

STEEL STEAMER or MOTORSHIP.

Received at London 23 MAR 1931

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

21st March 1931 Port of *Belfast.*

No. 10.590

Survey held at *Belfast.*Date First Survey 23rd Nov. 1928Last Survey 19th March

1931

On the (State if Machinery fitted Aft and) *Quadruple Screw "REINA DEL PACIFICO"*

State Type (Complete Superstructure without Tonnage Openings)

*Complete Superstructure with Shade Deck above*State Type of Erections *Pop Bridge & Stls with Shade Deck between*

TONNAGE under Tonnage Deck...

9214.79

CLASS *100 A1*State if with freeboard as condition of Class *Yes.*Built at *Belfast*

Do. of space or spaces between Tonnage Dk. and Upper Dk.

2987.53

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 550

Launched 23rd Sept. 1930 Yard No. 852

Total

2202.32

Breadth (greatest moulded)

B 76

Builders *Harland & Wolff Ltd.*

Gross Tonnage

17707.03

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 44.07

Owners *Pacific S. N. Co.*

Register Tonnage

10745.44

1st Longitudinal Number (L x D)

= 24238

Managers *J*

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

REGISTERED DIMENSIONS.

Length

551.3

Breadth

76.3

Depth

28.75

Framing Depth "d," at middle of length. See Sec. 3 (1d)

14.82

Proportions—Depth to Length—Uppermost continuous deck to top of keel

12.45

Residence

Port of Registry *Liverpool*If surveyed while building, afloat, *Yes.* in dry dock

Draught Moulded

30.6

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. |
|--|--|--|--|---------------------|--|
| FRAMES, Spacing amidships | 32½ | | Bracket Floors, Frame | | |
| " " from ½ length to Collision bulkhead | 27 | | " " Reversed Frame | | |
| " " in peaks | 24 | | " " Vertical Braces | | |
| SIDE FRAMING. | | | Centre Girder, depth and thickness amidships | 51 | 68 |
| Frame Amidships, Angle, [<i>—F</i>] | 8×3½×3½×40 W | | " " top Angles | 3½ | 3½ 64 |
| " " Extends up to <i>Upper & Bridge Dks alternately</i> | | | " " bottom Angles | 5 | 5 72 |
| Reversed Frame Amidships, Angle | 4 3½ 40 | | Side Girders, No. each side and thickness | Three | 48 |
| " " Extends up to <i>3rd Dk in way of Motor Room & No 5 Hold to 4th Deck in No 1-2 hold 3 Holds & 4 hold</i> | | | Margin Plate depth (excl. of flange) and thickness | 42 | 62 |
| Depth of Framing Girder | 8 | | " " Vertical Angle to Tank side Bracket abaft ½ len. from stem | 3½ | 3½ 52 Double. |
| Frames in Uppermost Continuous 'tween Decks, Angle, [<i>—F</i>] | 8×3½×3½×40 W | | " " Vertical Angle to Tank side Bracket forward ½ len. from stem | 3½ | 3½ 52 Double. |
| " " Second 'tween Decks, Angle, [<i>—F</i>] | 8 - - - | | " " Gussets, spacing and scantling abaft ½ len. from stem | 21 | 48 5½ rivets. |
| " " Third " " " " | - - - | | " " Gussets, spacing and scantling forward ½ len. from stem | 21 | 48 6½ rivets. |
| Framing in Peaks, Angle, [<i>—F</i>] | 10, 3½ 50 | | Tank Side Brackets, height above base line at toe of Frame and thickness | 79 | 50 |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 1" 6" | | INNER BOTTOM PLATING. | | |
| State if Frame Joggled | <i>Yes.</i> | | Breadth and thickness of Middle Line Strake | 64×60 to 52 | |
| PANTING ARRANGEMENTS (Sec. 7), state system and particulars | <i>4 webs 27×48 at 32×4 frames 2 Side Stringers 27×42 for 16 spaces face angles 4×3½×58 double on tank frames doubled forward 4 3½×3 Strakes bottom Midships thickness to Coll. Bld. Frame rivets closed up to 5½ dia. apart Additional Intervals.</i> | | Thickness of remainder in Holds | 50 to 48 | |
| STRENGTHENING OF BOTTOM FORWARD. State Particulars | <i>4 webs 27×48 at 32×4 frames 2 Side Stringers 27×42 for 16 spaces face angles 4×3½×58 double on tank frames doubled forward 4 3½×3 Strakes bottom Midships thickness to Coll. Bld. Frame rivets closed up to 5½ dia. apart Additional Intervals.</i> | | 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? | <i>Oil Engines.</i> | |
| SINGLE BOTTOM. | | | Uppermost Continuous Deck, amidships in Wells, Angle, [<i>—F</i>] | 8×3½×3½×44 W | |
| Floors, Depth and thickness at middle in Holds <i>Wells in Motor Room</i> | <i>7 Webs 36×50 spaced 44×5 frames with one side stringer 36×44</i> | | " " in way of Bridge, Angle, [<i>—F</i>] | 8×3½×3½×44 W | |
| Height of Brackets at side above base line at toe of frame | | | Spacing | 32½ | |
| Middle Line Keelson, on Floors, Angles, [<i>—F</i>] or [<i>—F</i>] | | | Second Deck, amidships, Angle, [<i>—F</i>] | 8×3½×3½×44 W | |
| " " Through Plate or Intercoastal Plate | | | Spacing | 32½ | |
| " " Foundation Plate on Floors | | | Third Deck, amidships, Angle, [<i>—F</i>] | 8×3½×3½×44 W | |
| " " Flat Plate Keel Angles | | | Spacing | 22½ | |
| Side Keelsons, No. each side | | | Fourth Deck, amidships, Angle, [<i>—F</i>] | 8×3½×3½×54 W | |
| " " thickness of Intercoastal Plate | | | Spacing | 32½ | |
| " " Angles | | | Poop Deck, Angle, [<i>—F</i>] | 7×3×3×46 W | |
| DOUBLE BOTTOM. | | | Spacing | 32½ & 24" | |
| Solid Floors, thickness and spacing | 48 sp 32½ | | Bridge Deck, Angle, [<i>—F</i>] | 8×3½×3½×44 W | |
| " " Are Frame and Reversed Frame joggled? | <i>Frames only.</i> | | Spacing | 32½ | |
| Bracket Floors, breadth and thickness at middle line | | | Forecastle Deck, Angle, [<i>—F</i>] | 8×3½×3½×44 W | |
| " " breadth and thickness at margin plate | | | Spacing | | |



