

STEEL ~~STEAMER~~ of MOTORSHIP.

Received at London Office APR 28 1939

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 20th of April 1939 / Port of Rotterdam

No. 28/00^a.

Survey held at Schicam Date First Survey 7th of April 1938 Last Survey 13th of April 1939

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw Steel motor vessel CERONIA Machinery fitted aft.

State Type (Full Scantling, Complete Superstructure)
with or without Tonnage Openings

State Type of Erections

TONNAGE under } 7237.67
Tonnage Deck... }

CLASS + 100 A State if with freeboard
as condition of Class

Built at... *Schiedam*

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

Length from fore part of stem to after part of stern } L 460.
post on summer L.W.L. See Sec. 3 (1a) }

Launched 28/1-1939 Yard No. 665

Total.

Breadth (*greatest moulded*) **B** 59.

Builders *Wilton Fesperance*

Gross Tonnage 8096.25

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) } **D** 34

Owners. N. V. Petroleum Maatschappij
La Corona

Register Tonnage 4709.99

1st Longitudinal Number (L × D)..... = 15640

Managers

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

2nd Numeral $L \times (B + D) \dots\dots\dots = 42780$

Residence s' Gravenhage

REGISTERED DIMENSIONS.
FEET.

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

Port of Registry 11

Length 463.1

Proportions—Depth to Length—Uppermost continuous deck to top of keel } 13.52

Breadth 59.33

If surveyed while building, afloat, or in dry dock

Depth 33.85

Draught Moulded 27' 4½"

FRAMES, DOUBLE BOTTOM AND BEAMS.

	mfm INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
RAMES, Spacing amidships	800 ✓	
" " from $\frac{3}{4}$ length amidships to } Collision bulkhead.....}	686 ✓	
" " in peaks.....	610 ✓	
DE FRAMING. Frame Amidships, Angle, E or [.....	250 90 11 further as approved	
" " Extends up to	Hyperdeck ✓	
Reversed Frame Amidships, Angle	✓	
" " Extends up to... ✓		
Depth of Framing Girder.....	All hull angle framing	
Frames in Uppermost Continuous Tween Decks, Angle, E or [.....	230 90 11 ✓	
" " Second Tween Decks, Angle, E or [.....	280 90 11 ✓	
" " Third " " " " " "	✓	
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem.....	A.P. 250x90x9 ✓ E.P. 200x90x12 ✓	
" " in Peaks, Angle or [.....	✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 5½ d. and as approved ✓	
ate if Frame Joggled	Yes ✓	
e the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes ✓	
e the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes ✓	
LE BOTTOM. ors, Depth and thickness at mid-line in Holds	1016 x 11 ✓	
Height of Brackets at side above base line at toe of frame	✓	
Idle Line Keelson, on Floors, Angles, E or [.....	Center line ballhouse in deck tank forward. ✓	
Cargo Tanks Through Plate or Intercostal Plate... ✓	1016 x 195 ✓	
" " Foundation Plate on Floors	✓	
" " Flat Plate Keel Angles	100 100 12½ ✓	
Keels, No. each side		
" thickness of Intercostal Plate...		
" Angles		
LE BOTTOM. in motor space. Floors, thickness and spacing	10.5 12.5 781 ✓	
" Are Frame and Reversed Frame joggled?	Yes ✓	
et Floors, breadth and thickness at middle line.....	✓	
" breadth and thickness at margin plate.....	✓	
Bracket Floors, Frame	✓	
" " Reversed Frame	✓	
" " Vertical Struts	✓	
Centre Girder, depth and thickness amidships	1524 x 13.5 ✓	
" " top Angles	90 90 12.5 ✓	
" " bottom Angles	100 100 13.5 ✓	
Side Girders, No. each side and thickness	Two 158 10.5 ✓	
Margin Plate depth (excl. of flange) and thickness	straight to ship's side ✓	
" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem	✓	
" " Vertical Angle to Tank side Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area	✓	
" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem.....	✓	
" " Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area.....	✓	
Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
INNER BOTTOM PLATING. Breadth and thickness of Middle Line Strake ...	1800 x 17.5 ✓	
Thickness of remainder in Holds	29 x 13.5 ✓	
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?	✓	
BEAMS. Uppermost Continuous Deck, amidships in Wells, Angle, E or [.....	200 75 11.5 ✓	
" " in way of Bridge, Angle, E or [.....	200 75 11.5 ✓	
Spacing	from 686 + 610 aft 781 + 610 ✓	
Second Deck, amidships, Angle, E or [.....	✓	
Spacing.....		
Third Deck, amidships, Angle, E or [.....	✓	
Spacing.....		
Fourth Deck, amidships, Angle, E or [.....	✓	
Spacing.....		
Poop Deck, Angle, E or [.....	200 75 11.5 ✓	
Spacing.....	781 + 610 ✓	
Bridge Deck, Angle, E or [.....	200 75 12 ✓	
Spacing.....	800 ✓	
Forecastle Deck, Angle, E or [.....	230 90 10 ✓	
Spacing	686 + 610 ✓	

