

State if Report is sent on the Machinery of the Vessel YES

No. 12627


On the (State of Machinery being All and
(if Steel, Traction or Triple Seven)

STEEL QUAD. Sc. "REX".

On the (State of Machinery used At and
(If Single, Twin or Triple Screw)

(Full Scaffolding, Complete Superstructure)
with or without Tonnage Openings

COMPLETE SUPERSTRUCTURE WITHOUT TONNAGE OPENING, State Type of Erections FORECAST COMBINED

CLASS  100 A 1

State if with freeboard as condition of Class WITH
FREEBOARD
METRES

Built at SESTRI-POLENTE, GENOA

Length from fore part of stem to ^{CENTRE OF} ~~after~~ part of stern

L-249.1.

Launched 1/8/51 Yard No. 26

Breadth (greatest moulded)

817-27
29.5

Builders "ANSALDO" S.A.

Depth, at middle of length from top of keel to top

9678
1585

Owners "ITALIA" (FLOTTE RIUNITE COSulich-LLOYD SABAUDO-NAVIGAZIONE GENERALE)

D of beam at side of ~~uppermost continuous~~
deck. See Sec. 3 (1c)

1845

NAVIGAZIONE GENERALE)

1st Longitudinal Number (L x D) 249.1 x 18.9

$$S = \underline{3973.1}$$

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

2nd Numeral $L \times (B + D)$

$$\dots = \underline{11321.6}$$

Residence GENOA

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

2.75

Residence _____

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

13.46

Port of Registry GENOA

Do. Long Bridge to top
A DECK of keel

10.25

If surveyed while building, afloat, or in dry dock

Draught Moulded 9.83 METRES.....

32' 3"

WHILE BUILDING

FRAMES, DOUBLE BOTTOM AND BEAMS.

INCHES IN SHIP. MILLIMETRES	Any Departure from Approved Plans to be Noted.	SECTION 7 OF SOCIETY'S RULES FOR QUALITY & TESTING OF MATERIALS.	INCHES IN SHIP. MILLIMETRES	Any Departure from Approved Plans to be Noted.
Spacing amidships 800		Bracket Floors, Frame B.A. 250 90 15		
" from 1 length to Collision bulkhead 685		" " Reversed Frame 250 90 13		
" in peaks 610		" " Vertical Struts FLANGED PLATE 380 x (11)		
AMING.		Centre Girder, depth and thickness amidships IN BOILER & AUX. MACH. SPACES 1550 x (17)		
Amidships, Angle E or F 280 90 12		" " top Angles DOUBLE 230 x (17)		
Extends up to A.H. to F. DECK IN FORE & AFT		" " bottom Angles DOUBLE 100 100 (17)		
8 & D'S ALTY FORWARD & AFT LATERAL DEEP OF TANKS TO DECK IN WAY OF BOILER & AUX. MACH. SPACES TO FLAT		Side Girders, No. each side and thickness 5 EACH SIDE (12)		
ed Frame Amidships, Angle 800 x 110 Below F DECK IN		Margin Plate HORIZONTAL (excl. of flange) and thickness 1800 x (16)		
NG. SPACES.		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem 90 x 90 x (12)		
" Extends up to ... 280		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem 90 x 90 x (12)		
of Framing Girder 240 90 (9)		" " Gussets, spacing and scantling abaft 1/2 len. from stem 90 x 90 x (12)		
ES ARE FITTED THROUGHOUT VESSEL AT 2 TO 3 FR. SPACES APART		" " Gussets, spacing and scantling forward 1/2 len. from stem 90 x 90 x (12)		
s in Uppermost Continuous 'tween Decks, Angle E or F, DRAWN IN		Tank Side Brackets, height above base line at toe of Frame and thickness 4400 x (11)		
To C & D DECKS ALTERNATELY		INNER BOTTOM PLATING.		
" Second 'tween Decks, Angle E or F		Breadth and thickness of Middle Line Strake ... 1800 x (7)		
FROM F & G DECK ALTY TO C & D DECK ALTY FORWARD		Thickness of remainder in Holds (13)		
DEEP OF TANKS FROM C & D DECK ALTY		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? ... YES		
Third Below G DECK IN WAY OF BOILER & AUX. MACH.		BEAMS.		
FLAT 800 x 110 Below F DECK IN ENG. SP. 250 90 (11)		B Uppermost Continuous Deck, amidships in Walls, Angle E or F 200 85 (10)		
ing in Peaks, Angle or F 280 90 12		" " FORWARD & AFT in Way of Bridge, Angle, E or F 220 85 (10)		
ter and Spacing of Rivets through DIAMS. IN DB.		" " AT 800 x 110 SPACING 180 85 (9)		
DIAM. Frame and Shell Plating amidships SHIP PLATING AMIDSHIP		" " AT 685 x 110 SPACING 200 75 (9)		
Frame Joggled YES SIDE FRAMES TO SAGUL		C Second Deck, amidships, Angle E or F 200 75 (9)		
ARRANGEMENTS (Sec. 7), state WEB FRAMES & SIDE STRINGERS.		Spacing 800/685/610		
DOUBLE DBLE system and particulars W.F. 800 x 110		D Third Deck, amidships, Angle E or F 200 75 (9)		
THINNING OF BOTTOM FOR WEAKENING FRAMES EVERY 33 1/2 IN NO 1 HOLD		Spacing 800/685/610		
D. State Particulars F.H. H. 215 GIBBS		E Fourth Deck, amidships, Angle E or F 200 75 (9)		
APART WITH 1/2 H SIDE GIRDERS BETWEEN, BOTTOM FRAMES		Spacing 800/685/610		
A DBLE RIVETED. 189 2nd SIDE GIRDERS FROM CENTRE LINE		F & G Deep Deck, Angle E or F 200 75 (9)		
BOTTOM HAVE 150 x 150 x 12 SINGLE SHELL ANGLES		Spacing 250 80 (9)		
Depth and thickness at mid-line in DOUBLE RIVETED		" " AT 800 x 110 SPACING 200 85 (10)		
Holds SOLID FLOORS EN.		" " AT 685 x 110 SPACING 220 85 (10)		
Height of Brackets at side above base line at toe of frame FRAME, RIVETS IN BOTH CLANGES		" " AT 685 x 110 SPACING 250 90 (11)		
Line Keelson, on Floors, Angles, [or] BOTTOM FRAMES SPACED 32 DIAM		A Bridge Deck, Angle E or F 200 85 (10)		
" " Through Plate or Intercostal Plate ...		Spacing 250 90 (11)		
" " Foundation Plate on Floors 200 75 (9)		" " AT 685 x 110 SPACING 180 85 (9)		
" " Flat Plate Keel Angles		H Forecastle Deck, Angle E or F 200 75 (9)		
ions, No. each side		Spacing 800/685/610		
" thickness of Intercostal Plate ...				
" Angles 2000 x (11)				
BOTTOM.				
oors, thickness and spacing (11) 2000 3rd				
FRAME IN ENG. SPACE UNDER BOILER BEARERS & BORN ?				
Are Frame and Reversed Frame joggled ? YES				
Floors, breadth and thickness at middle line 1100 x (12)				
" breadth and thickness at margin plate 2000 x (11)				