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Lloyd's Register Foundation

PILLARS AND DECKS.

| PILLARS, No. of Rows. | INCHES IN SHIP. | | Any Departure from Approved Plans to be Noted. | | INCHES IN SHIP. | | Any Departure from Approved Plans to be Noted. |
|---|-----------------------|---|--|---|---|----|--|
| | | | | | | | |
| Three | | | | | | | |
| in 'tween Decks, Size and Spacing | 3 3/4 | 4 3/4 | 6 5/8 | clear of Bridge | 55 | 44 | |
| " " " " " " | 3 3/8 | 4 1/4 | 5 3/4 | in way of Bridge | 55 | 46 | |
| " " " " " " | Wing Pillars | Wide spaced pillars & Siders | below 2nd Bk as per approved plan | Thickness of Plating abreast Deck openings in way of Bridge | 55 | 40 | |
| in Holds | Centre Pillars | 5 1/2 to 6 3/8 | sp 6 5/8 | Thickness of Plating within line of openings | 55 | 34 | |
| " " " " " " | Wing Pillars | Wide spaced columns & Siders | as per approved plan | If Sheathed, material and thickness | 2 1/2 Oregon pine. Cement Veilthi decking | | |
| Centre Line Bulkhead. | | | | | | | |
| Stiffeners and Spacing | | | | | | | |
| Plating, thickness of | | | | | | | |
| STRINGERS AND DECKS. | | | | | | | |
| Uppermost Continuous Deck. (C) | | | | | | | |
| Stringer Plate, breadth and thickness in Wells | 80 | 1.00 | | | | | |
| " " " " " in way of Bridge | 55 | .52 | | | | | |
| " " " " " Angle in Wells | 7 | 7 | 1.02 | | | | |
| Thickness of Plating abreast Deck openings in way of Wells | | .72 | | | | | |
| Thickness of Plating abreast Deck openings in way of Bridge | | .46 | | | | | |
| Thickness of Plating within line of openings | | .40 | | | | | |
| If Sheathed, material and thickness | Asphalt where exposed | | | | | | |
| Second Deck. (B) | | | | | | | |
| Stringer Plate, breadth and thickness in Wells | 55 | .52 | | | | | |
| Stringer Plate, breadth and thickness in way of Bridge | | | | | | | |
| 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 | Asphalt where exposed | | | | | | |
| Third Deck. (A) | | | | | | | |
| Stringer Plate, breadth and thickness | 55 | 44 | clear of Bridge | | | | |
| If Plated, state thickness | 55 | 40 | in way of Bridge | | | | |
| Fourth Deck. | | | | | | | |
| Stringer Plate, breadth and thickness | 55 | 34 | | | | | |
| If Plated, state thickness | | .30 | | | | | |
| Poop Deck. | | | | | | | |
| Stringer Plate, breadth and thickness | 44 | 48 | | | | | |
| Plating, Sheathing, material and thickness | 38 | sheathed with 3 Leaks and asphalt | | | | | |
| Bridge Deck. | | | | | | | |
| Stringer Plate, breadth and thickness | 80 | .75 | | | | | |
| Plating, Sheathing, material and thickness | 60 | increased to 72 in way of machinery space | | | | | |
| Forecastle Deck. | | | | | | | |
| Stringer Plate, breadth and thickness | 38 | 42 | | | | | |
| Plating, Sheathing, material and thickness | 38 | sheathed with 3 Leaks and part asphalt | | | | | |

