

STEEL ~~STEAMER~~ or MOTORSHIP.

25 MAY 1936

Received at London Office

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 *16th of May 1936.*Port of *Hamburg.*No. *21912*Survey held at *Hamburg.*Date First Survey *20th of March 1935* Last Survey *21st of April 1936.*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Steel & Motor Tanker "SEMINOLE" Machinery aft.*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling, Longitudinal framing.* State Type of Erections *Boop, bridge & forecastle.*TONNAGE under Tonnage Deck *9592.27*CLASS *+ 100 A1.* State if with freeboard condition of Class *carrying Petroleum in bulk.*Built at *Hamburg.*

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

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 485.0*Breadth (greatest moulded) *B 69.75*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 37.0*1st Longitudinal Number (L x D) *= 17945*2nd Numeral L x (B + D) *= 51773.75*Framing Depth "d," at middle of length. See Sec. 3 (1d) *d 13.108*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.108*Do. Long Bridge to top of keel *29.85*Draught Moulded *29.85*Launched *18th Jan. 1936* Yard No. *502.*Builders *Glohn & Voss.*Owners *British-Mexican Petroleum Co. Ltd.*Managers *do.*

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

Residence *London.*Port of Registry *London.*

If surveyed while building, afloat, or in dry dock

While building afloat & in dry dock.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	mm. IN SHIP.	Any Departure from Approved Plans to be Noted.		mm. IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships <i>Longitudinal</i>			Bracket Floors, Frame <i>✓ ✓ ✓</i>		
" " from $\frac{3}{8}$ length to Collision bulkhead <i>665-610.</i>			" " Reversed Frame <i>✓ ✓ ✓</i>		
" " in peaks <i>610.</i>			" " Vertical Struts <i>✓ ✓ ✓</i>		
SIDE FRAMING.			Centre Girder, depth and thickness amidships <i>1770 x 15.5</i>		
Frame Amidships, Angle, [or] <i>Longitudinal</i>			" " top Angles <i>90 x 90 x 13</i>		
" " Extends up to <i>✓ ✓ ✓</i>			" " bottom Angles <i>130 x 130 x 15</i>		
Reversed Frame Amidships, Angle <i>✓ ✓ ✓</i>			Side Girders, No. each side and thickness <i>2 15-12</i>		
" " Extends up to <i>✓ ✓ ✓</i>			Margin Plate depth (excl. of flange) and thickness <i>400-600 x 14</i>		
Depth of Framing Girder <i>✓ ✓ ✓</i>			" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. <i>200 x 200 x 12.5</i>		
Frames in Uppermost Decks, Angle, [or] <i>Longitudinal</i>			" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem <i>✓ ✓ ✓</i>		
" " <i>BELOW</i> <i>300 x 90 x 13.</i>			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem <i>✓ ✓ ✓</i>		
" " <i>BELOW BOILER DK.</i> <i>250 x 90 x 13.5</i>			" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem <i>✓ ✓ ✓</i>		
Framing in Peaks, Angle, [or] <i>Longitudinal</i>			Tank Side Brackets, height above base line at toe of Frame and thickness <i>✓ ✓ ✓</i>		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships <i>No.</i>			INNER BOTTOM PLATING, MOTOR SPACE.		
State if Frame Joggled <i>No.</i>			Breadth and thickness of Middle Line Strake <i>1800 x 30.</i>		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars <i>2 WEB FRAMES 985 x 13.5</i>			" " " " <i>ONE STRAKE EACH SIDE 1230 x 30.</i>		
STRENGTHENING OF BOTTOM FORWARD. State Particulars <i>3 SIDESTRANGERS 990 x 11</i>			Thickness of remainder in <i>14.</i>		
SINGLE BOTTOM. FORM. DEEP TANK <i>Bottom Plates Form. 19 2.</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>yes as approved.</i>		
TRANSVERS. Holds IN CENTRE TANKS <i>EXTRA INTER. 1000 x 11 2.</i>			BEAMS.		
" " <i>3500 x 11.</i>			Uppermost Continuous Deck, Angle, [or] <i>Longitudinal</i>		
Middle Line Keelson, Angle, [or] <i>1870 x 12.5</i>			" " in way of <i>200 x 75 x 11.</i>		
TOP BAR <i>2160 x 12.5</i>			Spacing <i>610</i>		
" " <i>180 x 90 x 10.</i>			Second Deck, Angle, [or] <i>Longitudinal</i>		
" " <i>1400 x 11.5</i>			Spacing <i>610</i>		
" " <i>100 x 100 x 15</i>			Third Deck, amidships, Angle, [or] <i>✓ ✓ ✓</i>		
Side Keelsons, No. each side <i>ONE LONGITUD. BULKH. EACH SIDE.</i>			Spacing <i>✓ ✓ ✓</i>		
" " thickness of Intercoastal Plate <i>✓ ✓ ✓</i>			Fourth Deck, amidships, Angle, [or] <i>✓ ✓ ✓</i>		
" " Angles <i>✓ ✓ ✓</i>			Spacing <i>✓ ✓ ✓</i>		
DOUBLE BOTTOM. IN MOTOR SPACE.			Poop Deck, Angle, [or] <i>Longitudinal</i>		
Solid Floors, thickness and spacing <i>13.0 - 750</i>			Spacing <i>✓ ✓ ✓</i>		
" " Are Frame and Reversed Frame joggled? <i>No.</i>			Bridge Deck, Angle, [or] <i>Longitudinal</i>		
Bracket Floors, breadth and thickness at middle line <i>✓ ✓ ✓</i>			Spacing <i>✓ ✓ ✓</i>		
" " breadth and thickness at margin plate <i>✓ ✓ ✓</i>			Forecastle Deck, Angle, [or] <i>200 x 90 x 12</i>		
			Spacing <i>200 x 75 x 11.</i>		