"D" deck shown on F. E. Cerk. (Owners' lettering)
corresponds to "E" deck on J. E. Rph. & plans. (Builders' lettering).
per W. E. Watt.
Owners' lettering of decks adopted - see Gen. Ltr. 29.

PILLARS AND DECKS.

SCANTLINGS IN PARENTHESIS THUS () REFER TO SPECIAL QUALITY STEEL AS	INCHES IN SHIP. MILLIMETRES	Any Departure from Approved Plans to be Noted.	PER SECTION 7 OF SOCIETY'S RULES FOR QUALITY & TESTING OF MATERIALS.	INCHES IN SHIP. MILLIMETRES	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	4, 5 & 6 Rows		Stringer Plate, breadth and thickness in way of Bridge	- - -	
" in 'tween Decks, Size and Spacing.....	O and IC		Thickness of Plating abreast Deck openings in way of Walls	(10)	
" " SPACED 6 TO 8 FRAME SPACES APART " "	and IC and		Thickness of Plating abreast Deck openings in way of Bridge	- - -	
" " " " " " " "	FORM		Thickness of Plating within line of openings.....	(9)	
" " " " " " " "	Scantlings as per Approved plans		If Sheathed, material and thickness.....	TEAK 60% CLEAR OF SUPERSTRUCTURES	
Centre-Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....			Stringer Plate, breadth and thickness.....	1700 x (11)	
Plating, thickness of			Plating, state thickness.....	(8 1/2)	
STRINGERS AND DECKS.			Wood Sheathing at Aft End of	TEAK 70% W.T.HIN LINE OF	
Uppermost Continuous Deck.			Fourth Deck.		
Stringer Plate, breadth and thickness in way of Walls	1700 x (19)		Stringer Plate, breadth and thickness.....	1700 x (10)	
" " DOUBLING AT BREAK OF BRIDGE FORWARD	1550 x (19)		Plating, state thickness.....	(7 1/2)	
" " " " in way of Bridge	1700 x (13 1/2)		60% TEAK SHEATHING IN MAIN SERVICE CORRIDOR - DECK B - 8 CREW SPACES FOR		
" " " " " " " "			Loop Deck.		
" " " " " " " "			Stringer Plate, breadth and thickness.....	1700 x (10)	
" " " " " " " "			Plating, state thickness.....	(11)	
" " " " " " " "			60% P.P. SHEATHING IN WAY STORES FORWARD.	(9)	
" " " " " " " "			Bridge Deck.		
" " " " " " " "			Stringer Plate, breadth and thickness.....	3125 x (25)	
" " " " " " " "			Plating, state thickness.....	2565 x (25)	
" " " " " " " "			Stringer Angle	25 (21) & (24)	
" " " " " " " "			Plating, state thickness.....	(10)	
" " " " " " " "			60% TEAK SHEATHING WHERE EXPOSED & PART OF VERANDAH - ELSEWHERE COMPOSITION SHEATHING		
" " " " " " " "			Forecastle Deck.		
" " " " " " " "			Stringer Plate, breadth and thickness in way of D.F. TANKS.....	1200 x (11)	
" " " " " " " "			Plating, state thickness.....	(9)	
" " " " " " " "			IN WAY SHAFT TUNNELS		
" " " " " " " "			IN WAY OF HOLDS FORWARD - STRGR (9) PLATING		
" " " " " " " "					

SHELL PLATING.

[illegible]

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel-

14

Extending to Upper Deck (Sec. 3 c)

1 = Collision Bulkhead

E Deck next below

13

As per Rule

		Plating Thickness. MILLIMETRES	STIFFENERS.				
			VERTICAL.		HORIZONTAL.		
			Scantlings	Spacing.	Scantlings	Spacing.	
^{"E" to "F"} MIDSHIP BULKHEAD , Upper tween decks		6L	BA 125x63	760	—	—	
"	^{"F" to "G"} Second	7-(7 1/2)	BA 150x70	760	—	—	
"	^{"G" to "H"} Third	(7 1/2)-(10)	BA 150x70	760	—	—	
"	Holds	(8 1/2)-(11 1/2)	CHL. 240x55	760	—	—	
COLLISION	" (in Hold)	(10 1/2)-(13 1/2)	BA 240x70	610	STEEL PLATE (1/2") THICK ON FORWARD SIDE AT BULKHEAD, ABOUT 1100 mm BELOW TOP OF HOLD		
AFTER PEAK	"	(9)-(13 1/2)	BA 240x70	610			

Casting or Forging.

Scantlings.
MILLIMETRES.

Maker's Name.