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.
PILLARS, No. of Rows.....		<i>Two</i>		Stringer Plate, breadth and thickness in way of Bridge		✓	
" <i>Tween Decks</i> , Size and Spacing.....		<i>75" m. alt. frame</i>	✓	Thickness of Plating abreast Deck openings in way of Wells			
" <i>Bridge</i> " " <i>90" m. alt. frame</i>			✓	Thickness of Plating abreast Deck openings in way of Bridge			
" <i>in Holds</i> <i>Poep</i> " " <i>Steel divisional bulkheads</i>				Thickness of Plating within line of openings...			
" <i>Two longitudinal bulkheads in tanks.</i>				If Sheathed, material and thickness			
Centre Line Bulkhead.				Third Deck.			
Stiffeners and Spacing.....		<i>250x90x11 8 280x90x11; 145 spaced 800</i>	✓	Stringer Plate, breadth and thickness.....		✓	
Plating, thickness of		<i>10.5 8 11</i>		If Plated, state thickness.....			
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....		✓	
Stringer Plate, breadth and thickness in Wells.....		<i>2420 x 20</i>	✓	If Plated, state thickness			
" " " " <i>at break</i> in way of Bridge.....		<i>22.5</i>	✓	Poep Deck.			
" Angle in Wells		<i>180 180 17.5</i>	✓	Stringer Plate, breadth and thickness		<i>9.5</i>	✓
Thickness of Plating abreast Deck openings in way of Wells		<i>19</i>	✓	Plating, Sheathing, material and thickness		<i>6 1/2 pitch pine 64</i>	✓
Thickness of Plating abreast Deck openings in way of Bridge			✓	Bridge Deck.			
Thickness of Plating within line of openings...		<i>14.5</i>	✓	Stringer Plate, breadth and thickness.....		<i>2280 x 10</i>	✓
If Sheathed, material and thickness		<i>not sheathed.</i>	✓	Plating, Sheathing, material and thickness		<i>8.5 no sheathing</i>	✓
Second Deck. fore. and aft				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells...		<i>9 + 10</i>	✓	Stringer Plate, breadth and thickness.....		<i>900 9.5</i>	✓
				Plating, Sheathing, material and thickness		<i>9 + 7 1/2 no sheathing</i>	✓

