

STEEL STEAMER OF MOTORSHIP.

Received at London Office 20 FEB 1928

State if Report has been sent on the Freeboard of the Vessel *Yes, but not marked on vessel.*
See General Declaration.State if Report is sent on the Machinery of the Vessel *Yes.*

Date of completion of report *16th February 1928* Port of *Newcastle-on-Tyne* No. *82387*
 Survey held at *Wallsend-on-Tyne* Date First Survey *10th Decem^r 1926* Last Survey *7th February 1928*
 On the *(Steamer) Machinery fitted Aft and* *Steamer* *Frontenac*

State Type *(Full scantling, Complete Superstructure with or without Tonnage Openings)* *Full scantlings* State Type of Erections *Poop Bridge & Fore*

Norwegian Tonnages
 Tonnage under Tonnage Deck... *6776.50* CLASS *100.A.1.* State if with freeboard) *No* Built at *Wallsend-on-Tyne*
 as condition of Class) FEET.

Do. of space or spaces between Tonnage Dk. and Upper Dk. *2* Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 440.25* Launched *11th October 1927* Yard No. *1303*
 Builders *Swan Hunter & Wigham Richardson Ltd.*

Total *6776.50* Breadth (greatest moulded) *B 58.25* Owners *D/S. Akhiesel & Kapet, Baltimore*
 Gross Tonnage *7350.19* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 33.75* Managers *D^o*
 Register Tonnage *4396.84* 1st Longitudinal Number (L x D) *= 14858* (Where necessary to be entered in Reg. Book.)

REGISTERED DIMENSIONS. FEET.

Length *440.9*
 Breadth *58.4*
 Depth *33.7*

Framing Depth "d," at middle of length. See Sec. 3 (1d) *21.87* Residence *Oslo*
 Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.04* Port of Registry *Oslo*
 Do. Long Bridge to top of keel *—* *Surveyed while building, afloat, or in dry dock.*
 Draught Moulded *26.18* *in conformity with* *Built under special survey.*
Maximum Summer 26.38 Norwegian Assignment.