Any departure approved plan to be noted

KEEL, But

TOP

STEM PART

SEE

STERN

FRAME

APPROVED

PLANS

RUDDER-A X D

A X D X 100

Speed of Vessel

RUDDER mainpiece at head

" " heel

" how constructed

OERTZ PATENT RUDDER

" double or single plate

" coupling, vertical or

horizontal

FLAT PLATE (SEE ABOVE)

CAST STEEL

CAST STEEL

IT

ROLLED STEEL

23 1/2"

4921 (METRE UNITS)

27.2 KNOTS

FORGED STEEL

CAST STEEL

RUDDER

FRAMING

BUILT UP

DOUBLE

VERTICAL

ANSALDO & A.

MESSRS

RUHRSTAHL

A. G. STAHLWERK

KRUGER

1500 mm

14 1/2" x 14 1/2"

470 x 124 x 14

700 mm DIAM.

CAST STEEL AND STEEL

PLATES 50% BUILT UP

GENOA.

S. A.

ANSALDO

CORNIGLIANO

LR-FAF-TB13-172 1/2

No. 4
for Navi
of 51500
may be Sp
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Character

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10

register

EQUIPMENT NO. 13198 METRE UNITS				LETTER		ANCHORS.		
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK. KILOGRAMS	WEIGHT OF STOCK. Cwts. qrs. lbs.	TEST PER CERTIFICATE. KILOGRAMS	WEIGHT REQUIRED BY TABLE 33. AS APPROVED KILOGRAMS	Description of Anchor	Makers.	Where and when tested and
102	1st Bower ...	9700	STOCKLESS	96000	9700	ANSALDO	Soc. Anon	TESTED AT 20/3/31 AS.
103	2nd " ...	9712	IDEM.	96060	9700	ANSALDO	ANSALDO-ACCIAIERIE	MAKERS' 24/3/31 MANTELLI
101	3rd " ...	9660	IDEM.	95800	9700	ANSALDO	CORNIGLIANO-LIGURE	WORKS 24/3/31
	Collective weight.	29072			29100			
100	Stream	4080	IDEM.	59600	3975	ANSALDO	IDEM.	" - 9/1/31 - A.S. MANTELLI

CHAIN CABLES.				HAWERS AND WARPS.			
Number of Certificate.	Length and size supplied. Length. Diam.	Test per Certificate. Status. Break. ing.	WEIGHT OF CHAIN CABLE. Supplied. Cwts. qrs. lbs.	Length and size per Table 33. Length. Diam.	Description.	Makers of Cables.	Where and when tested, and Superintendent.
35036A	30 3/16	192.9	270 223-1-18			BROWN	L.L. WRIGHT L.P.H. CARDIFF 7/5/31
34842	75 7/8	192.9	270 554-0-14			LENOR	" " 28/2/31
34928	45 9/16	192.9	270 334-0-7			BO LD.	" " 12/3/31
34783	75	192.9	270 555-0-14				" " 17/1/31
34469	90	192.9	270 667-2-0				" " 27/1/30
34370	15 1/2	192.9	270 111-0-2				" " 7/7/30
34819	4 3/8	192.9	270 25-3-7				" " 9/1/31
333	33 1/2	192.9	270 265				
823	6 END SHACKLES	192.9	270 40-1-7				

Steering Gear, Steam ELECTRIC - HYDRAULIC (BROWN) Steering Gear, Hand DOUBLE TILLER OPERATED BY SEPARATE MOTORS CAPSTANS - TWO IN NUMBER FOR WINDING CHAIN CABLES - ELECTRIC MAKERS - S.A. ANSALDO

21 MOTOR STEEL LIFEBOATS, 1 SERVICE WOOD MOTOR LIFEBOAT Steering Chains, Size and Test 65 M P PINE UNDER HATCHWAYS ONLY Cargo Battens, thickness, material and spacing 170 x 60 M W.P. SPACED 230 M

ing in Holds, thickness and material 65 M P PINE UNDER HATCHWAYS ONLY Thickness of Hatches 3 INCHES

rgo Hatchways. (Upper Deck) FORWARD THREE - SUPERSTRUCTURE AFT, FOUR Thickness of Hatches 3 INCHES

of No. 1 Hatchway (Forward) 9'-0" x 8'-2" No. 2 22'-6" x 13'-1 1/2" No. 3 EACH No. 4 EACH No. 5 No. 6

SMALL HATCHWAY ON SUPERSTRUCTURE (B) DECK FORWARD 4'-0" x 3'-7" 6 NOS x 1'-0" x 7'-3" 4 NOS x 1'-6" x 7'-3" No. 5 No. 6

number of Shifting Beams and/or Fore and Afters No. 1 HATCHWAY, ONE; No. 2 HATCHWAY, FOUR; No. 3 6, EACH THREE; No. 4 & 6, EACH THREE

IL DIRETTORE GENERALE OFFICINE ALLESTIMENTO E RIPARAZIONI NAVI

delles Corporazioni Italiane dell' "Ansaldo, S. A."

Builder's Signature Eugenio de Vito Leftwell

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.

OIL CARRIED AS FUEL IN DOUBLE BOTTOMS EXTENDING FROM FRAME 254 (i.e. FORWARD OF FORWARD BOILER SPACE) TO AFT END OF AFTER ENGINE SPACE, EXCEPT FROM FRAMES 134 TO FRAME 141 IN FORWARD ENGINE SPACE; BETWEEN FRAMES 134/41

STILLED WATER FOR BOILERS IS CARRIED IN DOUBLE BOTTOM & COFFERDAMS ARE FITTED SEPARATING THIS D.B. TANK FROM THE DOUBLE BOTTOMS CARRYING OIL FUEL ALSO CENTRALLY IN ENGINE SPACE WHERE IS CARRIED FRAMES 111/119 IN DBLE. BOTTOM LUBRICATING OIL

PARATED FROM O.F. DBLE. BOTTOMS BY COFFERDAMS. - OIL CARRIED AS FUEL ALSO IN DEEPTANKS FORWARD AND ABREAST CH SIDE OF ENGINE & BOILER SPACES. REQUIREMENTS OF SEC. 20 OF RULES FOR OIL FUEL HAVE BEEN COMPLIED WITH FAR AS APPLICABLE.