SHELL PLATING.

| SCANTLINGS. | | | | | RIVETING. | | | | | | | | |
|---|------------------------------------|---------------|---------------|------------|--|--|--------------|-----------------------|--------------------------------------|--------------|-----------------------|------------------------|--|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. State if joggled? <i>no</i> | | | BUTTS. | | | | |
| | AMIDSHIPS. | | FORWARD. | AFT. | | 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>60</i> | <i>.98</i> | <i>.88</i> | <i>.88</i> | | <i>Double</i> | <i>1 1/8</i> | <i>4</i> | <i>4</i> | <i>1 1/8</i> | <i>4 1/4</i> | <i>Double Straps</i> | |
| „ DBLG. (if any) | | | | | | | | | | | | | |
| BOTTOM PLATING, No. of Strakes <i>4</i> | <i>.78</i> | <i>.78-70</i> | <i>.64-74</i> | | | <i>-</i> | <i>1</i> | <i>3 1/2</i> | <i>4</i> | <i>1</i> | <i>4</i> | <i>Lapped</i> | |
| BILGE PLATING, No. of Strakes <i>3</i> | <i>2.00 .78</i> <i>1.00 .75</i> | <i>.70-59</i> | <i>.78-78</i> | | | <i>-</i> | <i>1</i> | <i>-</i> | <i>-</i> | <i>-</i> | <i>-</i> | <i>-</i> | |
| SIDE PLATING, No. of Strakes <i>5</i> | <i>.75</i> | <i>.55</i> | <i>.55</i> | | | <i>Double. 1 Triple</i> <i>for 1/4 length in each body.</i> | <i>1</i> | <i>3</i> | <i>2 seams 3 1/4</i> <i>3 1/2</i> | <i>-</i> | <i>-</i> | <i>-</i> | |
| UPPER DECK, Sheer-strake in Wells | <i>1.02</i> | <i>.55</i> | <i>.55</i> | | | <i>Double</i> | <i>1 1/8</i> | <i>4</i> | <i>5</i> | <i>1 1/8</i> | <i>5</i> | <i>-</i> | |
| UPPER DECK, Sheer-strake in Bridge ... | <i>.75</i> | | | | | <i>-</i> | <i>1</i> | <i>3 1/2</i> | <i>4</i> | <i>1</i> | <i>4</i> | <i>-</i> | |
| STRAKE BELOW Sheer-strake in Wells | <i>.92</i> | | | | | <i>-</i> | <i>1</i> | <i>3 1/2</i> | <i>5</i> | <i>1</i> | <i>4 1/2</i> | <i>-</i> | |
| STRAKE BELOW Sheer-strake in Bridge ... | <i>.75</i> | | | | | <i>-</i> | <i>1</i> | <i>3 1/2</i> | <i>4</i> | <i>1</i> | <i>4</i> | <i>-</i> | |
| POOP SIDE PLATING | | | <i>.45</i> | | | <i>Single</i> | <i>3/4</i> | <i>3</i> | <i>2</i> | <i>3/4</i> | <i>2 5/8</i> | <i>-</i> | |
| BRIDGE SIDE PLATING ... | <i>.75</i> | | | | <i>increased for sidelights</i> | <i>Double</i> | <i>1</i> | <i>3 1/2</i> | <i>4</i> | <i>1</i> | <i>4</i> | <i>-</i> | |
| FORECASTLE SIDE PLATING | | | <i>.48</i> | | | <i>Single</i> | <i>3/4</i> | <i>3</i> | <i>2</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) Ten.
 " Deck next below
 As per Rule Nine.

