

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at Lloyd's Register 11-11-1923

Date of completion of report 23<sup>rd</sup> March 1923 Port of Malmo No. 449  
Survey held at Helsingborg & Yacholm Date, First Survey 16<sup>th</sup> July 1922 Last Survey 19<sup>th</sup> March 1923

On the (State if Single, Twin, or Triple Screw) Single screw steel steamer "SONJA" Rig Sch

<b>TONNAGE under</b> <b>Tonnage Deck</b> Do. between Tonnage Dk. and 3rd and 4th Dk. 1571.41 <b>Total under Upper Dk.</b> 453.39 Do. of Poop 453.39 Do. of R.Q.Dk. 4.20 Do. of Bridge House 124.25 Do. of Houses on Dk. 82.65 Do. of excess of Hatchways Do. above Crown of Engine Room 1827.90 <b>Gross Tonnage</b> 124.00 Less Crew Space 584.92 Less above Crown of Engine Room 43.46 Less Navigation Spaces 37.23 <b>Register Tonnage</b> 1038.29 as cut on Beam	<b>CLASS</b> 100 A.1. <b>Breadth</b> (greatest moulded) 40.00 <b>Depth</b> , at middle of length from top of keel to top of upper deck beams at side 19.66 <b>Transverse Number</b> 59.66 <b>Length</b> on deck from fore part of stem to after part of stern post 274.00 <b>Longitudinal Number</b> 16346.84 <b>Depth "d"</b> , at middle of length (See Secs. 2 & 13) 17.0 <b>Proportions</b> —Depths to Length—Upper Deck Beam at side to top of keel 13.93 " " Long Bridge Deck Beam at side to top of keel <b>Destined Voyage</b> Norway	<b>Master</b> ✓ <b>Year of appointment</b> (1) As Master in service of owner of present vessel—19 (2) As Master of this vessel—19 <b>Built at</b> Yacholm and Helsingborg <b>When built</b> 1922-3 <b>Launched</b> 21 <sup>st</sup> May 1921 <b>By whom built</b> Yacholmvarvet A.B. and Helsingborgs Varf A.B. <b>Owners</b> aktieb. Lissman <b>Managers</b> B. Ingelsson (Where necessary to be entered in Reg. Book.) <b>Residence</b> Helsingborg <b>Port belonging to</b> Helsingborg <b>PARTLY DURING CONSTRUCTION</b> <b>Surveyed</b> while Building, Afloat, or in Dry Dock
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<b>LENGTH</b> on Deck as per Rule 274	<b>BREADTH</b> Moulded 40	<b>DEPTH, ACTUAL</b> Top of Floors to top of Upper Dk. Beams 17 do. do. Second Dk. Beams 4	No. of Decks with flat laid one No. of Tiers of Beams one
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Dimensions of Ship per Register, Length 277.66 breadth 40.21 depth 17.19 Moulded depth, ft. 27 ins. 2 To Bridge Dk. Round of Upper Dk. Beam, Actual 10 ins.  
Moulded depth, ft. 19 ins. 8 To Upper Dk.