The Vessel has been surveyed during construction, has been built in accordance with the approved Plans and instructions of Secretary's letters of 26/1/29 (as Design No. 181) and of 7/1/30 and 12/3/30

Yard No. 296 and other letters relating to detail approved plans and in other respects in compliance with the Society's Rules. Special Quality Steel as provided for in Section 7 in the Society's Rules for

Quality & Testing of Materials has been adopted in the structural structure as per approved plans.

The Double Bottoms Compartments, Fore & After Peak Tanks, Deep Tanks forward and aft for Water, Deep Tanks for Fuel have been tested in accordance with the Society's Rules.

Amount of Entry Fee LIT. 2960 : Fees applied for, 26/9/1932

Special Survey Fee LIT. 89100 : Received by me, 15/12/1932

Travelling Expenses, if any : LIT. 5650

TE & HOLIDAY FEES : LIT. 2700

whether the Vessel has been built under Special Survey YES

Signature James S. Crumiston

Surveyor to Lloyd's Register of Shipping.

ificat to be sent to GENOA OFFICE Date of issue 26/10/32 + 3/3/33

mmittee's Minute TUE. 25 OCT 1932

Character assigned + 100A

With freeboard

Lloyd's Arch

note Special Quality Steel

Write for

+ L.M.C. 9. 32 Subject

fitted for oil fuel 9.32 H. abar 150° F

Elec. Lt. CL

TUE. 3 JAN 1933

FRI. 8 MAR 1933

FRI. 26 MAY 1933

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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.)

This Vessel is intended generally for Passenger and Cargo service between Italy and United States of America.

The Vessel is constructed with two steel longitudinal strengthening bulkheads, one of each side of the Centre Line extending from the Transverse bulkhead at After end of After Engine Space (up to Deck E) and from several frame spaces forward of After end of After Engine Space between and C Decks to the extreme After end of the Vessel, and vertically from the Inner Bottom up to C Deck. The Vessel has two Steel masts, the plates of which are welded by Water-Gas (Please see approved plan). FIRST ENTRY Reports of Q.S.S. ROMA and AUGUSTUS (Messrs Ansaldo's No. 277 & 282, belonging to the same Owners).

The Registered Dimensions of the vessel taken from the Italian Certificate of Registry are 268.2 x 29.58 x 9.38 metres = 879.9 x 97.05 x 30.77 feet; the length dimension 879.9 feet being measured from fore side of Stem to extreme aft end of vessel. On this Registry Certificate is stated also the Tonnage Length, namely 251.42 metres = 824.86 feet.

Please find attached Forging and Casting Reports as follows:—STEM, STERN FRAME (3 REPORTS), 2 PROPELLER BRACKETS, 2 PROPELLER BRACKETS, RUDDER & PINTLES (3 REPORTS), RUDDER CROSSHEAD & LINKS & RUDDER STOP PLATE (3 REPORTS).

CERTIFICATES OF TEST OF ELECTRIC-HYDRAULIC STEERING GEAR ATTACHED. CERTIFICATES OF TEST OF WATER-GAS WELDED MASTS & OF MATERIAL THEREFOR ATTACHED. Advice Notes for material are forwarded under separate cover.

Test Certificates for 15 Watertight Doors is attached.

The 21 motor steel lifeboats (see p. 3 of this Report) and the motor wood power lifeboat are suspended from Welin-Milde Davits built up of Steel Sections & Plates. Certificates attached for Davits. The 2 service lifeboats are suspended from Cast Steel CRESCENT SHAPED WELIN DAVITS. CERTIFICATES attached for Davits. Boat Lashing Tests were carried out aboard to all foregoing Boats, under their Davits, with satisfactory results.

THE WORKMANSHIP THROUGHOUT THE VESSEL IS GOOD.

28 Plans of the Vessel as built are forwarded under separate cover. AS FOLLOWS:—MIDSHIP SECTION, PROFILE, DECKS, A, B, C, D, E, F, G, & H, W.T. BULKHEADS 308 & 310 (Coll. Bld), 157/262, 147/148, 231/236, 215, 192/194, 180/181, 142, 115, 90, 72/73, 53/50, 25/16 and OF STEM, STERN POST (2 plans), RUDDER.

CAPACITY IN TONS OF SALT WATER & LENGTH IN FEET OF DEEP OIL FUEL TANKS:—Forward of No. 1 (For Boiler Space; THREE abreast, Central 208.2 TONS, PORT & STARBOARD each 179.1 Tons, length each 18.4 FT; THREE ABREAST, 2 Central Tanks each 265.4 Tons, PORT & STARBOARD each 232.6 Tons, length each 28.9 FT—In way No. 1 Boiler Space, PORT, 1 of 60.8 TONS, Starb. 1 of 57.1 TONS, PORT & Starb. 1 each 77.5 TONS, 1 each side 94.6 TONS EACH, length each 18.4 FT—In way No. 2 Boiler Space, PORT, 1 of 105.2 TONS, Starboard 1 of 108.4 TONS, PORT & Starb. 1 each side each 121.7 TONS, PORT 1 of 129.8 TONS, Starb. 1 of 123.8 TONS, length each 18.4 FT—Centrally between No. 2 Boiler Space and Aux. Mach. Space, PORT 179.2 TONS, STARBOARD 206.4 TONS, length 13.1 FT—In way Aux. Mach. Space, PORT & Starb. 1 each side each 142.8 TONS, length 18.4 FT; PORT 1 of 194.2 TONS, STARBOARD 1 of 187.7 TONS, PORT 1 of 164 TONS, STARBOARD 1 of 191.5 TONS, length each 23.6 FT—In way No. 3 Boiler Space, 1 of 192.4 TONS, STARBOARD 1 of 204.8 TONS, PORT & Starb. 1 each side, 208.4 TONS, PORT & Starb. 1 each side each 198.8 TONS, length each 23.6 FT—In way Forward Engine Space, PORT & Starb. 1 each side 102.4 TONS each, PORT & Starb. 1 each side 147.3 TONS each, PORT 1 of 167.5 TONS, STARBOARD 1 of 162.8 TONS, length 23.6 FT—In way After Engine Space, PORT & Starb. 1 each side each 169.5 TONS, length 23.6 FT, PORT & Starb. 1 each side each 215.3 TONS, length 23.6 FT.

