

With or Without
Disconnected Erections.

STEEL STEAMER.

Received at London Office WED. 25 OCT. 1916

Date of completion of report 24 OCT. 1916 State if Report is also sent on the Machinery of the Vessel Yes
Survey held at Sunderland Date First Survey 5 May '16 Last Survey 20th October 1916 No. 26826
On the (State if Single, Twin, or Triple Screw) Single screw "SARAGOSSA" Rig Schooner
TONNAGE under 3188.90 CLASS 100 A.1. Master C. J. Daniels
Tonnage Deck... 62.88 Breadth (greatest moulded)... 48.42
Do. between Tonnage Dk. and 3rd and 4th Dk. 23 Depth, at middle of length from top of keel to top of upper deck beams at side... 25.33
Total under Upper Dk. 104.00 Transverse Number... 73.75
Do. of Poop 38.94 Length on deck from fore part of stem to after part of stern post... 348.25
Do. of Bridge House 7.94 Longitudinal Number... 25683
Do. of Forecastle 104.00 Depth "d," at middle of length (See Secs. 2 & 13)... 22.0
Do. of Houses on Dk. 43.42 Proportions—Depth to Length—Upper Deck Beam at side to top of keel... 13.74
Do. of excess of Hatchways 95.10 Long Bridge Deck Beam at side to top of keel... 10.77
Do. above Crown of Engine Room... 3304.54
Gross Tonnage 1133.23
Less Crew Space 141.70
Less above Crown of Engine Room... 95.10
TONNAGE FOR FEES... 1133.23
Less Engine Room 108.74
Less Navigation Spaces 108.74
Register Tonnage as cut on Beam... 2157.67
Destined Voyage If Surveyed while Building, Afloat, or in Dry Dock Yes

| LENGTH on Deck as per Rule | Feet. | Inches. | BREADTH—Moulded | Feet. | Inches. | DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams | Feet. | Inches. | No. of Decks with flat laid | No. of Tiers of Beams |
|----------------------------|-------|---------|-----------------|-------|---------|---|-------|---------|-----------------------------|-----------------------|
| 348 | 3 | | 48 | 5 | | 23 | 4 | | one | one |

ns of Ship per Register. Length 348.5 breadth 48.75 depth 23.3 Moulded depth, ft. 32 ins. 4 To Bridge Dk. Round of Upper Dk. Beam, Actual 16 ins.
Moulded depth, ft. 25 ins. 4 To Upper Dk.