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 <i>Longitudinal Framing</i>			Bracket Floors, Frame		
" " from $\frac{1}{2}$ length to Collision bulkhead. <i>For deep tank</i>	27	—	" " Reversed Frame		
" " in peaks <i>Engine Room</i>	24	—	" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships <i>79 x 46</i>	6.5	13.5
Frame Amidships, Angle, E or F <i>E, R</i>	11	3 1/2 56	" " <i>E & B. Space only</i> <i>E.S.</i>	4	3 1/2 50
" " Extends up to <i>Upper Dk.</i>			" " <i>top Angles Double</i> <i>B.S.</i>	3 1/2	3 1/2 60
Reversed Frame Amidships, Angle	12	3 1/2 50	" " bottom Angles <i>Double</i>	4	4 x 56 66
" " Extends up to <i>Longitudinal Framing</i>			Side Girders, No. each side and thickness <i>One on B.S. 52</i>		
Depth of Framing Girder <i>8 1/2 3 1/2 44</i>			" " <i>E & B. Space only</i> <i>Additional on E.S. 42</i>		
Frames in Uppermost Continuous tween Decks, Angle, E or F <i>0.2 3 1/2 x 3 x 40</i>			Margin Plate depth (excl. of flange) and thickness <i>B.S. = Level tank top</i>		
" " <i>Second tween Decks, Angle, E or F</i> <i>0.2 3 1/2 x 3 x 40</i>			" " Vertical Angle to Tank side		
" " <i>Third</i> <i>0.2 3 1/2 x 3 x 40</i>			" " Bracket abaft 1 len. from stem		
Framing in Peaks, Angle or F <i>8 1/2 3 1/2 49</i>			" " Vertical Angle to Tank side		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			" " Bracket forward 1 len. from stem		
State if Frame Joggled <i>Yes</i>			" " Gussets, spacing and scantling		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars <i>Fore Deep Tank Top. Stringer in dith. 27 x 40. B.A. framing in dith.</i>			" " Gussets, spacing and scantling		
STRENGTHENING OF BOTTOM FORWARD. State Particulars <i>Floors & every frame. Double Fratties. Two intercostal Keelsons. 3 Strakes Shell. P & S increased.</i>			Tank Side Brackets, height above base line at toe of Frame and thickness		
SINGLE BOTTOM. <i>For deep tank</i>			INNER BOTTOM PLATING. <i>E & B Space only</i>		
Floors, Depth and thickness at mid-line in Holds	45	42	Breadth and thickness of Middle Line Strake		
Height of Brackets at side above base line at toe of frame	None		Thickness of remainder in Holds <i>E.S. = 1.07 54. B.S. = 54</i>		
Middle Line Keelson, on Floors, Angles, E or F <i>Centre Line</i>			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Banks and Boiler Room? <i>Yes</i>		
" " Through Plate or Intercoastal Plate <i>Bulkhead 38</i>			BEAMS.		
" " Foundation Plate on Floors <i>Yard B.A. Stiffeners 8 x 3 x 44. S=27</i>			Uppermost Continuous Deck, amidships in Wells, Angle, E or F <i>Longitudinal Framing</i>		
" " Flat Plate Keel Angles <i>4 4 52</i>			" " in way of Bridge, Angle, E or F		
Side Keelsons, No. each side <i>Two</i>			Spacing		
" " thickness of Intercostal Plate <i>42</i>			Second Deck, amidships, Angle, E or F		
" " B. Angle <i>8 3 48</i>			Spacing		
DOUBLE BOTTOM. <i>E & B. Space only</i>			Third Deck, amidships, Angle, E or F		
Solid Floors, thickness and spacing <i>42. B.S. = 52</i>			Spacing		
" " Are Frame and Reversed Frame joggled? <i>Yes</i>			Fourth Deck, amidships, Angle, E or F		
Bracket Floors, breadth and thickness at middle line <i>Spaced 30" in E.S. in B.S. as per plan.</i>			Spacing		
" " breadth and thickness at margin plate			Poop Deck, Angle, E or F <i>(after end)</i> <i>Fore End = Longitudinal Framing</i>		
			Spacing <i>Every frame</i>		
			Bridge Deck, Angle, E or F		
			Spacing <i>Every frame</i>		
			Forecastle Deck, Angle, E or F		
			Spacing <i>Every frame</i>		

PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	None		Stringer Plate, breadth and thickness in way of Bridge	86 44
" in 'tween Decks, Size and Spacing.....			Thickness of Plating abreast Deck openings in way of Wells	43
" " " " " "			Thickness of Plating abreast Deck openings in way of Bridge	
" in Holds " " " "			Thickness of Plating within line of openings.....	
" " " " " "			If Sheathed, material and thickness	
Centre Line Bulkhead.			Third Deck.	
Stiffeners and Spacing.....	Bull angle 7x3 1/2 x 35 S=27 6 1/2 x 3 x 38 11 x 3 1/2 x 50 30		Stringer Plate, breadth and thickness.....	
Plating, thickness of	42 39 40 43 52		If Plated, state thickness.....	
STRINGERS AND DECKS.			Fourth Deck.	
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	
Stringer Plate, breadth and thickness in Wells	72 65		If Plated, state thickness	
" " " " in way of Bridge & Poop Front	72 77		Poop Deck.	
" Angle in Wells	6 6 65		Stringer Plate, breadth and thickness	37 36
Thickness of Plating abreast Deck openings in way of Wells		54	Plating, Sheathing, material and thickness	af Long dl Trg = 32 1/2 1/8 D = 30 1/8 where sheathed G.P. = 26
Thickness of Plating abreast Deck openings in way of Bridge		54	Bridge Deck.	
Thickness of Plating within line of openings...		54	Stringer Plate, breadth and thickness.....	41 42
If Sheathed, material and thickness	accommodation only.		Plating, Sheathing, material and thickness ...	33
Second Deck.			Forecastle Deck.	
Stringer Plate, breadth and thickness in Wells...	86 44		Stringer Plate, breadth and thickness.....	Plating run out
	at oil		Plating, Sheathing, material and thickness ...	35 x 36 Sheathed @ windlass only.

