Byers)</i>	<i>—</i>	<i>Sunderland. 7/12/26. H.B. Butler</i>	
<i>29613</i>	2nd „ ...	<i>52</i>	<i>2</i>	<i>0</i>	<i>33</i>	<i>0</i>	<i>7</i>	<i>43</i>	<i>18</i>	<i>3</i>	<i>0</i>	<i>52-2-0</i>	<i>-do-</i>	<i>—</i>	<i>— “ — “ — “</i>	
<i>29614</i>	3rd „ ...	<i>44</i>	<i>2</i>	<i>0</i>	<i>24</i>	<i>0</i>	<i>0</i>	<i>38</i>	<i>18</i>	<i>3</i>	<i>0</i>	<i>44-2-0</i>	<i>-do-</i>	<i>—</i>	<i>“ “ “</i>	
	Collective weight.	<i>150</i>	<i>0</i>	<i>14</i>								<i>✓ 149-2-0</i>				
<i>86500</i>	Stream .....	<i>14</i>	<i>0</i>	<i>12</i>	<i>3</i>	<i>2</i>	<i>20</i>	<i>15</i>	<i>14</i>	<i>2</i>	<i>21</i>	<i>14</i>	<i>ORDINARY (FORGED WROUGHT IRON)</i>	<i>N. HINGLEY &amp; CO. LTD.</i>	<i>NETHERTON, 31/8/23 H. GREEN.</i>	

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.			Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.		
	Length.	Diam.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
75165	135	2 1/16	76 5/16	104 1/10	288-0-24	{ 57 3/4 }			270	2 1/16	BUOLINK	N. HINGLEY & CO. LTD.	N. HINGLEY & CO. LTD.	TOWLINE...	120	4 1/2	39	120	4 1/2
75214	135	2 1/16	76 5/16	104 1/10	289-3-3	{ 57 3/4 }					"	"	"	HAWSERS & WARPS	2-90	2 3/4	15 1/2	4-90	4"
Iron Stream Chain or Steel Wire		Cir.			289-3-24					Cir.				"	4-90	4			
	90	4 1/2		39					90	4 1/2	Self S. Wire	N. Hingley & Co. Ltd.							

Steering Gear, Steam	<i>JOHN LYNN &amp; CO. LTD.</i>	Steering Gear, Hand	<i>TILLER OF INCREASED SIZE &amp; OPERATED BY WIRE ROPES AND TACKLE WORKED FROM WINCH. RUDDER BRAKE FITTED.</i>
Boats	<i>2 LIFEBOATS 25'0", 1 DINGHY 16'0"</i>	Steering Chains, Size and Test	<i>1 1/4 dia 18 3/4 tons</i>
Ceiling in Holds, thickness and material	<i>FITTED IN WAY OF HATCHES &amp; BULGES 2 1/2" W.W.</i>	Cargo Battens, thickness, material and spacing	<i>2" W.W. PAVED 9"</i>
Cargo Hatchways.—(Upper Deck)	<i>STEEL PLATES &amp; ANGLES</i>	Thickness of Hatches	<i>2 1/2"</i>
Size of No. 1 Hatchway (Forward)	<i>26'0" x 19'0"</i>	No. 2	<i>26'0" x 19'0"</i>
	<i>19'6" x 19'0"</i>	No. 3	<i>28'2" x 19'0"</i>
	<i>28'2" x 19'0"</i>	No. 4	<i>28'2" x 19'0"</i>
	<i>28'2" x 19'0"</i>	No. 5	<i>28'2" x 19'0"</i>
	<i>28'2" x 19'0"</i>	No. 6	<i>28'2" x 19'0"</i>
Number of Shifting Beams and/or Fore and Afters	<i>Nos 1, 2, 4 &amp; 5 HATCHWAYS, 5 WEBS.</i>	No. 3 Hatchway (Bridge Deck)	<i>3 WEBS.</i>
		For JOHN BLUMER & CO., LTD.	
		<i>P. Edwards</i>	Secretary
		Builder's Signature	