| FRAMING. | | | | PILLARS. | | | |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. |
| 10 | 3 1/2 | 54 | 10 | 3 1/2 | 54 | 28 | 49 |
| 6 1/2 | 3 1/2 | 40 | 6 1/2 | 3 | 40 | 28 | 49 |
| 3 1/2 | 3 1/2 | 36 | 3 1/2 | 3 1/2 | 36 | 28 | 49 |
| 7 1/2 | 3 | 40 | 7 1/2 | 3 | 40 | 28 | 49 |
| 24 1/2 | | | 24 1/2 | | | 28 | 49 |
| 24 | | | 24 | | | 28 | 49 |
| 3 1/2 | 3 1/2 | 36 | 3 1/2 | 3 1/2 | 36 | 28 | 49 |
| 7 | 3 | 40 | 7 | 3 | 40 | 28 | 49 |
| 10 | | | 10 | | | 28 | 49 |
| 36 | | | 36 | | | 28 | 49 |
| 73 1/2 | | | 73 1/2 | | | 28 | 49 |
| 40 x .48 | | | 40 x .48 | | | 28 | 49 |
| 4 | 4 | .58 | 4 | 4 | .58 | 28 | 49 |
| 4 | 4 | .58 | 4 | 4 | .58 | 28 | 49 |
| 6 | 6 | .42 | 6 | 6 | .42 | 28 | 49 |
| 36 x .36 | | | 36 x .36 | | | 28 | 49 |
| two .36 | | | two .36 | | | 28 | 49 |
| not flanged | | | not flanged | | | 28 | 49 |
| 3 1/2 | 3 1/2 | 36 | 3 1/2 | 3 1/2 | 36 | 28 | 49 |
| 3 | 3 | 36 | 3 | 3 | 36 | 28 | 49 |
| 37 1/2 x .42 | | | 32 x .42 | | | 28 | 49 |
| 4 | 4 | .42 | 4 | 4 | .42 | 28 | 49 |
| 3 1/2 | 3 1/2 | 36 | 3 1/2 | 3 1/2 | 36 | 28 | 49 |
| 36 x .36 | | | 36 x .36 | | | 28 | 49 |
| 22 | | | 22 | | | 28 | 49 |
| 45 x .46 | | | 40 x .46 | | | 28 | 49 |
| 46 x .58 | | | 46 x .58 | | | 28 | 49 |
| 38 x .34 | | | 38 x .34 | | | 28 | 49 |
| 9 | 3 1/2 | .50 | 9 | 3 1/2 | .50 | 28 | 49 |
| 8 1/2 | 3 | .46 | 8 1/2 | 3 | .46 | 28 | 49 |
| 24 1/2 | | | 24 1/2 | | | 28 | 49 |
| 24 1/2 | | | 24 1/2 | | | 28 | 49 |
| 6 | 3 | .40 | 6 | 3 | .40 | 28 | 49 |
| 8 | 3 | .44 | 8 | 3 | .44 | 28 | 49 |
| 24 1/2 | | | 24 1/2 | | | 28 | 49 |
| 9 | 3 1/2 | .44 | 9 | 3 1/2 | .44 | 28 | 49 |
| 3 1/2 | 3 1/2 | .34 | 3 1/2 | 3 1/2 | .34 | 28 | 49 |
| 48 | | | 48 | | | 28 | 49 |

W 775 - 0142 1/2

| WEB FRAMES. | | | | | | Inches in Ship. | | Inches per Rule. | | Inches per Rule Or as Approved. | |
|--|--|--|--|--|--|-----------------|---------------------------------|------------------|---------------------------------|---------------------------------|--|
| WEB-FRAMES, In Fore Body, No. and spacing | | | | | | 2 | 7 ³⁵ / ₁₆ | 2 | 7 ³⁵ / ₁₆ | | |
| " " brdth. & thickness | | | | | | 33 x .44 | 33 x .44 | | | | |
| No of Side Stringers " | | | | | | three | three | | | | |
| WEB-FRAMES, In E. & B. Space, No. & spacing | | | | | | one | | | | | |
| " " brdth. & thickness | | | | | | 24 x .42 | | | | | |
| WEB-FRAMES, In After Body, No. and spacing | | | | | | | | | | | |
| " " brdth. & thickness | | | | | | | | | | | |
| No. of Side Stringers " | | | | | | | | | | | |
| Size of Face Angles to Web-Frames..... | | | | | | 6x4x.50 | 6x3x.50 | | | | |
| BRACKET PLATES to Stringers between Web Frames, depth and thickness..... | | | | | | every frame | | | | | |

| BULKHEADS. | | | | | | STIFFENERS. | | | | Single or Double Frames. | | Height up state deck. | |
|-----------------|-----------|------------|-------------|---------|-----------|-------------|---------|------------|--------|--------------------------|--------|-----------------------|--|
| Vessel. | Per Rule. | Thickness. | Horizontal. | | Vertical. | Spacing. | | Spacing. | | | | | |
| Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | | | | | | |
| W.T.BULKHEADS | | | | | | 6 | 6 | | | | | | |
| After Bulk Head | | | | | | 38 to 54 | 8.3-54 | (1) | 8.3-54 | 24 | Single | upper 54 | |
| " Hold | | | | | | 34 to 30 | | [9.31-50] | 30 | " | " | | |
| MIDSHIP " | | | | | | 34 to 30 | | [9.31-50] | " | " | " | | |
| FORE HOLD " | | | | | | 34 to 30 | | [10.33-44] | " | " | " | | |
| " COLLISION " | | | | | | 36 to 32 | | [4x31-45] | 24 | " | " | | |
| PARTITION " | | | | | | | | | | | | | |
| LONGITUDINAL.. | | | | | | .30 | | [9.31-40] | 49 | " | " | | |