PILLARS AND DECKS.

	mm. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		mm. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILARS, Ribs or Walls. TWO LONGITUDINAL BULK HEADS.					
HORIZONTAL STIFFENERS					
" " " " " "					
TRANSVERSES, VERTICAL					
" " " " " "					
CONNECTING TO BULKHEAD					
" in Holds					
" " " " " "					
Centre Line Bulkhead					
STIFFENER AT MIDDLE					
Plating, thickness of					
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness					
" " " " " "					
" Angle in way of Bridge					
" " " " " "					
Thickness of Plating abreast Deck openings					
Thickness of Plating abreast Deck openings					
Thickness of Plating within line of openings..					
If Sheathed, material and thickness					
Second Deck.					
Stringer Plate, breadth and thickness					
Stringer Plate, breadth and thickness in way of Bridge					
Thickness of Plating abreast Deck openings					
Thickness of Plating within line of openings..					
If Sheathed, material and thickness					
Third Deck.					
Stringer Plate, breadth and thickness.....					
If Plated, state thickness.....					
Fourth Deck.					
Stringer Plate, breadth and thickness.....					
If Plated, state thickness					
Poop Deck.					
Stringer Plate, breadth and thickness					
Plating, Sheathing, material and thickness ..					
Bridge Deck.					
Stringer Plate, breadth and thickness.....					
Plating, Sheathing, material and thickness ..					
Forecastle Deck.					
Stringer Plate, breadth and thickness.....					
Plating, Sheathing, material and thickness ..					

SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? No.			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.	
	<i>mm.</i>	<i>mm.</i>	<i>mm.</i>	<i>mm.</i>		<i>mm.</i>	<i>mm.</i>		<i>mm.</i>	<i>mm.</i>		
FLAT PLATE KEEL	1420	27	21	21	/	DOUBLE	28	112	3.	28.	112	STRAPPED & WELDED.
„ DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
BOTTOM PLATING, No. of Strakes 4.....	✓	19	19	14-18	/	DOUBLE	25	100	3	25	100	STRAPPED & WELDED.
BILGE PLATING, No. of Strakes 2.....	✓	19	19	14-18		„	25	100	3.	25	100	STRAPPED & WELDED.
SIDE PLATING, No. of Strakes 3.....	✓	17	13.5	13	STEM PLATE 17"	TREBLE	22	88	4)	22	88	LAPPED.
UPPER DECK, Sheer- strake in Wells.....	2005	23.5	13	15	/	DOUBLE	25	100	3	25	100	DOUBLE STRAPPED.
UPPER DECK, Sheer- strake in Bridge.....	2005	27	✓	✓		„	28	112	3	28	125	„
STRAKE BELOW Sheer- strake in Wells.....	✓	21	13	13.5		„	25	100	5	25	112	LAPPED.
STRAKE BELOW Sheer- strake in Bridge ...	✓	21	✓	✓		„	25	100	5	25	112	„
POOP SIDE PLATING	✓	✓	✓	13.5-10.5		SINGLE	22	100	2	19	66	„
BRIDGE SIDE PLATING ...	✓	11.5-13.5	✓	✓	/	DOUBLE	25	100	2	22	77	„
FOREC'TLE SIDE PLATING	✓	✓	11.5	✓	/	SINGLE	22	88	2	19	66	„

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Extending to Upper Deck (Sec. 3 c)		Deck next below		As per Rule	
10		OILTIGHT BULKHEADS.		✓		YES, AS APPROVED.	