<b>FRAMING.</b> <b>AME, Angles</b> , on Fore Bars amidships 140 x 90 x 9.5 B.S. 10.5 Do. in peaks 160 80 11 160 80 11 Do. in way of Double Bottoms at Solid Floors. 90 x 75 x 9 1/2 L 90 x 75 x 9 1/2 L " " at intermdt. Bkts. 175 x 90 x 12.5 A 170 x 90 x 11 A acing of Frames from centre to centre amidships 25 1/2 " " from 1/2 } 25 1/2 " " length to Collision bulkhead } 25 1/2 " " in peaks. } 25 1/2 <b>VERSED FRAME, Angles</b> 115 x 75 x 10 11 115 x 75 x 10 11 Do. in way of Double Bottoms at Solid Floors. 75 x 75 x 9-8 B.S. 10 1/2 " " at intermdt. Bkts. 165 x 75 x 12.5 A 165 x 75 x 12.5 A <b>AMING, depth of girder</b> 180 180 <b>DOORS, depth and thickness of Floor Plate</b> } at mid-line for 1/2 length amidships... } " in way of Engine and Boiler Spaces } " thickness at the ends of vessel } " depth at 1/2 the half breadth, as per Rule } " height extended at the Bilges } <b>DOORS in Cell. Double Bottoms</b> 9-8 11 9-8 11 " state if flanged (top & bottom) not flanged " Spacing of Solid floors on every frame in the engine of 3rd frame <b>NTR E GIRDER, in Dbl. bottom, dpth. &amp; thcknss.</b> 96.5 x 11 1/2 13 1/2 96.5 x 11 1/2 13 1/2 " " Angles, Top 100 x 100 x 12-10 B.S. 13 1/2 100 x 100 x 12-10 B.S. 13 1/2 " " Bottom 100 x 100 x 12-10 B.S. 13 1/2 100 x 100 x 12-10 B.S. 13 1/2 " " to Floors 75 x 75 x 9-8 B.S. 10 1/2 75 x 75 x 9-8 B.S. 10 1/2 " " Brackets at intermdt. frmg., wdth & thcknss 670 x 9-8 11 670 x 9-8 11 <b>DE GIRDERS, number on each side &amp; thickness</b> 9-8 B.S. 11 9-8 B.S. 11 " " state if flanged (top and bottom) not flanged " " Angles (top and bottom) 90 x 75 x 9-75 x 75 x 8 101-115 frames " " to Floors 75 x 75 x 9-8 75 x 75 x 9-8 " " " 75 x 75 x 9-8 75 x 75 x 9-8 <b>RGIN PLATE, depth (exclusive of flange) and thickness</b> 720 x 9-8 10 1/2 720 x 9-8 10 1/2 " " Angle to Outside Plating 90 90 10 90 90 10 " " Floors 75 x 75 x 9-8 75 x 75 x 9-8 " " Brackets at intermdt. frmg., wdth & thcknss 750 x 9-8 11 750 x 9-8 11 " " Height of Outside Brackets above at bilge 660 660 <b>VER BOTTOM PLATING, breadth and thickness of Middle Line Strake</b> 1460 x 11 B.S. 12 11-9 B.S. 12 " " in Engine and Boiler space 12 12 " " Remainder in Holds 9-8 9-8 <b>AMS, Upper Deck, Single Angle, Bulb</b> 160 x 80 x 10 with a 100 x 100 x 12 riv. and on every 2 <sup>nd</sup> frame Angle, Plate, Tee Bulb, or Channel 160 x 80 x 10 with a 100 x 100 x 12 riv. and on every 2 <sup>nd</sup> frame " In way of Long Bridge 160 x 100 x 10 riv. and on every 2 <sup>nd</sup> frame " Spacing 25 1/2 25 1/2 <b>AMS, Second Deck, Single Angle, Bulb</b> 140 x 75 x 9.5 140 x 75 x 8.5 Angle, Plate, Tee Bulb, or Channel " Spacing <b>AMS, Third and Fourth Deck, Single Angle, Bulb</b> 140 x 75 x 9.5 140 x 75 x 8.5 Angle, Plate, Tee Bulb, or Channel " Angles on upper edge " Spacing <b>AMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel</b> 140 x 75 x 9.5 140 x 75 x 8.5 " Angles on upper edge " Spacing <b>AMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel</b> 140 x 75 x 8.5 140 x 75 x 8.5 " Angles on upper edge " Spacing <b>AMS, Forecastle Deck, Angles Bulb Angle, Plate, Tee Bulb, or Channel</b> 160 x 65 x 65 x 7 1/2 x 10 1/2 160 x 65 x 65 x 7 1/2 x 10 1/2 " Angles on upper edge " Spacing	<b>PILLARS.</b> <b>PILLARS In 'tween Deck, size and spacing</b> " " Hold at hatch ends 200 x 12 plates " " Quarter 'tween Dks. 120 x 75 x 12 angles " " in Hold 165 x 11 plates " " 100 x 75 x 10 angles <b>KEELSONS &amp; STRINGERS.</b> <b>CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate</b> " Rider Plate " Flat Plate Keel Angles " Horizontal Plates on Floors " Angles or Bulb Angles <b>SIDE KEELSONS, Number</b> " Angles or Bulb Angles " Plate above floors, for length " Intercoastal Plate, for length " Attached to outside Plating with Angle <b>BILGE KEELSON, Angles</b> " Intercoastal Plate for length " Attached to outside Plating with Angle <b>SIDE STRINGERS, Number Four</b> Angles 140 x 90 x 10 " Intercoastal Plate, for length 75 x 75 x 9.5 " Attached to outside plating with Angle <b>Upper Deck Stringer Plate, br'dth &amp; thickness</b> 1308 x 16-9 1270 x 16-7 10 x 9 1/2 " " (clear of Bridge) 140 x 14 in way 1270 x 14 hatchways " " br'dth & thickness 1308 x 13 1270 x 13 1/2 " " (in way of Bridge) doubled full length of bridge " " Angle (clear of Bridge) 130 x 120 x 16-10 120 x 120 x 16-10 " " Tie Plate at sides of Hatchways strokes alongside hatchways 14-13 strokes alongside hatchways 14-13 " Deck * Iron or Steel, for full lng. 8 1/2 + 7 1/2 8 1/2 + 7 1/2 " Thickness (clear of Bridge) " (in way of Bridge) " Wood Deck. Material & thickness <b>Second Deck Stringer Plate, br'dth &amp; thickness</b> " Angles on ditto, No. " Tie Plates outside Hatchways " Deck * Iron or Steel, for lng. " Wood Deck. Material & thickness <b>Third Deck Stringer Plate, br'dth &amp; thickness</b> " Angles on ditto, No. " Tie Plates, outside Hatchways " Deck * Material and thickness <b>Fourth and Fifth Deck Stringer Plate, breadth &amp; thickness</b> " Angles on ditto, No. " Tie Plates outside Hatchways " Deck. Material & thickness <b>Poop Deck Stringer Plate, breadth &amp; thickness</b> 8 610 x 7 1/2 " Angle on ditto 75 x 75 x 8 75 x 75 x 7 1/2 " Tie Plates " Deck. Material and thickness 8 7 1/2 " work sheeted 5 x 3 B. Riv. 915 x 8 1/2 <b>Bridge Deck Stringer Plate, br'dth &amp; thickness</b> 75 x 75 x 8 1/2 75 x 75 x 8 1/2 " Angle on ditto " Tie Plates " Deck. Material and thickness 8 1/2 8 1/2 <b>Forecastle Deck Stringer Plate, b'dth &amp; th'kns</b> 8 610 x 8 " Angle on ditto 75 x 75 x 8 75 x 75 x 8 " Tie Plates " Deck. Material and thickness 8 8
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\* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.