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>no</i>	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>Inches.</i> <i>in ft.</i>	<i>Inches.</i> <i>in ft.</i>	<i>Inches.</i> <i>in ft.</i>	<i>Inches.</i> <i>in ft.</i>				<i>Inches.</i>	<i>Inches.</i>		<i>Inches.</i>	<i>Inches.</i>	
FLAT PLATE KEEL	<i>2200</i>	<i>22</i> ✓	<i>19.5</i>	<i>19.5</i> ✓		<i>Double</i>	<i>1</i>	<i>4</i>	<i>5 to 4</i>	<i>1</i>	<i>4</i>	<i>Lapped</i>	
„ DBLG. (if any)	<i>A 1810</i>	<i>17</i> ✓	<i>17.5</i>	<i>14 1/2</i>									
	<i>B 2500</i>	<i>16.5</i> ✓	<i>15</i> ✓	<i>13</i> ✓									
BOTTOM PLATING, No. of Strakes <i>three</i>	<i>C 2590</i>	<i>16.5</i> ✓	<i>14</i> ✓	<i>13</i> ✓		<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4 to 3</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Lapped</i>	
BILGE PLATING, No. of Strakes <i>one</i>	<i>D 2300</i>	<i>16.5</i> ✓	<i>14</i> ✓	<i>15</i> ✓		<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4 to 3</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Lapped</i>	
	<i>E 2000</i>	<i>16.5</i> ✓	<i>12.5</i> ✓	<i>13</i> ✓									
SIDE PLATING, No. of Strakes <i>three</i>	<i>F 2400</i>	<i>16.5</i> ✓	<i>12.5</i> ✓	<i>12.5</i> ✓		<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4 to 3</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Lapped</i>	
	<i>G 2400</i>	<i>16.5</i> ✓	<i>12.5</i> ✓	<i>12.5</i> ✓									
UPPER DECK, Sheer-strake in Wells.....	<i>J 1300</i>	<i>26</i> ✓	<i>12.5</i> ✓	<i>12.5</i> ✓					<i>5 to 3</i>	<i>1 1/8</i>	<i>4 1/2</i>	<i>Lapped</i>	
UPPER DECK, Sheer-strake in Bridge ...			<i>thrustake at break</i>			<i>30.5 & 29 in ft.</i>							
STRAKE BELOW Sheer-strake in Wells.....	<i>H 2100</i>	<i>19</i> ✓	<i>12.5</i> ✓	<i>12.5</i> ✓		<i>Double</i>	<i>1</i>	<i>4</i>	<i>4 to 3</i>	<i>1</i>	<i>4</i>	<i>Lapped</i>	
STRAKE BELOW Sheer-strake in Bridge ...													
POOP SIDE PLATING			<i>10.</i> ✓			—	—	—	<i>3 to 2</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>	
BRIDGE SIDE PLATING ...		<i>11.</i> ✓				—	—	—	<i>2</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>	
FORECASTLE SIDE PLATING			<i>11.</i> ✓			<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>1.</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>	

WATERTIGHT BULKHEADS.

Total No. of ^a W.T. BULKHEADS in Vessel—		17	✓			
Extending to Upper Deck (Sec. 3 c)		16	✓			
" Deck next below		1	✓			
As per Rule						
		STIFFENERS.				
		Plating Thickness. <i>mm</i>	VERTICAL.		HORIZONTAL.	
			Scantlings. <i>mm</i>	Spacing. <i>mm</i>	Scantlings. <i>mm</i>	Spacing.
MIDSHIP BULKHEAD, Upper-tween decks						
"	"	Second	"			
"	"	Third	"	<i>12.5-15</i> <i>250x90x10</i> <i>762</i> ✓	<i>840x10</i> ✓	
"	"	Holds	"	<i>10-11</i> <i>Further are</i> <i>as approved</i> <i>857</i> ✓	<i>813x10</i> ✓	<i>and as approved</i>
COLLISION	"	(in Hold)	"	<i>12-10-9</i> <i>250x90x10.5</i> <i>610</i> ✓	<i>5 plankings</i>	<i>as approved</i>
AFTER PEAK	"		"	<i>7.5+6.5</i> <i>250x90x10</i> <i>610</i> ✓	<i>as approved</i>	
				<i>11-8</i> <i>250x90x10</i> <i>610</i> ✓	<i>as approved</i>	
				<i>7.5</i> <i>250x90x10</i> <i>610</i> ✓	<i>as approved</i>	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				<i>Flat keel plate</i>
STEM				<i>Tracing 254x70 rolled bar</i>
STERN FRAME	Propeller Post			<i>Casting as per Hall's work</i>
	Rudder "			<i>approved plan Thoda works</i>
Speed of Vessel				<i>12 knots</i> ✓ <i>Prague</i>
RUDDER—Type				<i>Simplex Balance rudder.</i>
" A x D		<i>307</i>		
" Diam. of head		<i>Tracing 280mm</i>		<i>Thoda Works Ltd</i>
" Mainpiece at top pintle		<i>254 mm</i>		<i>Prague</i>
" Turning shaft				
" how constructed		<i>Electric welded</i>		<i>Thoda Works</i>
" double or single plate		<i>Simplex Balance</i>		<i>as approved</i>
" coupling, vertical or horizontal.....		<i>15mm</i>		<i>Prague</i>