	Plating Thickness.	STIFFENERS.			
		HORIZONTAL		HORIZONTAL	
		Scantlings.	Spacing.	Scantlings.	Spacing.
	S. M.				
		MIDDLE:		MIDDLE:	
MIDSHIP BULKH'D, Upper tween decks	11 10	1-1920x115 5-200x90x12	3040	5-200x90x13 TO	760
" " Second "	11 10	2-1580x115 5-230x90x13	2280	5-300x90x13	
" " Third "	11 11	SIDES:	1540	SIDES:	
" " Holds	11 11.5 13.5 13.5	1-1450x115 5-150x90x15	3040	5-180x90x10 5-250x90x12	760
COLLISION " (in Hold)	8-14	5-340x100x14 5-165x75x10	760	STR. 430x8 530x9.5	2200.
AFTER PEAK " "	7.5-12	5-230x90x11 5-200x75x12 5-150x75x8	760	DECKS & STRINGER.	

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		FLAT KEEL PLATE.		
STEM BUILT PLATES 18-22	SHOE CAST.	AS APPROV.	BLOHM & VOSS.	
STERN FRAME	Propeller Post	CAST.	570x360	SENRICHAU ELBING.
	Rudder	FORG.	270 φ	"
Speed of Vessel		12.5 Km.		
RUDDER—Type		E.W. STREAMLINE BALANCED.		
" A x D		15.216		
" Diam. of head		322 φ		
" Mainpiece at top pintle		270 φ		
" " heel		270 φ		
" how constructed		BUILT OF PLATES, ELECTR. WELDED		
" double or single plate		DOUBLE PLATES 132.		
" coupling, vertical or horizontal		HORIZONTAL 8-3 1/4 BOLTS.		

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	Plates: Gutehoffnungshütte, Oberhausen. Mitteld. Stahlwerke, Brandenburg. Duisburger Hütte, Thyssen. Mühlheim ^a . R. Profile: Gutehoffnungshütte, Oberh. Thyssen, Mühlheim ^a . R. Sostmann & Co. Berlin. Profile: Gutehoffnungshütte, Oberh. Has the Steel been tested as required by the Rules? Yes, by the Society's Surveyors. { Hamburg Lloyd & Co. Duisburger Hütte & Brandenburg, Hattungen.

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.				
35471.	1st Bower ...	86	3	7	✓	✓	✓	61	17	2	0.	✓		Gerson Stockless.	O. Gerson & Co. Magdeburg.	Sunderland, 13. 10. 1935. J. H. Butler.
35472.	2nd " ...	86	3	0	✓	✓	✓	61	17	2	0.	✓		" "	"	Sunderland, 14. 10. 1935. J. H. Butler.
35470.	3rd " ...	86	2	21	✓	✓	✓	61	17	2	0.	✓		" "	"	Sunderland, 14. 10. 1935. J. H. Butler.
	Collective weight.	260	1	0	✓								257½.			
	Stream	33	1	0	✓	✓	✓	31	1	1	0.	✓		" "	"	Sunderland, 11. 10. 1935. J. H. Butler.

CHAIN CABLES.

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.	Status.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Chr.		Length.	Chr.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
36472	300	2 7/8	120 9/10	169 1/4	1054.3.21	1040.	300	2 7/8	Steel link.	unknown.	Ladiff. 9.3.1936. G. G. Knight.	TOWLINE...	130	5 1/2	88.0	130	5 1/2
												HAWSEERS & WARPS MANILA	2a100	8"	19.3	2a100	8"
													2a100	8"	19.3	2a100	8"
		Chr.						Chr.	Kabelfabrik		8.2.1936.	"					
Deep Stream Cable or Steel Wire	120	5"	✓	73	✓	✓	✓	120	5"	Steel Wire.	Kabelfabrik Kabelberg a. a. W.	Kabelfabrik Kabel- berg a. a. W.	"				