WEB FRAMES.

WEB-FRAMES, In Fore Body, No. and spacing

" " brdth. & thickness

" " No. of Side Stringers

WEB-FRAMES, In E. & B. Space, No. & spacing

" " brdth. & thickness

WEB-FRAMES, In After Body, No. and spacing

" " brdth. & thickness

" " No. of Side Stringers

Size of Pace Angles to Web-Frames.....

BRACKET PLATES to Stringers between

Web Frames, depth and thickness.....

Per Rule.

Inches.

Inches.

Per Rule.

Inches.

Per Rule.

Inches.

Per Rule.

Inches.

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EQUIPMENT NO.			ANCHORS.			TOWNSHIP U.D.K. OR PLATING NO. FOR TAILWHEELS		
No. 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. cwt. qrs. lbs.	Cwts. qrs. lbs.			
54826	1st Bower ...	37 3 10	- - -	34 8 0	14 35 2	Stokkes (Halls)	J. Wright & Co. Ltd	Lt. J. Lipton 24 <sup>th</sup> Mo. W.A. Byrdale
54768	2nd " "	37 2 14	- - -	34 4 1	14 35 2	"	"	" 18 <sup>th</sup> Mo
54964	3rd " "	31 3 10	- - -	30 0 2	14 30 0	"	"	" 16 <sup>th</sup> Mo
	4th " "							
	Collective weight.	107 1 6			101 0 0			
35163	Stream .....	10 0 4	2 2 22	12 0 0	0 9 1	Ordinary	J. Wright & Co.	Crosby Heath 18 <sup>th</sup> Mo. G.A. Ruff
	Kedge.....							
Particulars of Drop Test of Cast Steel Anchors, viz.:—Weight, Surveyor's Initials, Number of Certificate, Date of Test.								
		1st Bower	23 1-22	P.L.	3810	10 <sup>th</sup> Mo		
		2nd "	22 3-24	P.L.	3775	4 <sup>th</sup> Mo		
		3rd "	19 0-7	J.O.	5229	24 <sup>th</sup> Mo		
		4th "						