| | Plating Thickness. | STIFFENERS. | | | |
|--------------------------------------|--------------------|---|--------------|-------------|----------|
| | | VERTICAL. | | HORIZONTAL. | |
| | | Scantlings. | Spacing. | Scantlings. | Spacing. |
| MIDSHIP BULKHEAD, Upper 'tween decks | .26 | 5-2 1/2 x 28 BA 30 | no Brackets. | | |
| " " Second | .30 | 9-4 x 2 1/2 x 38 BA 30 | Brackets | | |
| " " Third | .34 | 6-3 1/2 x 40 BA 30 | | | |
| " " Holds | .46-.38 | 12-3 1/2 x 3 1/2 x 36 W and 12-3 1/2 x 3 1/2 x 30 F | | | |
| COLLISION " (in Hold) | .56-.42 | 10-3 1/2 x 3 1/2 x 40 W 24 & 2 Semi Box Beams | | | |
| AFTER PEAK | .48-.34 | 8-3 1/2 x 3 1/2 x 40 W 24 & Tunnel Deck. | | | |

FORGINGS AND CASTINGS.

| | Casting or Forging. | Scantlings. | Maker's Name. | Any departure from approved plans to be noted. |
|--------------------------------------|---------------------|--------------------------------|--------------------|--|
| KEEL, Bar | | | | |
| STEM | Roller Bar 11x3 | Colville | | |
| STERN FRAME | Fore foot Casting | Barnbyne Ltd Casting Co | | |
| RUDDER—A x D | Propeller Post | 18x3 | Ltd Co Lake | |
| Speed of Vessel | Rudder | Casting | Skoda works. | |
| RUDDER mainpiece at head | | 23x2 1/2 | Ltd Co Lake | |
| " " heel | | 23x2 1/2 | Yellow. | |
| " " how constructed | | Forging 17x18 | Stream Line Rudder | |
| " " double or single plate | | Double .62 | | |
| " " coupling, vertical or horizontal | | Horizontal Six bolts 4 1/2 dia | | |

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Plates & Bars D. Colville & Sons
 Has the Steel been tested as required by the Rules? Yes

| EQUIPMENT No 72830 | | | | | | | | | | LETTER <i>B+</i> | | ANCHORS. | | | |
|------------------------|--------------------|-------------------|------|------|-----------------|------|------|------------------------|-------|------------------|------|------------------------------|--------------------------|-----------------------------|---|
| Number of Certificate. | Anchors. | WEIGHT, EX. STOCK | | | WEIGHT OF 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. | | | |
| 24615 | 1st Bower ... | 112 | 0 | 0 | 75 | 3 | 14 | 41 | 15 | 0 | 0 | 112 | Byers improved Stockless | Low Walker 9-8-30 A. Green | |
| 24608 | 2nd „ ... | 112 | 0 | 0 | 75 | 1 | 14 | 41 | 15 | 0 | 0 | 112 | - - - | - - 24-7-30 - - | |
| 24609 | 3rd „ ... | 111 | 3 | 0 | 76 | 0 | 7 | 41 | 15 | 0 | 0 | 112 | - - - | - - 29-7-30 - - | |
| | Collective weight. | 335 | 3 | 0 | | | | | | | | 336 | | | |
| 24616 | Stream | 60 | 2 | 0 | | | | 48 | 12 | 2 | 0 | 35½ | Byers improved Stockless | Low Walker 18-8-30 A. Green | |