Are the outside Plates doubled two spaces of Frames in length? *Brackets fitted*

Are the Stiff Valves and Watertight Doors in efficient working order? *Yes*

| FORGINGS or CASTINGS. | | | | | | | | | | Inches in Ship. | | Inches per Rule Or as Approved. | |
|--------------------------------------|--|--|--|--|--|--|--|--|--|--------------------|------------|---------------------------------|--|
| KEEL, Bar, depth and thickness | | | | | | | | | | flat plate keel | | | |
| STEM, moulding and thickness | | | | | | | | | | 10 x 25 | 10 x 25 | | |
| STERN-POST for Rudder do. | | | | | | | | | | 9 x 65 | 9 x 65 | | |
| " for Propeller | | | | | | | | | | 10 x 65 | 10 x 65 | | |
| RUDDER—A x D* Table 22. Speed | | | | | | | | | | 122.6 x 3.13 = 384 | = 10 knots | | |
| Main-Piece, diameter at head | | | | | | | | | | 9 | 85 | | |
| " " " at heel | | | | | | | | | | 6 3/4 | 65 | | |

RUDDER, how constructed *forged & built*

Thickness of Plates or Single Plate *1.06 (arms 64 apart)*

Can the Rudder be unshipped aloft? *Yes*

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.? *open hearth process*

South Durham Corset Iron Co. Palmers S. & Co. Carfo Flat Iron Co.

Has the Steel been tested as required by the Rules? *Yes*

| PLATING. | | | | | | | | | | RIVETING. | | | | | | | | | | | |
|--|------------|------------|------------|----------|------------|--------------------------|------------|-----------|------------|----------------------|-----------------|-----------|-----------------------|---------------------------------------|-----------------------|----------|------------|----------|------------|------------|------------------|
| AS IN SHIP. | | | | | | PER RULE OR AS APPROVED. | | | | EDGES. | | | | | | BUTTS. | | | | | |
| AMIDSHIP. | | FORWARD. | | AFT. | | AMIDSHIP. | | AMIDSHIP. | | Ordinary or Joggled? | | Ordinary. | | Double or Treble and for what Length. | | RIVETS. | | STRAPS. | | IF LAPPED. | |
| Breadth. | Thickness. | Thickness. | Thickness. | Breadth. | Thickness. | Breadth. | Thickness. | Breadth. | Thickness. | Single or Double. | Breadth of Lap. | Diam. | Spacing or to center. | Diam. | Spacing or to center. | Breadth. | Thickness. | Breadth. | Thickness. | Breadth. | For what Length. |
| Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | Feet. | |
| FLAT PLATE KEEL..... | | | | | | | | | | | | | | | | | | | | | |
| (If But Keel, state direction.) | | | | | | | | | | | | | | | | | | | | | |
| GARBOARD or A Strake | | | | | | | | | | | | | | | | | | | | | |
| State actual thickness in way of Double Bottom. | | | | | | | | | | | | | | | | | | | | | |
| C | | | | | | | | | | | | | | | | | | | | | |
| D | | | | | | | | | | | | | | | | | | | | | |
| E | | | | | | | | | | | | | | | | | | | | | |
| F | | | | | | | | | | | | | | | | | | | | | |
| G | | | | | | | | | | | | | | | | | | | | | |
| H | | | | | | | | | | | | | | | | | | | | | |
| I | | | | | | | | | | | | | | | | | | | | | |
| J | | | | | | | | | | | | | | | | | | | | | |
| K | | | | | | | | | | | | | | | | | | | | | |
| L | | | | | | | | | | | | | | | | | | | | | |
| M | | | | | | | | | | | | | | | | | | | | | |
| N | | | | | | | | | | | | | | | | | | | | | |
| O | | | | | | | | | | | | | | | | | | | | | |
| P | | | | | | | | | | | | | | | | | | | | | |
| Q | | | | | | | | | | | | | | | | | | | | | |
| R | | | | | | | | | | | | | | | | | | | | | |
| S | | | | | | | | | | | | | | | | | | | | | |
| T | | | | | | | | | | | | | | | | | | | | | |
| U | | | | | | | | | | | | | | | | | | | | | |
| V | | | | | | | | | | | | | | | | | | | | | |
| W | | | | | | | | | | | | | | | | | | | | | |
| THICKNESS OF SHEET STEEL CLEAR OF LONG BRIDGE Do. OF STRAKE BELOW DELG. of Flat Plate Keel | | | | | | | | | | | | | | | | | | | | | |
| Sheerstrakes | | | | | | | | | | | | | | | | | | | | | |
| Length and thickness. | | | | | | | | | | | | | | | | | | | | | |
| POOP SIDES | | | | | | | | | | | | | | | | | | | | | |
| SHORT BRIDGE SIDES ... | | | | | | | | | | | | | | | | | | | | | |
| FORECASTLE SIDES | | | | | | | | | | | | | | | | | | | | | |

* Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.

| Upper Deck | | | | Butts of Side Stringers | | | | riveted. | | | |
|----------------|--|--|--|--|--|--|--|----------|--|--|--|
| Stringer Plate | | | | Butts, riveted for | | | | riveted. | | | |
| Bridge | | | | Straps, single, double or overlapped for full length amidship. | | | | riveted. | | | |
| Second Deck | | | | Butts, riveted for FULL length amidship. | | | | riveted. | | | |
| Stringer Plate | | | | Straps, single or overlapped for full length amidship. | | | | riveted. | | | |

| FRAMES extend in one length from Centre line to margin plate & thence to weather deck | | | | | | | | | | State if ordinary or joggled | |
|---|--|--|--|--|--|--|--|--|--|------------------------------|--|
| REVERSED FRAMES on floors and frames extend from Centre line to margin plate. | | | | | | | | | | joggled | |
| Intermediate frames in Bridge 3 1/2 x 3 1/2 x 40 | | | | | | | | | | joggled | |

| MASTS, SPARS, &c. | | | | | | | | | | | |
|-------------------|--|--|--|-------------------------------------|--|-------------------------|--|--------------------------------------|--|-----------|--|
| Material. | | Diameter. | | Length. | | Diameter and Thickness. | | Angles. | | Riveting. | |
| Fore | | Main | | Mizen | | At Partners. | | Number. | | Seams. | |
| Lower Masts..... | | Main | | Mizen | | Hoof. | | Head. | | Butts. | |
| Bowspit. | | Topmasts, Yards and Remainder of Spars | | Rigging, Material and Size, Shrouds | | Stays | | Sails, and the following spare sails | | | |