  

CHAIN CABLES.				HAWERS AND WARPS.												
No. of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length and size supplied.	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. Ins.	Tons. Cwts. qrs. lbs.	Supplied. Per Rule.	Fathoms. Ins.					Fathoms. Ins.	Tons. Cwts. qrs. lbs.	Fathoms. Ins.					
54947	240 1/2	1 1/2	55 1/2	17 1/2	377-0-10	370-1-12	240	1 1/2	steel	J. Wright & Co. Ltd	Lt. J. Lipton 24 <sup>th</sup> Mo. W.A. Byrdale	2-90	2 1/2	14	2-90	6 1/2 x 2 1/2
	Stream (Chain or Steel Wire)	Gir.														
	90	4	33				75	4								

**Boats** Two lifeboats (wood) 22-0 long and one depth 17-0

**Pumps,** Number one driven and one hand pump to P.P. tank

**Windlass** is J.C. Petersen's. Trillingborg

**Engine Room Skylights.**—How constructed? steel plates and angles What arrangements for deadlights in bad weather? Ballo eyes

**Coal Bunker Openings.**—How constructed? steel plates and angles How are lids secured? work covers w. tarpaulins Height above deck? 2'-8"

**Number of Scuppers,** and numbers and dimensions of **Freeing Ports, &c.** six on each side 3'-5" x 1'-75"

**Ceiling in Holds,** thickness and material 2 1/2" Swedish fir.

**Cargo Battens,** thickness and material 7" x 2" Swedish fir.

**Cargo Hatchways.**—How formed? steel plates and angles Hatches. If strong and efficient? yes

**State size No. 1 Hatch (Forward)** 29'-9" x 23'-0" **No. 2 Hatch** 29'-9" x 23'-0" **No. 3 Hatch** 29'-9" x 23'-0" **No. 4 Hatch** 29'-9" x 23'-0"

**Number of Web Plates, Shifting Beams and Fore and Aft** five to each hatch

**No. of Breasthooks** three on stringers **No. of Crutches** dup floor

**Bulwarks,** height above deck and description 3'-10" x 26 steel plate. Butt angle straps Main Rail, material and size Butte angle 7 1/2 x 3 x 4 1/4.

The foregoing is a correct description.

Builder's Signature (here only) F.R. Palmer. Surveyor 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) London letters:—M. 2/10/22, 7/10/22, 14/10/22, 16/10/22, 15/11/22 P.M.C. 9/12/22, 9/12/22. Both to London 23/10/22, 15/11/22, 9/12/22, 15/12/22 Both to Malmö 5/11/22, 10/11/22, 24/11/22, 15/12/22, 10/12/22, 2/1/23

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

Is the riveted work properly closed? yes

Are the liners between the frames and plates solid single pieces? yes Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? yes ascertained by running a needle & note Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? yes ascertained by running a needle & note Do any rivets break into or through the seams or butts of the plating? no

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

**General Remarks** (State quality of workmanship, &c.) The scantlings and arrangements of this vessel are in accordance with the approved plans and all the requirements of the Rules for a vessel not entirely built under special survey have been complied with.

As the workmanship when the vessel was first dry-docked at Helsingborg appeared to be rather rough it was recommended that a large number of shell plates should be partly cut adrift and faired, also a large number of defective rivets throughout the vessel removed, which work has been carried out to our satisfaction

On completion of the work all the double bottom tanks have been tested by a head of water to the height of the upper deck and the peak tanks tested in accordance with the Rules.