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. | |
|------------------------|---------------------------|-------|-----------------------|------------------------|------------------------------|--|-------------------------------|--|-------------------|--|-----------------|---------------------------|-----------|------------------------------|-------------------------------|-------|
| | Fathoms. | Diam. | | Supplied. | Per Rule. | | | | | | | Fathoms. | Diam. | | Fathoms. | Diam. |
| 85739 | 180 | 3½ | 153-15-0215-50 | 892-0-5 | 1503 | | 330 3" | Stud N. Hingley & Sons Ltd. Netherpton 20/3/30 | | | TOWLINE | 140 | 7½ | 131-8 | 140 | 7½ |
| 85845 | 150 | 3½ | 153-15-0215-50 | 743-2-7 | | | | | | | HAWSERS & WARPS | 4@120 | 2¼ | 15-2 | 3@120 | 2¼ |
| 78266 | 330 | | 153-15-0 | 19-1-12 | 2 Smokes clips for 3½" Cable | | | | | 16/4/30 H. Green | | 4@120 | 8" Manila | 2@120 | 2¼ | 2¼ |
| 94610 | 150 | 1½ | 63-5-088-100 | 266-0-22 | | | 150 1½" | Stud N. Hingley & Sons Ltd. Netherpton 10/5/30 | | | | | | | | |
| 78152 | 150 | 1½ | 63-5-0 | 1-3-2 | 2 Bury Shanks | | | | | 9/5/30 H. Green | | | | | | |

Steering Gear, Steam *Harland & Wolff Helo Shaw Electric Hydraulic* 9/5/30
 Steering Gear, Hand 2 Motors 4 Rams
 Boats 15 Life Boats 1 Motor Boat Steering Chains, Size and Test ✓ Windlass *Clark Chapman Electric*
 Ceiling in Holds, thickness and material 2½" H.P. over timbers Cargo Battens, thickness, material and spacing 6x2" WP. spaced 9"
 Cargo Hatchways. (Upper Deck) *Steel Plates & Angles Coamings 30x18* Thickness of Hatches 3"
 Size of No. 1 Hatchway (Forward) 18'x12' No. 2 23'x16' No. 3 13'6½"x16' No. 4 13'6½"x16' No. 5 13'6½"x16' No. 6 —
 Number of Shifting Beams *and Fore and Afters 3 Webs in No. 1, 4 in No. 2 and 2 in No. 3, 4 and 5.*

FOR HARLAND AND WOLFF, LIMITED.

Builder's Signature

Chas. Payne

Managing Director

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel Yes (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo No The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the approved plans, the Secretary's letters and in general conformity with the Rules and the materials and workmanship are good. The double bottom tanks, peak tanks, deep tanks, oil fuel bunkers and cofferdams have been tested as required by the Rules with satisfactory results and the weather decks, watertight bulkheads, flats and tunnels satisfactorily have tested. The steering gear, windlass & anchors, bilge suction and Watertight doors have been tested under working conditions and found in order. The assigned freeboards have been verified and cut in on the vessel's sides. Oil fuel flash point above 150° Fah. is carried in numbers 4 and 5 double bottom tanks and in deep oil fuel bunkers above number 4 double bottom tank. Refrigerated cargo is carried in the tween decks between 'A' deck and lower deck above the cargo space immediately abaft the refrigerating machinery space abaft the motor room.

The amount of Entry Fee £ 12 : - : -

Fees applied for,

Special Survey Fee.... £ 346 : 6 : 9

Freeboard 15' 0 : 0

Travelling Expenses, if any £ : : -

Received by me,

25/3/31

I am of opinion the Vessel should be Classed + 100 A 1

"With Freeboard"

State whether the Vessel has been built under Special Survey

Yes

Signature *S. H. Kendall* & *L. R. Edgar*

Surveyor to Lloyd's Register of Shipping.

Certificate sent to *Belfast*

Date of issue

24/3/31 (see Harland & Wolff 25/3/31)

Committee's Minute

TUE. 24 MAR 1931

Character assigned

+ 100A1 With freeboard

Lloyd's A & C

+ L.M.C. 3. 31

O.G.

Oil Eng.

32RB. 100 lb.

*Write St.**Ghs.*

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 Lloyd's Register
 Foundation

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 of the Plans should be embodied.)

Thirty two approved plans are forwarded herewith together with two (double bottom sections and fresh water tanks) as built, also eight forging and casting reports, one certificate of test on derricks, one advice note for davits and steel advice notes.

list of plans forwarded.