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.	Status.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Chr.		Length.	Chr.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
36472	300	2 7/8	120 9/10	169 1/4	1054.3.21	1040.	300	2 7/8	Steel link.	unknown.	Ladiff. 9.3.1936. G. G. Knight.	TOWLINE...	130	5 1/2	88.0	130	5 1/2
												HAWSEERS & WARPS MANILA	2a100	8"	19.3	2a100	8"
													2a100	8"	19.3	2a100	8"
		Chr.						Chr.	Kabelfabrik		8.2.1936.	"					
Deep Stream Cable or Steel Wire	120	5"	✓	73	✓	✓	✓	120	5"	Steel Wire.	Kabelfabrik Kabelberg a. a. W.	Kabelfabrik Kabel- berg a. a. W.	"				

Steering Gear, Steam *direct down, steam efficient.* Steering Gear, Hand *yes, efficient.*

Boats *4 life boats, steel* Steering Chains, Size and Test *No chains.* Windlass *steam efficient.*
24.0' x 7.8' x 3.35'

Ceiling in Holds, thickness and material *No ceiling.* Cargo Battens, thickness, material and spacing *No cargo battens.*

Cargo Hatchways.—(Upper Deck) *Steel plates + angles.* Thickness of Hatches *Steel hinged covers, 10 + 11 $\frac{1}{2}$ in.*

Size of No. 1 Hatchway (Forward) *16.0' x 8.0' No. 2 7'-7.0' x 4.0' No. 3 4.0' x 2.0' No. 5 23.5" diam No. 5 23.5" diam No. 6 2'-3'10" x 3'-9"*

Number of Shifting Beams and/or Fore and Afters *No shifting beams or fore + afters.*

BLOHM & VOSS
KOMMANDITGESELLSCHAFT AUF AKTIEN

Builder's Signature

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel Motorship.
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo Tanker. 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 and amended plans, the requirements embodied in the Secretary's letters and in all other respects in conformity with the Rules and Society's Requirements for "Carrying Petroleum in bulk."

The workmanship is of the best description for this type of vessels, all parts conforming well with each other without use of any packing and efficiently riveted together.

The peak tanks, double bottom tanks, deep tanks, cofferdams, oil fuel bunkers and cargo tanks have been filled, tested as required by the Rules and were found perfectly tight. The air & sounding pipes of all tanks comply with the Rules.

The painting arrangement and strengthening of the bottoms forward have been carried out as approved.

Anchors + cables compared with the certificates and found in accordance.

The amount of Entry Fee *\$ R.M. : 240,-*

Special Survey Fee.... *\$ " 13646,-*

FREEBOARD " *400,-*

Travelling Expenses, if any *\$ " : 154,-*

Fees applied for,	
<i>18.5.</i>	<i>1936.</i>
Received by me,	
<i>26</i>	<i>1936</i>

(Special notations, where part of class, to be stated.)

Carrying 2000000 m. bulk. Buses stern.

Longitudinal Framing. Rudder electrically welded.

I am of opinion the Vessel should be Classed *+ 100 A1.*

State whether the Vessel has been built under Special Survey *yes.* *Signature* *W. H. K. Friedrich Olsen*

Certificate to be sent to _____ Date of issue 3/6/36


Committee's Minute

Character assigned + 100A1

carrying petroleum in bulk.
Longitudinal Framing
Lloyd's A & C. + duct 436 C.L.
Machz aft. oil Engines
Ruader Electrically welded.

The Surveyors are requested not to write on or below the Committed's Minute.

