

With or Without
Disconnected Erections.

STEEL STEAMER.

Received at London Office MON. DEC. 16, 1912

Date of completion of report 13th December, 1912. Port of Leith. No. 13862.
Survey held at Alloa. Date, First Survey 26th January, 1912. Last Survey 9th November, 1912.
On the "CARRON PARK". Rig Fore & aft schooner.

TONNAGE under Tonnage Deck...	1148.71
Do. between Tonnage Dk. and 3rd and 4th Dk.	
Total under Upper Dk.	
Do. of Poop	101.35
Do. of R.Q.Dk.	6.25
Do. of Bridge House	24.90
Do. of Forecastle	51.34
Do. of Houses on Dk.	35.44
Do. of excess of Hatchways	
Do. above Crown of Engine Room	1401.29
Space	60.66
Crown of Room	1340.63
FOR FEES...	
Room	448.41
ation Spaces	52.06
Tonnage	840.16

CLASS 100A1	FEET.
Breadth (greatest moulded)	35.83
Depth, at middle of length from top of keel to top of upper deck beams at side	18.83
Transverse Number	54.66
Length on deck from fore part of stem to after part of stern post	240.75
Longitudinal Number	13161
Depth "d," at middle of length (See Secs. 2 & 13)	15.91
Proportions—Depths to Length—Upper Deck Beam at side to top of keel	12.7
" " Long Bridge Deck Beam at side to top of keel	
Destined Voyage	If Surveyed while Building, Afloat, or in Dry Dock. Building.

Master Edward Jones	(1) As Master in service of owner of present vessel—1912
Year of appointment	(2) As Master of this vessel—1912
Built at Alloa	
When built 1912	Launched 9 th Nov. 1912
By whom built Messrs Mackay Bros	
Owners Messrs J. & J. Denholm	
Managers	(Where necessary to be entered in Reg. Book.)
Residence Greenock	
Port belonging to Greenock	

TH on Deck	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
Rule	240	9		35	10	Do. do. do. do. Second Dk. Beams	16	9 1/2	one
ons of Ship per Register, Length	241.05		breadth	36.05		depth	16.4		
						Moulded depth, ft.	25	ins. 10	To Bridge Dk. Round of Upper Dk. Beam, Actual
						Moulded depth, ft.	18	ins. 10	To Upper Dk.