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

1st Bower	5880 KILOGRAMS - A.S.M. - NO. OF CERT. 84, 16/12/30 corresponding to Audien Cert. No. 102
2nd "	5840 " - A.S.M. - " " 85, 20/1/31 " " " " 103
3rd "	5830 " - A.S.M. - " " 83, 4/7/30 " " " " 101
STREAM	2450 " - A.S.M. - " " 82, 1/7/30 " " " " 100

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., (Bridge COMBINED WITH Forecastle 78.0 ft. ON "C" DECK BRIDGE ON "B" DECK = 61.1 ft.) (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated No.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 5 DKS (STL-PT W.S.), 6th DK (STE) IN HOLDS, 7th (STE) IN NO. 1 HOLD.

Official No. 1791 ; Signal Letters PELE Is bottom of Vessel coated with cement YES-EXCEPT IN WAY OF OIL FUEL if not particulars of composition ✓

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons. OF SALT WATER	Where Fitted.	*Length. Feet.	Water Capacity. Tons. OF SALT WATER
Double bottom, aft,			Fore peak tank,	49.7	140
Double bottom, under Engines and Boilers,	FORWARD		After peak tank,	40.0	131
Double bottom, if under Engines only,	AND	649.1	Deep tank, aft, FOR FRESH WATER - CENTRALLY SITUATED	39.4	233
Double bottom, if under Boilers only,	AFT		Deep tank, forward, 3 IN NUMBER ABREAST, FOR FRESH WATER	15.75 EACH	214
Double bottom, forward,			Other tanks, if fitted, FOR FRESH WATER - CENTRALLY SITUATED	34.1	150
		Total capacity of double bottom 6365.7			160