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		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.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.	Inches.	Inches.	
FLAT PLATE KEEL	52 1/2	96	79	79	—	Double	1 4	Five 1/2	1 1/8	5	Lapped - 20"
" Dble. (if any)											
BOTTOM PLATING, No. of Strakes	84	A .63	.63	.67	—	Double	7/8 3 1/2	Four 1/2	7/8	3 1/2	" = 12"
BILGE PLATING, No. of Strakes	77 1/2	B .63	.50	.67	—	"	" "	" "	" "	" "	" "
SIDE PLATING, No. of Strakes	74 1/2	D .63	.56	.67	—	"	" "	" "	" "	" "	" "
UPPER DECK, Sheer-strake in Wells.....	80	E .63	.56	.54	—	"	" "	" "	" "	" "	" "
UPPER DECK, Sheer-strake in Bridge & Poop Front	77 1/2	F .61	.46	.66	—	"	" "	" "	" "	" "	" "
STRAKE BELOW SHEER-strake in Wells.....	81	G .61	.46	.66	—	"	" "	" "	" "	" "	" "
STRAKE BELOW SHEER-strake in Bridge ...	69 1/2	H .61	.46	.66	—	"	" "	" "	" "	" "	" "
POOP SIDE PLATING (at Poop Front A. 50)	70	K .86	.47	.47	—	Double (Lower edge)	1 4	Five 1/2	1	4 1/2	" 17 1/2"
BRIDGE SIDE PLATING ...	70	L 1.04	—	—	—	D°	1 1/8 4 1/2	Five	1 1/8	5	" 20"
FORECASTLE SIDE PLATING	69 1/2	S .76	.47	.47	—	D°	1 4	Four 3/5	1	4	" 14"
						Single	7/8 3 1/2	Two	3/4	2 5/8	" 5"
						Run down to deck	1 4	Three	3/4	2 5/8	" 7 1/2"
						Single	3/4 7/8 3 1/2	One	3/4	2 5/8	" 3"

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) Eleven

" Upper & Second Deck next below Five

As per Rule Seven

The remainder of the Bulkheads constructed as per plans.	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks	Summer Tanks	B. a	6 x 3 1/2 x 38 27	—	—
" " Second	Summer Tanks	one mel	4 1/2 x 46	B. a	6 x 3 1/2 x 38 27
" " Third	"	—	—	7 x 3 1/2 x 38	—
" " Holds	36 1/2 40 44 51	one mel 4 1/2 x 46	36 x 42	B. a 6 x 3 1/2 x 48 27	12 x 3 1/2 x 61
COLLISION	(in Hold)	36 1/2 52	9 1/2 x 44 24	Wash Plate + Ra 0.3 flat 4	36
AFTER PEAK	"	30 1/2 61	45.3 x 3 x 24 24	2 Flats.	24
			18.2 x 3 x 40	2 Flats.	24
			18.2 x 3 x 40	2 Flats.	24

FORGINGS and CASTINGS.

	Casting or Forging?	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		Flat Plate Keel.		
STEM	Rolled	10 1/2 x 2 1/8	Darlington Forge Co.	—
STERN FRAME	Propeller Post	Forged 10 1/8 x 8 3/4	D°	—
	Rudder	" 9 1/8 x 8 1/4	D°	—
RUDDER—A x D		160.28 x 3.79 = 607.46		
Speed of Vessel		11 1/2 knots.		
RUDDER mainpiece at head	Forged	12 1/4	Darlington Forge Co.	—
" " heel	"	9 1/2	"	—
" how constructed	Forged + built			
" double or single plate	—	1.07		
" coupling, vertical or horizontal	—	30 1/8 x 3 1/8		
		6 Bolts 3 1/8		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open-hearth process.