FRAMING.						PILLARS.					
Inches in Ship						Inches in Ship					
E, Angles, or E or L Bars amidships						PILLARS, In 'tween Deck, size and spacing					
in peaks						" " Hold					
in way of Double Bottoms at Solid Floors						" " Quarter 'tween Dks.					
" " at intermdt. Bkts.						" " in Hold					
g of Frames from centre to centre amidships						KEELSONS & STRINGERS.					
" " from 1/2 length to Collision bulkhead						CENTRE LINE KEELSON, Vertical Plate above					
" " in peaks						" " Rider Plate					
CURSED FRAME, Angles, 5 1/2 x 3 1/2						" " Flat Plate Keel Angles					
in way of Double Bottoms at Solid Floors						" " Horizontal Plates on Floors					
" " at intermdt. Bkts.						" " Angles or Bulb Angles					
MING, depth of girder						SIDE KEELSONS, Number					
ORS, depth and thickness of Floor Plate						" " Angles or Bulb Angles					
in way of Engine and Boiler Spaces						" " Plate above floors, for length					
thickness at the ends of vessel						" " Intercoastal Plate, for length					
depth at 1/2 the half breadth, as per Rule						" " Attached to outside Plating with Angle					
height extended at the Bilges						BILGE KEELSON, Angles					
ORS & BRACKETS in Cell Dble Bottoms						" " Intercoastal Plate for length					
" " state if flanged (top & bottom)						" " Attached to outside Plating with Angle					
" " Spacing						SIDE STRINGERS, Number					
TRE GIRDER, in Dbl. bottom, dpth. & thickness						" " Angle					
" " Angles, Top						" " Intercoastal Plate, for length					
" " Bottom						" " Attached to outside plating with Angle					
" " to Floors						Upper Deck Stringer Plate, br'dth & thickness					
E GIRDERS, number on each side & thickness						" " (clear of Bridge)					
" " state if flanged (top and bottom)						" " br'dth & thickness					
" " Angles (top and bottom)						" " (in way of Bridge)					
" " to Floors						" " Angle (clear of Bridge)					
GIN PLATE, depth (exclusive of flange)						" " Tie Plate at sides of Hatchways					
" " and thickness						" " Deck * Iron or Steel, for full lng.					
" " Angles to Outside Plating						" " Thickness (clear of Bridge)					
" " Floors						" " (in way of Bridge)					
" " Height of Brackets above at bilge						" " Wood Deck. Material & thickness					
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake						" " Second Deck Stringer Plate, br'dth & thickness					
" " in Engine and Boiler space						" " Angles on ditto, No.					
" " Remainder in Holds						" " Tie Plates outside Hatchways					
AMS, Upper Deck, Single Angle, Bulb						" " Deck * Iron or Steel, for full lng.					
" " Angle, Plate, Tee Bulb, or Channel						" " Wood Deck. Material & thickness					
" " Angles on upper edge						Third Deck Stringer Plate, br'dth & thickness					
" " In way of Long Bridge						" " Angles on ditto, No.					
" " Spacing						" " Tie Plates outside Hatchways					
AMS, Second Deck, Single Angle, Bulb						" " Deck * Material and thickness					
" " Angle, Plate, Tee Bulb, or Channel						Fourth and Fifth Deck Stringer Plate, breadth & thickness					
" " Angles on upper edge						" " Angles on ditto, No.					
" " Spacing						" " Tie Plates outside Hatchways					
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" " Deck. Material & thickness					
" " Angles on upper edge						Poop Deck Stringer Plate, breadth & thickness					
" " Spacing						" " Angle on ditto					
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" " Tie Plates					
" " Angles on upper edge						" " Deck. Material and thickness					
" " Spacing						Bridge Deck Stringer Plate, br'dth & thickness					
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" " Angle on ditto					
" " Angles on upper edge						" " Tie Plates					
" " Spacing						" " Deck. Material and thickness					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Forecastle Deck Stringer Plate, b'dth & th'kns					
" " Angles on upper edge						" " Angle on ditto					
" " Spacing						" " Tie Plates					
" " Angles on upper edge						" " Deck. Material and thickness					
" " Spacing											

WEB FRAMES.		Inches in Ship.	Inches in Ship.	Inches per Rule. Or as Approved.	Inches per Rule. Or as Approved.	FORGINGS or CASTINGS.		Inches in Ship.	Inches per Rule. Or as Approved.	
WEB-FRAMES, In Fore Body, No. and spacing						KEEL, Bar, depth and thickness				Flat plate keel
" " " brdth. & thickness						STEM, moulding and thickness				$4\frac{1}{2} \times 2\frac{1}{2}$ $4\frac{1}{2} \times 3\frac{1}{2}$
" No. of Side Stringers " "						STERN-POST for Rudder do. do.				$6\frac{1}{2} \times 5\frac{1}{2}$ $6\frac{1}{2} \times 5\frac{1}{2}$
WEB-FRAMES, In E. & B. Space, No. & spacing						" for Propeller				$4\frac{1}{2} \times 5\frac{1}{2}$ $4\frac{1}{2} \times 5\frac{1}{2}$
" " " brdth. & thickness						RUDDER—A x D* Table 22. Speed under 10 knots 15.8				
" " " brdth. & thickness						" Main-Piece, diameter at head				6 6
" No. of Side Stringers " "						" " " at heel				$4\frac{1}{2}$ $4\frac{1}{2}$
" Size of Face Angles to Web-Frames.....										
BRACKET PLATES to Stringers between Web Frames, depth and thickness.....										