GENERAL DECLARATION	<i>This vessel has been built in accordance with the approved plans &amp; instructions &amp; the Society's Revised Rules. The materials and workmanship are good and efficient. The freeboard has been verified &amp; the marks cut in on the vessels sides. The double bottom tanks and peak tanks have been tested &amp; found satisfactory and the weather decks, bulkheads &amp; tunnel hose tested with satisfactory results.</i>
	<i>The following approved plans are forwarded herewith viz:—Midship Section &amp; Elevation (verified copies), plan of bottom fore, bulkheads, rudder plan, stern frame, pumping arrangement together with Midship Section &amp; Elevation showing vessel as built. Forging report for Stern Frame, Rudder, Stem &amp; Tiller also forwarded herewith.</i>
	<i>This vessel was ready for launching in January 1925. from that date to the time of launch the surfaces of all steel have been kept clean, coated where necessary &amp; in good condition</i>

The amount of Entry Fee .....	<i>£ 4 : 0 : 0</i>	Fees applied for,	<i>25th Nov 1926</i>
Special Survey Fee....	<i>£ 251 : 15 : 0</i>	Received by me,	<i>30th Nov 1926</i>
Freeboard	<i>9 : 0 : 0</i>		
Travelling Expenses, if any £	<i>- : - : -</i>		
State whether the Vessel has been built under Special Survey	<i>YES</i>	Signature	<i>W. T. Hudson &amp; F. Shaw</i>
Certificate to be sent to	<i>SUNDERLAND.</i>	Surveyor to Lloyd's Register of Shipping.	
	Date of issue.	<i>7/12/26</i>	

Committee's Minute	<i>TUES. 7 DEC 1926</i>		<i>5 x 3 1/2 3.5</i>
Character assigned	<i>100 A.I.</i>		<i>50</i>
	<i>Lloyd's A &amp; C P + L.M.C.</i>	<i>12.26</i>	<i>C.L.</i>
	<i>My</i>		



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Lloyd's Register Foundation

W605-00100 (2/12)



GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List the Plans should be embodied.)

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	29612	33-3-0	MB.	2828	15-7-26
	2nd "	29613	33-0-7	MB	2829	15-7-26
	3rd "	29614	27-0-0	KH.	4163	17-9-26

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 33.91 ft., R.Q.D. ✓ ft., Bridge 108.16 ft., Forecastle 31.5 (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ✓

No. and Material of Decks (this information is to be given as it should appear in the Register Book). 1 D<sup>th</sup> (Stl)

Official No. 149420 ; Signal Letters Is bottom of Vessel coated with cement. if not g particulars of composition BOTTOM COATED WITH CEMENT IN WAY OF E & B ROOM TANKS, CEMENT FILLETS ELSEWHERE.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Cap Tons.
Double bottom, aft,	121.33	290	Fore peak tank,	14.5	70
Double bottom, under Engines and Boilers,	43.33	146	After peak tank,	18.0	111
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	144.33	344	Other tanks, if fitted,		
	Total capacity of double bottom	813	(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. 5540

Date 23.3.23

Dates of Surveys held while building

1923. May. 14. June 5. 8. 14. 19. July. 5. 20. Aug. 2. 9. 15. 17. 22. Sep. 4. 11. 13. 20. 26. 27. Oct. 3. 9. 12. 24. 26. 29. 30. Nov. 2. 5. 7. 12. 14. 19. 21. 23. 26. 28. Dec. 7. 11. 21. 28. 1924. Jan. 11. 15. 22. 23. Feb. 7. 14. 19. Mar. 3. 7. 10. 12. 18. 20. 24. 27. 28. 31. Apr. 3. 4. 7. 8. 10. 15. 16. 24. 29. May. 6. 13. 19. 20. 26. 28. June 5. 6. 12. July. 3. 30. Aug. 7. 11. Sep. 14. 18. Oct. 20. 23. Nov. 25. 26. Dec. 11. 1925. Jan. 10. 1926. Feb. 23. 13. Oct. 21. 29. Nov. 4. 9. 12. 16. 19. 23. 24. 25. 26 Dec. 1

Total No. of Visits 10