| EQUIPMENT No. 26905 | | | | LETTER U | | | | ANCHORS. | | | | TONNAGE U. DK. 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. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20620 | | 1st Bower | | 49 2 0 | | Cwts. qrs. lbs. | | 42 1 0 | | Cwts. qrs. lbs. | | Byers Stockless | | not stated | | Sea 26/16 Haffner | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20527 | | 2nd " | | 48 2 0 | | ✓ | | 41 8 3 | | 48 3 0 | | " | | " | | 4/16 " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20704 | | 3rd " | | 42 0 0 | | ✓ | | 37 2 2 | | 41 2 0 | | " | | " | | 16/16 " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20582 | | 4th " | | 140 0 0 | | | | | | 139 0 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20583 | | Collective weight. | | 13 1 0 | | 3 1 14 | | 14 19 1 | | 14 18 0 | | Common | | Hugley | | Sea 17.5.16 Haffner | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Stream | | 5 3 14 | | 1 2 0 | | 8 2 3 | | 7 5 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Kedge | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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. | | Length and Size per Table 31. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Length. Diam. | | Statu- Break- tory. ing. | | Supplied. For Rule. | | Length. Diam. | | | | | | | | | | Length. Cir. | | Test of Steel Wire. | | Length. Cir. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9439 | | 135 2 | | 72 | | 100 3 17 | | 290 2 | | Steel | | Hugley | | Sea 5.16 Haffner | | TOWLINE | | 120 4 1 | | 120 4 1 | | 120 4 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9440 | | 90 2 | | 39 | | 276 2 7 | | 90 2 | | " | | " | | " | | HAWSEWS & WARPS | | 2090 2 1/2 | | 2090 2 1/2 | | 2090 2 1/2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| From Stream (Steel Wire) | | 90 2 | | 39 | | 276 2 7 | | 90 2 | | " | | " | | " | | | | 2090 2 1/2 | | 2090 2 1/2 | | 2090 2 1/2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Boats 2 lifeboats 26' 0" 2 boats 16' 0" | | | | | | | | | | | | | | | | Steering Gear, Steam fitted | | | | | | | | | | | | | | | | Steering Gear, Hand fitted | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pumps, Number 2 Down pump 1 hand pump 1 E.P.T. | | | | | | | | | | | | | | | | Diameter of Barrel 4 1/2" 2 | | | | | | | | | | | | | | | | State whether they are in efficient working order Yes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Windlass is Emerson Walker & Thompson Bros | | | | | | | | | | | | | | | | Capstan | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Engine Room Skylights.—How constructed? Steel plates & angles | | | | | | | | | | | | | | | | What arrangements for deadlights in bad weather? Lights in hinges steel plates | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Coal Bunker Openings.—How constructed? Steel butt angles | | | | | | | | | | | | | | | | How are lids secured? Bolted, battens two feet | | | | | | | | | | | | | | | | Height above deck? 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Number of Scuppers, and numbers and dimensions of | | | | | | | | | | | | | | | | Freeing Ports, &c. 7 scuppers each side & 3 ports 3' 6" x 1' 6" & 1' 3" x 1' 2" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ceiling in Holds, thickness and material 2 1/2" w. wood | | | | | | | | | | | | | | | | Cargo Battens, thickness and material 2 pine | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cargo Hatchways.—How formed? Steel plates & angles | | | | | | | | | | | | | | | | Hatches, If strong and efficient? 3 pine | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| State size No. 1 Hatch (Forward) 22' 5 1/2" x 18' 0" | | | | | | | | | | | | | | | | No. 2 Hatch 26' 6 1/2" x 18' 0" | | | | | | | | | | | | | | | | No. 3 Hatch 26' 6 1/2" x 18' 0" | | | | | | | | | | | | | | | | No. 4 Hatch 24' 6" x 18' 0" | | | | | | | | | | | | | | | |
| Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch | | | | | | | | | | | | | | | | four | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| No. of Breasthooks 4 & decks | | | | | | | | | | | | | | | | No. of Crutches deep floors. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bulkheads, height above deck and description 3' 9" 25 plate with stays | | | | | | | | | | | | | | | | Main Rail, material and size 6 3/4" x 3/4" patent Section iron | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| The foregoing is a correct description. | | | | | | | | | | | | | | | | Builder's Signature John Blumner | | | | | | | | | | | | | | | | Surveyor's Signature John F. Isherwood & R. MacLaren | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Builder's Signature (there only) | | | | | | | | | | | | | | | | Surveyor's to Lloyd's Register of Shipping. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Correspondence.—State dates and initials of letters respecting this case | | | | | | | | | | | | | | | | (Reference should be made in any correspondence connected with the case) 17 10-12-14, | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.1.15, 24.6.15 28.8.16 E 9.8.15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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? joggled framing | | | | | | | | | | | | | | | | 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 faying surfaces? Yes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Do any rivets break into or through the seams or butts of the plating? a few | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Are the butts of Plating, Stringers, &c., properly shifted and strapped or overlapped? Yes | | | | | | | | | | | | | | | | State results of tests Satisfactory | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes | | | | | | | | | | | | | | | | State results of tests Satisfactory | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| General Remarks (State quality of workmanship, &c.) | | | | | | | | | | | | | | | | The materials & workmanship throughout are good | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| This vessel has been built in accordance with the approved plans, the Secretary's letters as above & otherwise in general compliance with the Rules of the Society | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| The approved plans (4 in number) enclosed herewith for reference which please return for dealing with the sister vessels now building | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Saying report herewith also Machinery Section, Profile & Deck plans of vessel as follows | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| The above is a Sister vessel to the same Builders No 229 S.S. Donbrook | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sea Rpt. 26578 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| The Surveyor should state the Number of Report and Name of any Sister Vessel. | | | | | | | | | | | | | | | | Plans to be forwarded with F.E. Report showing vessel as built. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| The amount of Entry Fee £ 5 : 0 : 0 | | | | | | | | | | | | | | | | Fees applied for, 24 OCT 1916 | | | | | | | | | | | | | | | | Certificate to be sent to SUNDERLAND. Date of issue 10.11.16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Special Survey Fee.... £ 107 : 12 : 6 | | | | | | | | | | | | | | | | Received by me. 26.10.1916 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Travelling Expenses, if any £ : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| State whether the Vessel has been built under Special Survey Yes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I am of opinion this Vessel should be Classed 100 A.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| With, or without Freeboard, as condition of Class without | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Committee's Minute FRI. 27 OCT. 1916 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Character assigned 100 A.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lloyd's A & B. P. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| W. F. D. L. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| W. F. D. L. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 43.25 ft., R.Q.D. not joined ft., Bridge 106.12 ft., Forecastle 34.2 ft.
(in feet and tenths). When the Poop is joined to the B.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) 1 dk (Sle)