BULKHEADS.	Number.	Thickness.	STIFFENERS.				Single or Double Frames.	Height up.
			Horizontal.		Vertical.			
	Vessel.	Per Rule.	Inches.	Spacing.	Inches.	Spacing.		
W.T. BULKHEADS								
affiliated	1	30	50	24	5.3	24	Single	Upper
	2	30	50	24	5.3	24	Single	Upper
COLLISION "	1	30	50	24	5.3	24	Single	Upper
PARTITION "								
LONGITUDINAL,								

RUDDER, how constructed	
Thickness of Plates or Single Plate	.92
Can the Rudder be unshipped afloat?	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.?

D. Colville & Sons Ltd.; J. Dunlop & Co. Ltd.; The Glasgow Iron & Steel Co. Ltd.; Wm. Beardmore & Co. Ltd.; The Lanarkshire Steel Co. Ltd.; The Steel Company of Scotland Ltd.

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

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

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

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES Ordinary or joggled?	RIVETING.												
	AMIDSHIP.		FORWARD.		AFT.			AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.		Diam.	Spacing or to cr.			Diam.	Spacing or to cr.		Breadth.	Thickness.	Breadth.	For what Length.		
	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	Inches.	Inches.	Feet.	
FLAT PLATE KEEL.....	42	44	58	54	42	44	Double	5/4	7/8	3/2	Quad. & L.	1	3/2	—	—	14.10.9	F.L.			
GARBOARD or A Strake	51	48	44	50	51	48	"	4 1/2	3/4	3	Keel & L.	3/4	2 1/8	—	—	7 1/2	"			
State actual thickness in way of Double Bottom.	B	69	"	40	68	48	"	"	"	"	Quad. on 5/4	"	"	—	—	10.9.7 1/2	"			
	C	60	"	48	60	48	"	"	"	"	"	"	"	—	—	"	"			
	D	44	"	40	46	48	"	5 1/4	7/8	3 1/2	Keel & L.	"	"	—	—	7 1/2	"			
	E	55	52	"	40	54	52	"	"	"	Quad. on 5/4	7/8	3 1/8	—	—	12.10.9 1/2	"			
	F	60	"	"	"	58	52	"	"	"	Quad. on 5/4	"	"	—	—	7 1/2	"			
	G	54	"	"	"	54	52	"	"	"	"	"	"	—	—	"	"			
Upper St. Sheer	H	46	64	"	"	46	64	Double	5 1/4	3	7/8	3/4	3	Quad. & L.	"	"	"	"		
Quadrant St. Sheer	J	49	52	32	"	48	52	Single	3	3/4	3	Keel & L.	"	"	—	—	7 1/2	"		
	K	39	32	"	25	39	32	"	"	"	Double FL.	3/4	2 1/8	—	—	4 1/2	"			
	L																			
	M																			
	N																			
	O																			
	P																			
	Q																			
	R																			
	S																			
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	U																			
	V																			
	W																			

*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, riveted for		length amidship.		Butts of Side Stringers		riveted.	
Stringer Plate	Butts, riveted for	half	length amidship.	Butts, riveted for	full	length amidship.	Tie Plates	riveted.	
Second Deck	Butts, riveted for	—	length amidship.	Inner Bottom Plating, riveting of Edges	Single	Butts Double & L.	Keelson Butts,	riveted.	
Stringer Plate	Butts, riveted for	—	length amidship.	Centre Girder Butts,	Double	Keelson Butts,	riveted.		
	Butts, riveted for	—	length amidship.	Frames, riveted through Plates with	$7/8 \times 44$	in. Rivets, about	$6 1/2 \times 5 1/2$	apart.	
	Butts, riveted for	—	length amidship.	Rivets, state whether Iron or Steel	Iron,				

FRAMES extend in one length from *Margin plate* to *upper deck* State if ordinary or joggled *Ordinary*