Cargo Fleet. Bolehow. Vaughan. Skinningrove. Consett. South Durham. Dorman Long. Colville. Steel Co. of Scotland.

Fredingham. Lancashire. Steel Co.

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

S.S. "Frontenac" NEWCASTLE-ON-TYNE No. 82387

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		Rivets in Brackets to Bulkheads.		
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Number.	Diameter. Inches.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.				Ins.	
Framing of L, L or E																		
Frames in Bridge 'tween Decks		Transverse 7 1/2																
Frames from Uppermost Continuous Deck		No. 1																
	" 2	7 1/2	3 1/2	4 1/8	6 1/2	3 1/2	4 0	7 1/2	3 1/2	4 1/8	6 1/2	3 1/2	4 0	7 1/8	6 D	7	7/8	
	" 3	8	3 1/2	4 1/2	6 1/2	3 1/2	4 0	8	3 1/2	4 1/2	6 1/2	3 1/2	4 0	"	"	8	"	
	" 4	8 1/2	3 1/2	4 1/4	7 1/2	3 1/2	4 1/4	8 1/2	3 1/2	4 1/4	8	3 1/2	4 1/2	"	"	9	"	
	" 5	9	3 1/2	4 1/4	8 1/2	3 1/2	4 0	9	3 1/2	4 1/4	8 1/2	3 1/2	4 0	"	"	4 1/2 D for 10 R.	"	
	" 6	9 1/2	3 1/2	4 1/2	8 1/2	3 1/2	4 1/4	9 1/2	3 1/2	4 1/2	8 1/2	3 1/2	4 1/4	"	"	10	"	
	" 7	9 1/2	3 1/2	4 1/2	9	3 1/2	4 0	9 1/2	3 1/2	4 1/2	9	3 1/2	4 0	"	"	10	"	
	" 8	10	3 1/2	4 3	9	3 1/2	4 1/2	10	3 1/2	4 3	9	3 1/2	4 1/2	"	"	10	"	
	" 9	10	3 1/2	5 0	9 1/2	3 1/2	4 0	10	3 1/2	5 0	9 1/2	3 1/2	4 0	"	"	3 1/2 D for 10 R.	10	
	" 10	11	3 1/2	4 5	9 1/2	3 1/2	4 1/2	10 1/2	3 1/2	4 4	9 1/2	3 1/2	4 1/2	"	"	11	"	
	" 11	[12 x 4 x 4 x .60]			10	3 1/2	4 1/2	[12 x 4 x 4 x .60]			10	3 1/2	4 1/2	"	"	16	"	
	" 12	[12 x 4 x 4 x .50]						[12 x 4 x 4 x .50]						"	"	16	"	
Bottom Longitudinals		[15 x 4 x 4 x .41]						[15 x 4 x 4 x .41]						7"	"	12	"	
	" 14	[15 x 4 x 4 x .60]						[15 x 4 x 4 x .60]						Improve most oil tank No. 9/22 = 4 1/2 D. throughout.				
	" 15																	
	" 16																	
Spacing of Longitudinal Frames		Amidships Bottom 30"						30"										
		At Ends Sides 30"						30"										
Double Bottoms		Tank Top Longitudinals			Transverse			7 1/2			3 1/2			36				
		Bottom B.R.			E.R.			8			3 1/2			38				
Spacing of Longitudinals		Amidships 27 1/2"						27 1/2"										
		At Ends 30"						30"										
Transverses.																		
In Bridge 'tween Decks		Depth and Thickness			Transverse			18			4 0							
		Face Angles			Framing.													
		Lugs to Shell																
In Upper 'tween Decks.		Depth and Thickness			18			4 0										
		Face Angles			3 1/2			3 1/2			4 2							
		Lugs to Shell			3 1/2			3 1/2			4 0			7/8 4 1/2 D		Joggled		
In Hold.		Depth and Thickness			Side 33 1/2			4 6			4 6 1/2			4 6				
		Face Angles			O.A. Side 7			3 1/2			5 7							
		Lugs to Shell			O.A. Bottom 9			3 1/2			5 6			7/8 4 1/2 D		Joggled		
		Brackets			Flanged 5			4 1 1/2			4 6							
Spacing of Transverse Frames		10'-4" x 8'-6"						10'-4" x 8'-6"										
* State if joggled or liners.																		
Longitudinal Beams of L, L or E		Bridge Deck			Transverse Framing.			6 1/2			3 1/2			4 5			27/31"	
		Upper B.A.						7			3 1/2			4 1			27	
		Second " "						7 1/2			3			3 4			27	
		Third Poop						6			3			3 2			33/37"	
Transverse Beams.		Plate.			Angles.			12 x 4 0			4 x 3 1/2 x 1 1/2			12 x 4 0			4 x 3 1/2 x 1 1/2	
								17 1/2 x 4 0			7 x 5			17 1/2 x 4 0			7 x 5	
								22 x 4 0			7 x 3 1/2 x 4 8			22 x 4 0			7 x 3 1/2 x 4 8	