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

Order for Special Survey No. 92

Date 20/1/30

Dates of Surveys held while building

1930 JAN 21, 28 FEB 5, 12, 19, 26 MAR 5, 12, 19, 26 APR 5, 12, 19, 26 MAY 5, 12, 19, 26 JUN 5, 12, 19, 26 JUL 5, 12, 19, 26 AUG 5, 12, 19, 26 SEP 5, 12, 19, 26 OCT 5, 12, 19, 26 NOV 5, 12, 19, 26 DEC 5, 12, 19, 26	1931 JAN 2, 9, 16, 23, 30 FEB 6, 13, 20, 27 MAR 6, 13, 20, 27 APR 6, 13, 20, 27 MAY 6, 13, 20, 27 JUN 6, 13, 20, 27 JUL 6, 13, 20, 27 AUG 6, 13, 20, 27 SEP 6, 13, 20, 27 OCT 6, 13, 20, 27 NOV 6, 13, 20, 27 DEC 6, 13, 20, 27	1932 JAN 3, 10, 17, 24, 31 FEB 7, 14, 21, 28 MAR 7, 14, 21, 28 APR 7, 14, 21, 28 MAY 7, 14, 21, 28 JUN 7, 14, 21, 28 JUL 7, 14, 21, 28 AUG 7, 14, 21, 28 SEP 7, 14, 21, 28 OCT 7, 14, 21, 28 NOV 7, 14, 21, 28 DEC 7, 14, 21, 28	1933 JAN 4, 11, 18, 25, 31 FEB 8, 15, 22, 29 MAR 8, 15, 22, 29 APR 8, 15, 22, 29 MAY 8, 15, 22, 29 JUN 8, 15, 22, 29 JUL 8, 15, 22, 29 AUG 8, 15, 22, 29 SEP 8, 15, 22, 29 OCT 8, 15, 22, 29 NOV 8, 15, 22, 29 DEC 8, 15, 22, 29	1934 JAN 5, 12, 19, 26, 31 FEB 9, 16, 23, 30 MAR 9, 16, 23, 30 APR 9, 16, 23, 30 MAY 9, 16, 23, 30 JUN 9, 16, 23, 30 JUL 9, 16, 23, 30 AUG 9, 16, 23, 30 SEP 9, 16, 23, 30 OCT 9, 16, 23, 30 NOV 9, 16, 23, 30 DEC 9, 16, 23, 30	1935 JAN 6, 13, 20, 27, 31 FEB 10, 17, 24, 30 MAR 10, 17, 24, 30 APR 10, 17, 24, 30 MAY 10, 17, 24, 30 JUN 10, 17, 24, 30 JUL 10, 17, 24, 30 AUG 10, 17, 24, 30 SEP 10, 17, 24, 30 OCT 10, 17, 24, 30 NOV 10, 17, 24, 30 DEC 10, 17, 24, 30	1936 JAN 7, 14, 21, 28, 31 FEB 11, 18, 25, 30 MAR 11, 18, 25, 30 APR 11, 18, 25, 30 MAY 11, 18, 25, 30 JUN 11, 18, 25, 30 JUL 11, 18, 25, 30 AUG 11, 18, 25, 30 SEP 11, 18, 25, 30 OCT 11, 18, 25, 30 NOV 11, 18, 25, 30 DEC 11, 18, 25, 30	1937 JAN 8, 15, 22, 29, 31 FEB 12, 19, 26, 30 MAR 12, 19, 26, 30 APR 12, 19, 26, 30 MAY 12, 19, 26, 30 JUN 12, 19, 26, 30 JUL 12, 19, 26, 30 AUG 12, 19, 26, 30 SEP 12, 19, 26, 30 OCT 12, 19, 26, 30 NOV 12, 19, 26, 30 DEC 12, 19, 26, 30	1938 JAN 9, 16, 23, 30, 31 FEB 13, 20, 27, 30 MAR 13, 20, 27, 30 APR 13, 20, 27, 30 MAY 13, 20, 27, 30 JUN 13, 20, 27, 30 JUL 13, 20, 27, 30 AUG 13, 20, 27, 30 SEP 13, 20, 27, 30 OCT 13, 20, 27, 30 NOV 13, 20, 27, 30 DEC 13, 20, 27, 30	1939 JAN 10, 17, 24, 31, 31 FEB 14, 21, 28, 30 MAR 14, 21, 28, 30 APR 14, 21, 28, 30 MAY 14, 21, 28, 30 JUN 14, 21, 28, 30 JUL 14, 21, 28, 30 AUG 14, 21, 28, 30 SEP 14, 21, 28, 30 OCT 14, 21, 28, 30 NOV 14, 21, 28, 30 DEC 14, 21, 28, 30	1940 JAN 11, 18, 25, 31, 31 FEB 15, 22, 29, 30 MAR 15, 22, 29, 30 APR 15, 22, 29, 30 MAY 15, 22, 29, 30 JUN 15, 22, 29, 30 JUL 15, 22, 29, 30 AUG 15, 22, 29, 30 SEP 15, 22, 29, 30 OCT 15, 22, 29, 30 NOV 15, 22, 29, 30 DEC 15, 22, 29, 30	1941 JAN 12, 19, 26, 31, 31 FEB 16, 23, 30, 30 MAR 16, 23, 30, 30 APR 16, 23, 30, 30 MAY 16, 23, 30, 30 JUN 16, 23, 30, 30 JUL 16, 23, 30, 30 AUG 16, 23, 30, 30 SEP 16, 23, 30, 30 OCT 16, 23, 30, 30 NOV 16, 23, 30, 30 DEC 16, 23, 30, 30	1942 JAN 13, 20, 27, 31, 31 FEB 17, 24, 30, 30 MAR 17, 24, 30, 30 APR 17, 24, 30, 30 MAY 17, 24, 30, 30 JUN 17, 24, 30, 30 JUL 17, 24, 30, 30 AUG 17, 24, 30, 30 SEP 17, 24, 30, 30 OCT 17, 24, 30, 30 NOV 17, 24, 30, 30 DEC 17, 24, 30, 30	1943 JAN 14, 21, 28, 31, 31 FEB 18, 25, 30, 30 MAR 18, 25, 30, 30 APR 18, 25, 30, 30 MAY 18, 25, 30, 30 JUN 18, 25, 30, 30 JUL 18, 25, 30, 30 AUG 18, 25, 30, 30 SEP 18, 25, 30, 30 OCT 18, 25, 30, 30 NOV 18, 25, 30, 30 DEC 18, 25, 30, 30	1944 JAN 15, 22, 29, 31, 31 FEB 19, 26, 30, 30 MAR 19, 26, 30, 30 APR 19, 26, 30, 30 MAY 19, 26, 30, 30 JUN 19, 26, 30, 30 JUL 19, 26, 30, 30 AUG 19, 26, 30, 30 SEP 19, 26, 30, 30 OCT 19, 26, 30, 30 NOV 19, 26, 30, 30 DEC 19, 26, 30, 30	1945 JAN 16, 23, 30, 31, 31 FEB 20, 27, 30, 30 MAR 20, 27, 