REVERSED FRAMES on floors and frames extend from *Centre to tank margin plate* State if ordinary or joggled *Ordinary*

MASTS, SPARS, &c.											
	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS.....	Fore	Steel	61.6	19 x 35	15 x 30	14 x 30	Two	✓	✓	2 1/2 Single	4 1/2 Double
	Main	"	56.6	"	16 x 30	"	"	✓	✓	"	"
	Mizen	"									
Bowsprit											
Topmasts, Yards and Remainder of Spars											
Rigging, Material and Size, Shrouds											
Sails.	One										

EQUIPMENT No. 14083				LETTER <i>P.</i>				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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
<i>39683</i>	1st Bower ...	<i>30</i>	<i>2</i>	<i>21</i>	<i>Stockless</i>			<i>29</i>	<i>3</i>	<i>1</i>	<i>14</i>	<i>30</i>	<i>2</i>	<i>0</i>	<i>Sykes Britannia</i>	<i>R. Sykes, Amst.</i>	<i>Sept. 3-9-12 G. Perrins</i>
<i>12128</i>	2nd „ ...	<i>29</i>	<i>1</i>	<i>0</i>	<i>do</i>			<i>28</i>	<i>1</i>	<i>1</i>	<i>0</i>	<i>30</i>	<i>2</i>	<i>0</i>	<i>do</i>	<i>do</i>	<i>Bradley Hook 1482 G. Perrins</i>
<i>39401</i>	3rd „ ...	<i>28</i>	<i>1</i>	<i>0</i>	<i>do</i>			<i>27</i>	<i>6</i>	<i>1</i>	<i>0</i>	<i>26</i>	<i>0</i>	<i>0</i>	<i>do</i>	<i>do</i>	<i>Sept. 5-9-12 G. Perrins</i>
	4th „ ...																
	Collective weight	<i>88</i>	<i>0</i>	<i>21</i>								<i>84</i>	<i>0</i>	<i>0</i>			
<i>12364</i>	Stream	<i>4</i>	<i>3</i>	<i>14</i>	<i>2</i>	<i>0</i>	<i>18</i>	<i>10</i>	<i>0</i>	<i>1</i>	<i>4</i>	<i>4</i>	<i>3</i>	<i>0</i>	<i>Rodgers</i>	<i>R. Sykes, Sons L.</i>	<i>Bradley Hook 10-9-12 G. Perrins</i>
<i>12368</i>	Kedge.....	<i>4</i>	<i>1</i>	<i>12</i>	<i>1</i>	<i>1</i>	<i>16</i>	<i>6</i>	<i>15</i>	<i>0</i>	<i>0</i>	<i>4</i>	<i>1</i>	<i>0</i>	<i>do</i>	<i>do</i>	<i>do</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 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.	Inch.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Fathoms.	Inch.					Length.	Cir.		Tons.	Length.
12316	240	1 7/8			47.5	66.5	322.5	439.1	17	1 7/8	Messrs R. & L. Cardiff	30.8.12.9.11.12.13.14.15.16.17.18.19.20.21.22.23.24.25.26.27.28.29.30.31.32.33.34.35.36.37.38.39.40.41.42.43.44.45.46.47.48.49.50.51.52.53.54.55.56.57.58.59.60.61.62.63.64.65.66.67.68.69.70.71.72.73.74.75.76.77.78.79.80.81.82.83.84.85.86.87.88.89.90.91.92.93.94.95.96.97.98.99.100.101.102.103.104.105.106.107.108.109.110.111.112.113.114.115.116.117.118.119.120.121.122.123.124.125.126.127.128.129.130.131.132.133.134.135.136.137.138.139.140.141.142.143.144.145.146.147.148.149.150.151.152.153.154.155.156.157.158.159.160.161.162.163.164.165.166.167.168.169.170.171.172.173.174.175.176.177.178.179.180.181.182.183.184.185.186.187.188.189.190.191.192.193.194.195.196.197.198.199.200.201.202.203.204.205.206.207.208.209.210.211.212.213.214.215.216.217.218.219.220.221.222.223.224.225.226.227.228.229.230.231.232.233.234.235.236