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

20 FEB 1928

EQUIPMENT No. 41815.												LETTER b f		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.				
30151	1st Bower ...	72	3	14	Stockless			55	5	-	-	72½	Byers Improved	Not Staked	I. P. H. S. 2-7-27. J. H. B. Allen.	
30114	2nd „ ...	72	2	21	“	“		55	5	-	-	72½	D° Stockless.	D°	“ “ 21-6-27 “ “	
30169	3rd „ ...	62	0	0	“	“		49	10	-	-	62	D°	D°	“ “ 7-7-27 “ “	
	Collective weight.	207	2	7								207				
17064	Stream	20	2	0	5	1	0	21	4	-	-	20½	Common	Hendrick + Mole	I. P. H. C. 21-7-27. A. Jones.	

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.	
	Length.	Diam.	Statio- tory.	Break- ing.	Supplied.	Per Rule.			Length.	Diam.					Length.	Cir.		Length.	Cir.
31002	Fathoms. 300	Ins. 2 3/8	Tons. 101.5	Tons. 142.1	Cwts. 848	qrs. 0	lbs. 14		300	2 3/8	Stud Link.	Hendrick & Mole.	I.P.H.C. 27-6-27. A. Jones.	TOWLINE	Fathoms. 130	Ins. 5 1/2	Tons. 88.0	Fathoms. 130	Ins. 5 1/2
														HAWSERS & WARPS	4-100	2 3/4	15.5	4-100	2 3/4
	Stream or El Wire	120	Cir. 5	73.0					120	Cir. 5									

Steering Gear, Steam *Hastie & Co. Ld.* Cast Steel Tiller + Loose Quadrant fitted Steering Gear, Hand Blocks + Jackles led to Steam Winch. with emergency Key.

Boats 2 Lifeboats 27'0" / 1 Big 20'0" Steering Chains, Size and Test *None.* Windlass *Harfield & Co. Ld.*
1 Dinghy 16'0"

ceiling in Holds, thickness and material *Tankers.* Cargo Battens, thickness, material and spacing *Tankers.*

Cargo Hatchways.-(Upper Deck) *Usual construction. B.A. coamings for oil tanks.* Thickness of Hatches *Steel Covers for oil hatches = .60*
" " " Cargo Hatch for " = .40 stiffened.

Size of No. 1 Hatchway (Forward) 7'0" x 14'2" No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters *None.*

FOR SWAN, HUNTER & WIGHAM RICHARDSON, LI.

Builder's Signature *Thomas. Wilkinson*

GENERAL DECLARATION This vessel has been constructed in accordance with the approved plans, the Secretary's Letters & in other respects in conformity with the Society's Rules & Regulations for vessels carrying petroleum in bulk. The materials & workmanship are good.