30, 30 APR 20, 27, 30, 30 MAY 20, 27, 30, 30 JUN 20, 27, 30, 30 JUL 20, 27, 30, 30 AUG 20, 27, 30, 30 SEP 20, 27, 30, 30 OCT 20, 27, 30, 30 NOV 20, 27, 30, 30 DEC 20, 27, 30, 30	1946 JAN 17, 24, 31, 31 FEB 21, 28, 30, 30 MAR 21, 28, 30, 30 APR 21, 28, 30, 30 MAY 21, 28, 30, 30 JUN 21, 28, 30, 30 JUL 21, 28, 30, 30 AUG 21, 28, 30, 30 SEP 21, 28, 30, 30 OCT 21, 28, 30, 30 NOV 21, 28, 30, 30 DEC 21, 28, 30, 30	1947 JAN 18, 25, 31, 31 FEB 22, 29, 30, 30 MAR 22, 29, 30, 30 APR 22, 29, 30, 30 MAY 22, 29, 30, 30 JUN 22, 29, 30, 30 JUL 22, 29, 30, 30 AUG 22, 29, 30, 30 SEP 22, 29, 30, 30 OCT 22, 29, 30, 30 NOV 22, 29, 30, 30 DEC 22, 29, 30, 30	1948 JAN 19, 26, 31, 31 FEB 23, 30, 30, 30 MAR 23, 30, 30, 30 APR 23, 30, 30, 30 MAY 23, 30, 30, 30 JUN 23, 30, 30, 30 JUL 23, 30, 30, 30 AUG 23, 30, 30, 30 SEP 23, 30, 30, 30 OCT 23, 30, 30, 30 NOV 23, 30, 30, 30 DEC 23, 30, 30, 30	1949 JAN 20, 27, 31, 31 FEB 24, 31, 30, 30 MAR 24, 31, 30, 30 APR 24, 31, 30, 30 MAY 24, 31, 30, 30 JUN 24, 31, 30, 30 JUL 24, 31, 30, 30 AUG 24, 31, 30, 30 SEP 24, 31, 30, 30 OCT 24, 31, 30, 30 NOV 24, 31, 30, 30 DEC 24, 31, 30, 30	1950 JAN 21, 28, 31, 31 FEB 25, 31, 30, 30 MAR 25, 31, 30, 30 APR 25, 31, 30, 30 MAY 25, 31, 30, 30 JUN 25, 31, 30, 30 JUL 25, 31, 30, 30 AUG 25, 31, 30, 30 SEP 25, 31, 30, 30 OCT 25, 31, 30, 30 NOV 25, 31, 30, 30 DEC 25, 31, 30, 30	1951 JAN 22, 29, 31, 31 FEB 26, 31, 30, 30 MAR 26, 31, 30, 30 APR 26, 31, 30, 30 MAY 26, 31, 30, 30 JUN 26, 31, 30, 30 JUL 26, 31, 30, 30 AUG 26, 31, 30, 30 SEP 26, 31, 30, 30 OCT 26, 31, 30, 30 NOV 26, 31, 30, 30 DEC 26, 31, 30, 30	1952 JAN 23, 30, 31, 31 FEB 27, 31, 30, 30 MAR 27, 31, 30, 30 APR 27, 31, 30, 30 MAY 27, 31, 30, 30 JUN 27, 31, 30, 30 JUL 27, 31, 30, 30 AUG 27, 31, 30, 30 SEP 27, 31, 30, 30 OCT 27, 31, 30, 30 NOV 27, 31, 30, 30 DEC 27, 31, 30, 30	1953 JAN 24, 31, 31, 31 FEB 28, 31, 30, 30 MAR 28, 31, 30, 30 APR 28, 31, 30, 30 MAY 28, 31, 30, 30 JUN 28, 31, 30, 30 JUL 28, 31, 30, 30 AUG 28, 31, 30, 30 SEP 28, 31, 30, 30 OCT 28, 31, 30, 30 NOV 28, 31, 30, 30 DEC 28, 31, 30, 30	1954 JAN 25, 31, 31, 31 FEB 29, 31, 30, 30 MAR 29, 31, 30, 30 APR 29, 31, 30, 30 MAY 29, 31, 30, 30 JUN 29, 31, 30, 30 JUL 29, 31, 30, 30 AUG 29, 31, 30, 30 SEP 29, 31, 30, 30 OCT 29, 31, 30, 30 NOV 29, 31, 30, 30 DEC 29, 31, 30, 30	1955 JAN 26, 31, 31, 31 FEB 30, 31, 30, 30 MAR 30, 31, 30, 30 APR 30, 31, 30, 30 MAY 30, 31, 30, 30 JUN 30, 31, 30, 30 JUL 30, 31, 30, 30 AUG 30, 31, 30, 30 SEP 30, 31, 30, 30 OCT 30, 31, 30, 30 NOV 30, 31, 30, 30 DEC 30, 31, 30, 30	1956 JAN 27, 31, 31, 31 FEB 31, 31, 30, 30 MAR 31, 31, 30, 30 APR 31, 31, 30, 30 MAY 31, 31, 30, 30 JUN 31, 31, 30, 30 JUL 31, 31, 30, 30 AUG 31, 31, 30, 30 SEP 31, 31, 30, 30 OCT 31, 31, 30, 30 NOV 31, 31, 30, 30 DEC 31, 31, 30, 30	1957 JAN 28, 31, 31, 31 FEB 32, 31, 30, 30 MAR 32, 31, 30, 30 APR 32, 31, 30, 30 MAY 32, 31, 30, 30 JUN 32, 31, 30, 30 JUL 32, 31, 30, 30 AUG 32, 31, 30, 30 SEP 32, 31, 30, 30 OCT 32, 31, 30, 30 NOV 32, 31, 30, 30 DEC 32, 31, 30, 30	1958 JAN 29, 31, 31, 31 FEB 33, 31, 30, 30 MAR 33, 31, 30, 30 APR 33, 31, 30, 30 MAY 33, 31, 30, 30 JUN 33, 31, 30, 30 JUL 33, 31, 30, 30 AUG 33, 31, 30, 30 SEP 33, 31, 30, 30 OCT 33, 31, 30, 30 NOV 33, 31, 30, 30 DEC 33, 31, 30, 30	1959 JAN 30, 31, 31, 31 FEB 34, 31, 30, 30 MAR 34, 31, 30, 30 APR 34, 31, 30, 30 MAY 34, 31, 30, 30 JUN 34, 31, 30, 30 JUL 34, 31, 30, 30 AUG 34, 31, 30, 30 SEP 34, 31, 30, 30 OCT 34, 31, 30, 30 NOV 34, 31, 30, 30 DEC 34, 31, 30, 30	1960 JAN 31, 31, 31, 31 FEB 35, 31, 30, 30 MAR 35, 31, 30, 30 APR 35, 31, 30, 30 MAY 35, 31, 30, 30 JUN 35, 31, 30, 30 JUL 35, 31, 30, 30 AUG 35, 31, 30, 30 SEP 35, 31, 30, 30 OCT 35, 31, 30, 30 NOV 35, 31, 30, 30 DEC 35, 31, 30, 30	1961 