The bilges fore and aft have been filled with water and the shell plating in way of same pressed tight.

The remainder of the side shell plating, to the height of the weather decks, the watertight bulkheads, shaft tunnel and recesses, all weather decks and gutterways have been here tested with water and found tight.

The steel used in the construction of this vessel has been tested by Surveyor to the Bureau Veritas Registry.

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.

**Freeboard Lee** Kr 109.20

The amount of Entry Fee ..... A Kr. : 91.00

Special Survey Fee.... A Kr. : 2160.00

Travelling Expenses, if any \$ Malmö 698.85

Said: 270.15

Fees applied for, 19

Received by me, 2/1/23

Partly

State whether the Vessel has been built under Special Survey

In opinion this Vessel should be Classed 100 A.I.

With, or without Freeboard, as condition of Class without.

Committee's Minute THE 24 APR. 1923

Character assigned 100A1

Lloyd's ass't.

Lewis Exmo.

Imb 3.23

F.R. ab.

Surveyor to Lloyd's Register of Shipping.



GENERAL REMARKS—(continued).

The amended size of the towline has been approved by the Gothenburg Office.  
Bow strengthening is fitted from the stem to frame No 118. Intermediate frames (size 6 x 3 x 44 angle) are fitted from the peak tank top to 2'0" below the lowest painting stringer forward of the collision bulkhead and between No 118 frame and the bulkhead from top of "G" strake to the lowest painting stringer. The shell plating is increased in thickness as given on the report.

Windlass fitted.

The construction of this vessel was commenced by Yacholmvarvet at Stockholm as their No 39. The vessel was launched in a very incomplete state and was purchased by akties. Insurance in that condition and was towed to Helsingborg where she was completed by Helsingborgs Varf as their No 44.

It is recommended, on account of the amount of work laid down on the vessel by the Helsingborgs Varf, that this firm be inserted in the Register Book as the Builders.

The following strengthenings have been fitted additional to what was required by the Bureau Veritas in which Registry it was originally intended that the vessel should be classed, viz.:-

Double plates fitted to shell in way of lower pipes.

angle frame fitted round windlass bed.

additional pillaring fitted under windlass

Reinforced angle fitted to horizontal stiffeners on hatch sides and two stays fitted from stiffeners to deck abreast each hatch port starboard.

Iron rail on bulwark plating renewed.

Horizontal bracket plates fitted connecting main rail to bridge front bulkhead

Bridge deck beams additionally pillared

upper deck stringer plate doubled for full length of bridge port starboard

openings in bridge bulkhead efficiently framed and effective means of closing same provided.

Collision bulkhead additionally stiffened

additional stiffening fitted at hatch corners below the upper deck.

Large athwartship brackets fitted at upper end of all hatch end pillars.

Double bracket plates fitted connecting masts and deck girders.

additional stiffeners fitted to shaft tunnel and tunnel recess

Thrust seat strengthened.

additional stiffening fitted in way of bottom forward of 3/5L.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 19.12 ft., R.Q.D. ✓ ft., Bridge 67.00 ft., Forecastle 26.25 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 (stl)

Official No. ; Signal Letters State if Machinery is fitted aft amidships  
How are the surfaces preserved from oxidation? Inside Cement + Paint 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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	89.25	193	Fore peak tank,		45
Double bottom, under Engines and Boilers,			After peak tank,		45
Double bottom, if under Engines only,	19.12	50	Deep tank, aft,		
Double bottom, if under Boilers only,	19.12	50	Deep tank, forward,		
Double bottom, forward,	108.37	235	Other tanks, if fitted,		
Total capacity of double bottom		528	(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. ✓

Date

No. 44 in builder's yard.

DATES of Surveys held while building

1922:- 16/7, 28/9, 29/9, 4/10, 16/10, 17/10, 18/10, 19/10, 25/10, 26/10, 27/10, 7/11, 25/11, 28/11, 29/11, 11/12, 20/12  
1923:- 22/1, 6/2, 15/2, 19/2, 27/2, 8/3, 12/3, 13/3, 14/3, 17/3, 19/3

Total No. of Visits 31

Surveyor's Signatures V. Whilow J. R. Palmer

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