3 DB 200lb



Lloyd's Register
Foundation

0238 $\frac{3}{3}$

25 MAY 1936

BLOHM & VOSS. No. 502.
Hamburg Report No. 21912

FRAMING.				AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		RIVETS IN LONGITUDINAL FRAMES.		SPACING OF RIVETS ON EACH SIDE OF TRANSVERSES AND BULKHEADS.		RIVETS IN BRACKETS TO BULKHEADS.				
				In Ship.			AFT.			FORWARD.			Per Rule or as approved.					Diam.		Speng.		Number.		Diameter.		
				mm.	mm.	mm.	mm.	mm.	mm.	mm.	mm.	mm.	mm.	mm.	mm.	Ins.	Ins.	Ins.	mm.	mm.	mm.		mm.			
Framing of $\frac{1}{2}$, L or C				165	75	9.5	v	v	v	v	v	v	v	v	v	v	v	v	22	130	130.	6	22.			
Frames in Bridge 'tween Decks ...				200	90	13.	5	180	90	10	5	180	90	10	5	180	90	10	22	130	130	8	22			
Frames from Uppermost Continuous Deck No. 1				200	90	13.	5	180	90	10	5	180	90	10	5	180	90	10	22	130	130	8	22			
5 " 2				200	90	13.	5	180	90	10	5	180	90	10	5	180	90	10	22	130	130	9	22.			
5 " 3				230	90	11.	5	180	90	10	5	180	90	10	5	180	90	10	22	130	130	9	22.			
5 " 4				230	90	11.5	5	200	90	10	5	180	90	10	5	180	90	10	22	130	130	10	22.			
5 " 5				250	90	11.	5	200	90	10	5	200	90	10	5	200	90	10	22	130	130	10	22.			
5 " 6				250	90	13.	5	200	90	11	5	200	90	10	5	200	90	10	22	130	130	11	22.			
5 " 7				280	90	12.	5	230	90	11	5	230	90	11	5	230	90	11	22	130	12 x 99	11	22.			
5 " 8				280	90	12.	5	230	90	11	5	230	90	11	5	230	90	11	22	130	12 x 99	11	22.			
5 " 9				280	90	13.	5	230	90	11.5	5	230	90	11	5	230	90	11	22	130	12 x 99	11	22			
5 " 10				280	90	13.5	5	250	90	11	5	250	90	11	5	250	90	11	22	130	12 x 99	11	22			
5 " 11				300	90	13.	5	250	90	11	5	250	90	11	5	250	90	11	22	130	12 x 77	11	22			
5 " 12				300	90	13.	5	250	90	11.5	5	250	90	11.5	5	250	90	11.5	22	130	12 x 77	11	22			
5 " 13				340	100	15.	5	250	90	12	5	250	90	12.	16.	5	250	90	12.	22	130	12 x 77	18	22		
5 " 14				431.8 x 101.6	5	250	90	12	5	250	90	12.5	17.	5	250	90	12.5	17.	25	150	12 x 88	22	22			
5 " 15				13.25 x 17.27	5	250	90	13	5	300	90	13	18.	5	300	90	13	18.	25	150	12 x 88	22	22			
5 " 16				TO FRAME 26.	5	250	90	13.5	5	300	90	13.5	19.	5	300	90	13.5	19.	25	150	12 x 88	22	22.			
Spacing of Longitudinal Frames				760	760	760	760	760	760	760	760	760	760	760	760	760	760	760	760	760	760	760	760	760		
Double Bottoms L, L or C				Tank Top Longitudinals			Bottom			Amidships			At Ends...													
Spacing of Longitudinals				Amidships			At Ends...			Amidships			At Ends...													
Transverses.				AFT FR. 30.			FORW. FR. 87.																			
In Bridge				750 x 10			v			v			v			19		95								
'tween Decks				FLANGED 75			v			v			v			v		v								
				90 x 90 x 11			v			v			v			19		95								
				v			610 x 10.			610 x 10			v			v		v								
In Upper 'tween Decks.				v			150 x 90 x 10.			150 x 90 x 10			v			22		130								
				v			150 x 150 x 11			150 x 150 x 11			v			22		100								
				SIDES 1359			760 x 12.5			985 x 13.5			v			v		v								
				BOTTOM 2000 x 12.5									v			22		130								
				SIDES 5.2-280			5.2-280 x 90 x 13.			2 x 150 x 150 x 12.5			2 x 150 x 150 x 11			v			22		100					
In Hold.				Lugs to Shell*			150 x 150 x 12.5			2-150 x 150 x 12.5			2 x 150 x 150 x 11			v			22		100					
				90 x 90 x 12.5			v			v			v			v			25		125					
				Back Bars ...			v			v			v			v			v		v					
Brackets LONG. BULKH.				2600 x 3000 x 12.5			v			v			v			v			v		v					
Spacing of Transverse Frames				3660 - 3050			3750 - 3000			2660 - 2440 - 1995			v			v		v								
Longitudinal Beams of L, L or C				150 x 75 x 9.5			AFT			FORW.			v			1060										
Bridge Deck				230 x 90 x 11			150 x 75 x 8			180 x 75 x 10			v			760										
Upper				v			180 x 75 x 9.5			180 x 75 x 11			v			760										
Second				v			150 x 75 x 8			v			v			760										
Wind POOP				v			150 x 75 x 8			v			v			760										

0239 $\frac{1}{2}$

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.)

The freeboard assigned by the Committee has been marked and cut in on vessels sides, verified same and found in order.

Sister vessels: Fr. Krupp. Kiel. yard No. 540. "Maragansett".

Schichau, Danzig. yard No. 1350.