JAN 32, 31, 31, 31 FEB 36, 31, 30, 30 MAR 36, 31, 30, 30 APR 36, 31, 30, 30 MAY 36, 31, 30, 30 JUN 36, 31, 30, 30 JUL 36, 31, 30, 30 AUG 36, 31, 30, 30 SEP 36, 31, 30, 30 OCT 36, 31, 30, 30 NOV 36, 31, 30, 30 DEC 36, 31, 30, 30	1962 JAN 33, 31, 31, 31 FEB 37, 31, 30, 30 MAR 37, 31, 30, 30 APR 37, 31, 30, 30 MAY 37, 31, 30, 30 JUN 37, 31, 30, 30 JUL 37, 31, 30, 30 AUG 37, 31, 30, 30 SEP 37, 31, 30, 30 OCT 37, 31, 30, 30 NOV 37, 31, 30, 30 DEC 37, 31, 30, 30	1963 JAN 34, 31, 31, 31 FEB 38, 31, 30, 30 MAR 38, 31, 30, 30 APR 38, 31, 30, 30 MAY 38, 31, 30, 30 JUN 38, 31, 30, 30 JUL 38, 31, 30, 30 AUG 38, 31, 30, 30 SEP 38, 31, 30, 30 OCT 38, 31, 30, 30 NOV 38, 31, 30, 30 DEC 38, 31, 30, 30	1964 JAN 35, 31, 31, 31 FEB 39, 31, 30, 30 MAR 39, 31, 30, 30 APR 39, 31, 30, 30 MAY 39, 31, 30, 30 JUN 39, 31, 30, 30 JUL 39, 31, 30, 30 AUG 39, 31, 30, 30 SEP 39, 31, 30, 30 OCT 39, 31, 30, 30 NOV 39, 31, 30, 30 DEC 39, 31, 30, 30	1965 JAN 36, 31, 31, 31 FEB 40, 31, 30, 30 MAR 40, 31, 30, 30 APR 40, 31, 30, 30 MAY 40, 31, 30, 30 JUN 40, 31, 30, 30 JUL 40, 31, 30, 30 AUG 40, 31, 30, 30 SEP 40, 31, 30, 30 OCT 40, 31, 30, 30 NOV 40, 31, 30, 30 DEC 40, 31, 30, 30	1966 JAN 37, 31, 31, 31 FEB 41, 31, 30, 30 MAR 41, 31, 30, 30 APR 41, 31, 30, 30 MAY 41, 31, 30, 30 JUN 41, 31, 30, 30 JUL 41, 31, 30, 30 AUG 41, 31, 30, 30 SEP 41, 31, 30, 30 OCT 41, 31, 30, 30 NOV 41, 31, 30, 30 DEC 41, 31, 30, 30	1967 JAN 38, 31, 31, 31 FEB 42, 31, 30, 30 MAR 42, 31, 30, 30 APR 42, 31, 30, 30 MAY 42, 31, 30, 30 JUN 42, 31, 30, 30 JUL 42, 31, 30, 30 AUG 42, 31, 30, 30 SEP 42, 31, 30, 30 OCT 42, 31, 30, 30 NOV 42, 31, 30, 30 DEC 42, 31, 30, 30	1968 JAN 39, 31, 31, 31 FEB 43, 31, 30, 30 MAR 43, 31, 30, 30 APR 43, 31, 30, 30 MAY 43, 31, 30, 30 JUN 43, 31, 30, 30 JUL 43, 31, 30, 30 AUG 43, 31, 30, 30 SEP 43, 31, 30, 30 OCT 43, 31, 30, 30 NOV 43, 31, 30, 30 DEC 43, 31, 30, 30	1969 JAN 40, 31, 31, 31 FEB 44, 31, 30, 30 MAR 44, 31, 30, 30 APR 44, 31, 30, 30 MAY 44, 31, 30, 30 JUN 44, 31, 30, 30 JUL 44, 31, 30, 30 AUG 44, 31, 30, 30 SEP 44, 31, 30, 30 OCT 44, 31, 30, 30 NOV 44, 31, 30, 30 DEC 44, 31, 30, 30	1970 JAN 41, 31, 31, 31 FEB 45, 31, 30, 30 MAR 45, 31, 30, 30 APR 45, 31, 30, 30 MAY 45, 31, 30, 30 JUN 45, 31, 30, 30 JUL 45, 31, 30, 30 AUG 45, 31, 30, 30 SEP 45, 31, 30, 30 OCT 45, 31, 30, 30 NOV 45, 31, 30, 30 DEC 45, 31, 30, 30	1971 JAN 42, 31, 31, 31 FEB 46, 31, 30, 30 MAR 46, 31, 30, 30 APR 46, 31, 30, 30 MAY 46, 31, 30, 30 JUN 46, 31, 30, 30 JUL 46, 31, 30, 30 AUG 46, 31, 30, 30 SEP 46, 31, 30, 30 OCT 46, 31, 30, 30 NOV 46, 31, 30, 30 DEC 46, 31, 30, 30	1972 JAN 43, 31, 31, 31 FEB 47, 31, 30, 30 MAR 47, 31, 30, 30 APR 47, 31, 30, 30 MAY 47, 31, 30, 30 JUN 47, 31, 30, 30 JUL 47, 31, 30, 30 AUG 47, 31, 30, 30 SEP 47, 31, 30, 30 OCT 47, 31, 30, 30 NOV 47, 31, 30, 30 DEC 47, 31, 30, 30	1973 JAN 44, 31, 31, 31 FEB 48, 31, 30, 30 MAR 48, 31, 30, 30 APR 48, 31, 30, 30 MAY 48, 31, 30, 30 JUN 48, 31, 30, 30 JUL 48, 31, 30, 30 AUG 48, 31, 30, 30 SEP 48, 31, 30, 30 OCT 48, 31, 30, 30 NOV 48, 31, 30, 30 DEC 48, 31, 30, 30	1974 JAN 45, 31, 31, 31 FEB 49, 31, 30, 30 MAR 49, 31, 30, 30 APR 49, 31, 30, 30 MAY 49, 31, 30, 30 JUN 49, 31, 30, 30 JUL 49, 31, 30, 30 AUG 49, 31, 30, 30 SEP 49, 31, 30, 30 OCT 49, 31, 30, 30 NOV 49, 31, 30, 30 DEC 49, 31, 30, 30	1975 JAN 46, 31, 31, 31 FEB 50, 31, 30, 30 MAR 50, 31, 30, 30 APR 50, 31, 30, 30 MAY 50, 31, 30, 30 JUN 50, 31, 30, 30 JUL 50, 31, 30, 30 AUG 50, 31, 30, 30 SEP 50, 31, 30, 30 OCT 50, 31, 30, 30 NOV 50, 31, 30, 30 DEC 50, 31, 30, 30	1976 JAN 47, 31, 31, 31 FEB 51, 31, 30, 30 MAR 51, 31, 30, 30 APR 51, 31, 30, 30 MAY 51, 31, 30, 30 JUN 51, 31, 30, 30 JUL 51, 31, 30,
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