Official No. 133586 ; Signal Letters _____ State if Machinery is fitted aft no

How are the surfaces preserved from oxidation? Inside cement, paint & bitumastic enamel Outside paint.

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

| Where Fitted. | *Length. Feet. | Water Capacity. Tons. | Where Fitted. | *Length. Feet. | Water Capacity. Tons. |
|---|------------------------------------|--------------------------|--|-------------------|--------------------------|
| Double bottom, aft, | <u>122.5</u> | <u>332</u> | Fore peak tank, | | <u>59</u> |
| Double bottom, under Engines and Boilers, | | | After peak tank, | | <u>108</u> |
| Double bottom, if under Engines only, | <u>24.5</u> | <u>87</u> | Deep tank, aft, | | |
| Double bottom, if under Boilers only, | | | Deep tank, forward, | | |
| Double bottom, forward, | <u>147.0</u> | <u>442</u> | Other tanks, if fitted, | | |
| | Total capacity of double bottom | <u>861</u> | (If necessary, furnish further information by sketch.) | | |

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

State whether the above have been tested as required by the Rules yes

Order for Special Survey No. 5778

Date 3/12/14

No. 231 in builder's yard.

DAYS of Surveys held while building

1915 May 5. 20. 27. 31. Jun 3. 4. 9. 14. 18. 28. Jul 14. 19. 22. 27. Aug 5. 13. 19. 22. Sep 3. 9. 15. 21. 24. Oct 7. 11. 14. 19. 22. 25. 27. Nov 2. 5. 9. 10. 14. 22. Dec 1. 3. 7. 9. 14. 17. 20. 22. 23. 29. Jan 6. 11. 17. 25. Feb 1. 9. 11. 16. 24. 25. Mar 8. 10. 14. 15. 17. 20. 22. 27. 29. Apr 4. 5. 6. 10. 12. 17. 19. 27. May 1. 2. 5. 11. 12. 14. 18. 22. 24. 26. Jun 7. 14. 22. 26. 28. Jul 5. 14. 17. 20. 21. 28. Aug 4. 9. 22. Sep 12. 21. 28. Oct 10. 14. 17. 20.

Total No. of Visits 104

Surveyor's Signatures John F. Sherwood

Lloyd's Register Foundation