.237.238.239.240.241.242.243.244.245.246.247.248.249.250.251.252.253.254.255.256.257.258.259.260.261.262.263.264.265.266.267.268.269.270.271.272.273.274.275.276.277.278.279.280.281.282.283.284.285.286.287.288.289.290.291.292.293.294.295.296.297.298.299.300.301.302.303.304.305.306.307.308.309.310.311.312.313.314.315.316.317.318.319.320.321.322.323.324.325.326.327.328.329.330.331.332.333.334.335.336.337.338.339.340.341.342.343.344.345.346.347.348.349.350.351.352.353.354.355.356.357.358.359.360.361.362.363.364.365.366.367.368.369.370.371.372.373.374.375.376.377.378.379.380.381.382.383.384.385.386.387.388.389.390.391.392.393.394.395.396.397.398.399.400.401.402.403.404.405.406.407.408.409.410.411.412.413.414.415.416.417.418.419.420.421.422.423.424.425.426.427.428.429.430.431.432.433.434.435.436.437.438.439.440.441.442.443.444.445.446.447.448.449.450.451.452.453.454.455.456.457.458.459.460.461.462.463.464.465.466.467.468.469.470.471.472.473.474.475.476.477.478.479.480.481.482.483.484.485.486.487.488.489.490.491.492.493.494.495.496.497.498.499.500.501.502.503.504.505.506.507.508.509.510.511.512.513.514.515.516.517.518.519.520.521.522.523.524.525.526.527.528.529.530.531.532.533.534.535.536.537.538.539.540.541.542.543.544.545.546.547.548.549.550.551.552.553.554.555.556.557.558.559.560.561.562.563.564.565.566.567.568.569.570.571.572.573.574.575.576.577.578.579.580.581.582.583.584.585.586.587.588.589.590.591.592.593.594.595.596.597.598.599.600.601.602.603.604.605.606.607.608.609.610.611.612.613.614.615.616.617.618.619.620.621.622.623.624.625.626.627.628.629.630.631.632.633.634.635.636.637.638.639.640.641.642.643.644.645.646.647.648.649.650.651.652.653.654.655.656.657.658.659.660.661.662.663.664.665.666.667.668.669.670.671.672.673.674.675.676.677.678.679.680.681.682.683.684.685.686.687.688.689.690.691.692.693.694.695.696.697.698.699.700.701.702.703.704.705.706.707.708.709.710.711.712.713.714.715.716.717.718.719.720.721.722.723.724.725.726.727.728.729.730.731.732.733.734.735.736.737.738.739.740.741.742.743.744.745.746.747.748.749.750.751.752.753.754.755.756.757.758.759.760.761.762.763.764.765.766.767.768.769.770.771.772.773.774.775.776.777.778.779.780.781.782.783.784.785.786.787.788.789.790.791.792.793.794.795.796.797.798.799.800.801.802.803.804.805.806.807.808.809.810.811.812.813.814.815.816.817.818.819.820.821.822.823.824.825.826.827.828.829.830.831.832.833.834.835.836.837.838.839.840.841.842.843.844.845.846.847.848.849.850.851.852.853.854.855.856.857.858.859.860.861.862.863.864.865.866.867.868.869.870.871.872.873.874.875.876.877.878.879.880.881.882.883.884.885.886.887.888.889.890.891.892.893.894.895.896.897.898.899.900.901.902.903.904.905.906.907.908.909.910.911.912.913.914.915.916.917.918.919.920.921.922.923.924.925.926.927.928.929.930.931.932.933.934.935.936.937.938.939.9					