A. G. Weser, Bremen. yard No. 905.

The following plans are returned herewith: No. 1. Main web frame. No. 2. Oil tight Bulkheads. No. 3. Profile & decks. No. 4. Framing, web frames & boiler deck aft. No. 5: Mast frames. No. 6: Floors in lubricating oil tanks. No. 7: double bottom tanks in way of engine room. No. 8: Engine room arrangements. No. 9: Details of Motor ratings. No. 10: Oil tight bulkhead frame 45. No. 11: Cofferdam bulkheads frame 47 & 48. No. 12: Framing & c. forward. No. 13: Sea inlet chests in double bottom. No. 14: Sea inlet chests. No. 15: Alternatives to brackets of longitudinal bulkheads in way of pump room. No. 16: Dutts of flat keel & bottom stakes in way of cargo tanks. No. 17: Arrangement of butts of upper deck. No. 18: Brackets on bottom frames & transv. bulkheads. No. 19: Bridge deck & front bulkhead. No. 20: Stern frame & rudder. No. 21: Rudder bearing. No. 22: Stem. No. 23: Masts. No. 24: Shell expansion.

No. 1^a: Main web frame as built. No. 2^a: Oil tight bulkhead as built.

No. 3^a: Profile & decks as built.

9 Kts certificates and interim certificate attached.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Machinery aft. carrying Petroleum in bulk. Cruiser stern. Longitudinal Framing. Rudder electrically welded.

Wireless, direction finding apparatus, Echo sounding apparatus and Gyro compass fitted.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	Height of: Head: 58.0.15. top test 12 feet. No. 971. Shettin. 12.7.1935. M. Stolte.
		Shank: 23.1.0. " " 12 " No. 976. Shettin. 12.7.1935. M. Stolte.
	2nd "	Head: 57.3.6. " " 12. " No. 970. Shettin. 12.7.1935. M. Stolte.
		Shank: 23.2.1. " " 12 " No. 974. Shettin. 12.7.1935. M. Stolte.
	3rd "	Head: 58.1.3. " " 12 " No. 972. Shettin. 12.7.1935. M. Stolte.
		Shank: 22.3.14. " " 12 " No. 975. Shettin. 12.7.1935. M. Stolte.
	Stream Anch.	Head: 22.1.4. " " 12 " No. 973. Shettin. 12.7.1935. M. Stolte.
		Shank: 8.3.14. " " 15 " No. 977. Shettin. 12.7.1935. M. Stolte.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 107.20 ft., R.Q.D. V ft., Bridge 39.37 ft., Forecastle 35.33 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated V

No. and Material of Decks 1 DK. (562) 2nd DK. FORM. AFT CLEAR OF CARGO TANKS.

Official No. 164 612 ; Signal Letters G. Y. S. T. Is bottom of vessel coated with cement No. if not give particulars of composition Cargo tanks not coated. Motor space bitumastic. Water tanks cement. Other paint.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft, FR. 9-26	41.73	66.5	Fore peak tank,	31.33	370.0
Double bottom, under Engines and Boilers, FR. 26-32	14.76	31.5	After peak tank,	35.33	214.0
Double bottom, if under Engines only, FR. 32-46	29.53	86.0	Deep tank, aft,	4.00	276.0
Double bottom, if under Boilers only,			Deep tank, forward,	16.00	540.0
Double bottom, forward,	86.02		Other tanks, if fitted,	14.93	627.0
	Total capacity of double bottom	184.0	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 159.

Date 14.3.1935

Dates of Surveys held while building

1935. March 20. April 20. 29. May 2. 6. 8. 10. 16. 20. 22. 23. 28. 31. June 3. 6. 11. 12. 18. 24. 25. 26. 28. July 2. 4. 6. 8. 10. 12. 15. 17. 18. 19. 22. 26. 29. 31. Aug. 1. 2. 6. 8. 12. 13. 15. 16. 20. 26. 28. 29. 31. Sept. 2. 4. 7. 11. 13. 15. 16. 19. 23. 25. 26. 30. Oct. 2. 3. 7. 9. 10. 12. 14. 16. 18. 21. 23. 25. 29. 31. Nov. 1. 4. 5. 7. 8. 9. 11. 13. 14. 16. 18. 19. 23. 25. 27. 30. Decemb. 2. 4. 5. 7. 11. 14. 16. 24. 28. 31. 1936 Jan. 2. 3. 4. 6. 8. 9. 11. 13. 15. 16. 18. 23. 30. Feb. 7. 11. 13. 19. 21. 23. March 3. 7. 10. 18. 19. 23. 25. 30. April 2. 7. 14. 17. 20. 21.

Total No. of Visits 134.