1. Midship Section (amended as built)
 2. Profile & deck plans
 3. Wide spaced pillars & girders
 4. - do - (amended plan)
 5. Amended arrangement of frame bracket in way of flat tank
 6. Oil fuel bunkers.
 7. Web frames in motor room
 8. " " No. 1. hdd.
 9. Fresh water tanks
 10. Fore end framing
 11. Settling tank bulkheads
 12. Stern frame & propeller brackets
 13. Stern centre
 14. After end framing
 15. Pillars & girders in motor rooms
 16. Amended plan of tunnel between frames 69A + 73A bulkheads.
 17. Topsides plating
 18. Pumping arrangements
 19. Oil fuel arrangements
 20. Tiller for electric hydraulic steering gear.
 21. Rudder
 22. General plan of superstructures
 23. Bridge front bulkhead
 24. Insulated cargo chambers
 25. Writing Room, library & American bar (9. Dk. to Port Dk)
 26. Pillaring of superstructures
 27. Grand hall & Officers house (9. Dk. to Port dk. & navigating bridge)
 28. Winter Garden (9. Dk. to port deck.)
 29. Watertight Machechlon davits 28/24
 30. - do - 32/5 to standard
 31. - do - 32/5 to deckhouse
 32. - do - 32/5 modification to deckhouse.
- and as built Fresh Water tanks (1) double bottom sections (1)

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower 69-3-7-KH-Nº 8079-13th June 1930
2nd " 68-3-24-KH-Nº 7905-29th April 1930
3rd " 69-3-20-KH-Nº 7967-23rd May 1930

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 47 ft., R.Q.D. ✓ ft., Bridge 553.9 ft., Forecastle 101.6 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated Poop, Bridge & Forecastle are joined by side deck.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 3 Dks (steel)
4th Dk (steel) in holds except in aftermost hold.

Official No. 162339 : Signal Letters ✓

Is bottom of Vessel coated with cement Yes. if not give

particulars of composition bare steel in oil fuel tanks. (planned)

PARTICULARS OF WATER BALLAST.—

| Where Fitted. | *Length. Feet. | Water Capacity. Tons. | Where Fitted. | *Length. Feet. | Water Capacity. Tons. |
|---|---|--------------------------|--|-------------------|--------------------------|
| Double bottom, aft, | 108.6 | 238 | Fore peak tank, | 30.4 | 108 |
| Double bottom, under Engines and Boilers, | | | After peak tank, | 29.4 | 224 |
| Double bottom, if under Engines only, | 124.5 | 723 | Deep tanks aft, at sides of refriq. mac. space | 40.6 | 359 |
| Double bottom, if under Boilers only, | | | Deep tanks between tunnels | 54.1 | 175 |
| Double bottom, forward, | 211 | 772 | Other tanks, if fitted, | | |
| Capacities are given in tons salt water. | Total capacity of double bottom | 1733 | (If necessary, furnish further information by sketch.) | | |
| Total length of double bottom 441.1 ft. | The wells are not to be included in the lengths of the tanks. | | | | |

Order for Special Survey No. 803

Date 11th Dec. 1928

Dates of Surveys held while building

1928 Nov 23, 26 Dec 4, 11, 13, 14, 21, 22, 26, 28 Mar 6, 9, 11, 12, 13, 14, 19, 27, 29, 27, Apr 3, 4, 5, 11, 15, 18, 19
23, 24, 30 May 2, 9, 13, 15, 20, 22, 27, 29, 30 June 4, 5, 6, 10, 14, 18, 19, 24, 26 July 1, 2, 4, 8, 10, 22, 24, 26 Aug 2, 5, 8, 9
13, 14, 15, 19, 26 Sept 4, 10, 11, 13, 18, 24, 26 30 Oct 8, 11, 15, 16, 18, 23, 31 Nov 6, 15, 22, 29 Dec 6, 11, 16, 19, 26
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5, 8, 15, 22, 25, 26 Sept 1, 2, 4, 5, 9, 10, 11, 12, 16, 19, 19, 20, 23, 25, 29 Oct 3, 9, 10, 13, 16, 19, 20, 21, 27, 27, 29
31 Nov 3, 4, 5, 6, 9, 8, 13, 14, 19, 27 Dec 4, 9, 14, 18, 19, 31 Jan 2, 6, 13, 20, 29 Feb 10, 10, 11, 13, 16, 19, 27, 28, 29
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