Boats *Two lifeboats & one cutter*
Pumps, Number *Downin pump*
Windlass is *Merrill & Chapman & 6" Gateshead*
Engine Room Skylights.—How constructed? *Steel with balls eyes*
Coal Bunker Openings.—How constructed? *Steel crammings*
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *(full well) 3 scuppers & 4 freeing ports 2' 9" x 1' 6" each side*
Ceiling in Holds, thickness and material *2 1/2 white pine*
Cargo Hatchways.—How formed? *Steel crammings*
State size No. 1 Hatch (Forward) *13' 4" x 16' 0" x 34' Cam* No. 2 Hatch *26' 9" x 18' 0" x 34'* No. 3 Hatch *24' 10" x 18' 0" x 31 1/2'* No. 4 Hatch *21' 0" x 18' 0" x 31 1/2'*
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *11' 1" Hatch one web plate & 3 fore & afters 18" 2, 3, & 4 between two*
web plates & three fore & afters (wood)
No. of Breasthooks *Four* No. of Crutches *Two*
Bulwarks, height above deck and description *4' 0" steel 3 1/2' stays about 6' apart 6" x 3 1/2"* Main Rail, material and size *6" x 3" x 3/8" Bath angle*
The foregoing is a correct description.
Builder's Signature (here only) *MacKay Brothers*
Surveyor's Signature *Wm. Anderson*
Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) 1912. February 9th. 13th m.
October 19th m. 22nd m. 22nd m. November 8th m. (copy). 8th m. 8th m.

Workmanship. Are the butts of plating planed or otherwise fitted? *planed*
Is the riveted work properly closed? *No*
Are the liners between the frames and plates solid single pieces? *No* Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *No* Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *No* 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? *No*
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? *No* State results of tests *Satisfactory*
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? State results of tests *Satisfactory*
General Remarks (State quality of workmanship, &c.) *The workmanship and materials are good*

This vessel has been built under special survey and in accordance with the approved plan of Midship section forwarded to London on the 16th Nov. 1912. and in conformity with the Rules. Plan of Profile, & forging plan, & pumping arrangement together with two forging reports are herewith enclosed.

This vessel has proceeded to Messrs MacCall & Pollock engineers, Sunderland to receive machinery and boilers. To complete the survey for classification the following remains to be done: - Steam & hand pumps to fire peak top to be tested, engine & boiler casing to be painted, pillars in E. & B. space to be fixed also under mast, funnel top to be painted & tested with water, watertight door to be tried, fresh water tank at after end of bridge to test, decks to flood.
Sunderland Surveyors advised

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

The amount of Entry Fee £ 4 : 0 : 0
Special Survey Fee . . . £ 58 : 10 : 6
Travelling Expenses, if any £ 9 : 8 : 6

Fees applied for,
15th Dec 1913
Received by me,
12/3/13

Certificate to be sent to Date of issue 13/3/13

State whether the Vessel has been built under Special Survey
I am of opinion this Vessel should be Classed T100A1 (L.A.C.P.)
With, or without Freeboard, as condition of Class without

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
Character assigned

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 90.65 ft., Bridge 54.5 ft., Forecastle 28.6 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) *One deck steel one tier of beams*

Official No. 135321 ; Signal Letters

State if Machinery is fitted aft

No

How are the surfaces preserved from oxidation? Inside

Paint + cement

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,	61.4	110	Fore peak tank,	16.6	64
Double bottom, under Engines and Boilers,			After peak tank,	18.5	36
Double bottom, if under Engines only,	14.3	36	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	95.10	193	Other tanks, if fitted,		
Total capacity of double bottom		319	(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. 946.

Date 24th January 1912.

No. 19 in builder's yard.

DATES of Surveys held while building

1912 January 26 February 9 16 23 29 March 8 15 22 29 April 4 10 19 25 May 3 10 14 24 31 June 4 11 21 25 July 5 11 19 26 August 2 9 23 30 September 20 24 27 October 2 4 11 14 14 25 28 November 1 4 9

Surveyor's Signature

J. M. Anderson

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Total No. of Visits 43

Lloyd's Register Foundation