The weather decks & the upper part of the collision Bulkhead have been holed & found satisfactory.

The peak tanks, cargo & summer tanks, the deep tank forward, the oil fuel bunkers & settling tanks, the main coffer dams, the double bottom tanks in the E & B space together with the double bottom coffer dams, have all been tested as required by the Rules & found in good order.

The steering gears were both found to be working satisfactorily.

The requirements of Section 20 of the Rules, where applicable have been carried out.

A Norwegian Freeboard was marked on the vessels' side :- Centre of Disc from Statutory Line at Steel Deck = 7'8 1/2.

The approved plans (11 in number) are enclosed.

There is no duplicate vessel.

The amount of Entry Fee £ 10 : 0 : 0
Special Survey Fee £ 575 : 12 : 6
Freeboard 11 18 4
Travelling Expenses, if any £ : :
Fees applied for, 9/2/1928
Received by me, 15/2/1928

I am of opinion the Vessel should be Classed *100 A.1.*
"Carrying Petroleum in bulk."

State whether the Vessel has been built under Special Survey *Yes.*

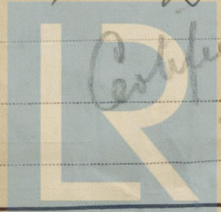
Signature *Thomas S. Shute.*
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *NEWCASTLE-ON-TYNE* Date of issue *21/2/28*

Committee's Minute

Character assigned

TUES. 21 FEB 1928
+ 100 A.1
Carrying Petroleum in Bulk
Fitted for oil fuel 2.28 S.P. above 150°F.
Lloyd's arch.
W.L. + Lmb 2.28
J.D., C.L.



2020

Lloyd's Register

002071-002078-00137/3

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.)

Rpt.

Date of

No. in
Reg. 1

Built

Engin

Boiler

Regist

Nom.

Trade

ENGI

Dia. o

Crank

Intern

Tube

Bronz

propell

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If two

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Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	c - 9 - lbs 41 - 0 - 23.	with Pins. c - 9 - lbs 45 - 1 - 14.	No. 4669.	H. Haug.	14-6-27.
	2nd "	40 - 3 - 22.	44 - 3 - 0.	" 3119.	M. Berg.	13-5-27.
	3rd "	35 - 3 - 2.	39 - 0 - 0.	" 4657.	H. Haug.	14-6-27.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 105.0ft., R.Q.D. ft., Bridge 30.0ft., Forecastle 40.0ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 D^{ns} (Sth) + web frames Longitudinal Frames

Official No. ; Signal Letters
Is bottom of Vessel coated with cement if not give
particulars of composition E. R. Double Bottom = Full Cement. B. R. oil fuel Double Bottom = Cement Fillets. Remainder = Nil

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,	65'-6"	254	After peak tank,		126
Double bottom, if under Engines only,			Deep tank, aft,		174
Double bottom, if under Boilers only,			Deep tank, forward,	33'-9"	551
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom		254	(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. 5185
Date 9.12.26
Dates of Surveys held while building
1926 Dec. 10. 17. 20. 28. 29. 31. 1927 Jan. 4. 6. 7. 10. 12. 20. 24. 28. Feb. 8. 11. 23. Mar. 3. 10. 15. 17. 21. 23. 29. Apr. 1. 5. 8. 11. 21. 24. May 3. 12. 18. 24. 27. 30. June 1. 9. 28. 29. 30. July 4. 12. 15. 19. 26. 28. Aug. 2. 9. 10. 16. 18. 19. 23. 24. 29. 30. Sept. 6. 7. 8. 9. 12. 13. 14. 15. 16. 19. 20. 21. 22. 23. 26. 27. 28. 29. 30. Oct. 3. 4. 5. 6. 7. 10. 11. 18. Nov. 4. 7. Dec. 7. 20. 1928 Jan. 5. 17. Feb. 1. 2. 3. 6. 7.

Total No. of Visits 95