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens-Martin Process* ✓
Arthur & Co. Ltd. London
Societe Anonyme d'Acierie d'Alsace
 Has the Steel been tested as required by the Rules? *Yes by Thoda at Thoda Works.* ✓

Lloyd's Register
Foundation

Rp 1*.

PARTICULARS OF LONGITUDINAL FRAMING.

No. 28100^a

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.				
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Number.		Diameter.	
Framing of L, L or C																	
Frames in Bridge 'tween Decks ...																	
Frames from Uppermost Continuous Deck No. 1																	
" 2																	
" 3																	
" 4																	
" 5																	
" 6																	
" 7																	
" 8																	
" 9																	
" 10																	
" 11																	
" 12																	
" 13																	
" 14																	
" 15																	
" 16																	
Spacing of Longitudinal Frames																	
Amidships																	
At Ends																	
Double Bottoms																	
Tank Top Longitudinals																	
Bottom																	
Centre Amidships																	
Wings At Ends																	
Spacing of Longitudinals																	
Transverses.																	
In Bridge 'tween Decks																	
Depth and Thickness																	
Face Angles																	
Lugs to Shell*																	
In Upper 'tween Decks.																	
Depth and Thickness																	
Face Angles																	
Lugs to Shell*																	
In Hold.																	
Lugs to Shell*																	
" " Back Bars ...																	
Brackets																	
Spacing of Transverse Frames																	
* State if joggled or liners.																	
Longitudinal Beams of L or E																	
Bridge Deck ...																	
Upper																	
Second																	
Third																	

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.

EQUIPMENT No				LETTER <i>Cf</i>				ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	
2346	1st Bower ...	76	0	26	76	0	26	57	0	0	Union Hooker Datum de lair Datum
2347	2nd " ...	76	0	13	76	0	13	57	0	0	" " " " " "
2348	3rd " ...	75	3	26	75	3	26	56	15	0	" " " " " "
	Collective weight.										" " " " " "
2349	Stream	22	2	5	22	2	5	22	16	3	" " " " " "

CHAIN CABLES.																	HAWSEES 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.	Statutory.	Breaking.	Supplied.		Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.				
	Fathoms.	Ins.	✓	Tons.	Tons.	Cwts.	qrs.	Lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.			
3831	150	2 7/16	✓	106 3/8	✓	149 5/8	✓	461-3-7	✓	890-1-0	✓	300	2 7/16	Mud A & K Schiedam 14/1-39	TOWLINE...	130	5 1/4	✓	77.5	✓	130	5 1/4
3834	150	2 7/16	✓	106 3/8	✓	149 5/8	✓	459-1-23	✓		✓			" A & K Schiedam 12-39	HAWSEES & WARPS	2x100	5 1/4	✓	21.7	✓	2x100	5 1/4
														A. Buyse	"	2x100	5 1/4	✓	21.7	✓	2x100	5 1/4
Iron Stream Chain or Steel Wire	120	5	✓		✓	52.8				120	5				"							

Steering Gear, Type (Power or hand) *Steam Hydraulic direct* Alternative Means of Steering *releasing tackle fitted*

Steering Chains (Size and Test) ☒ Windlass *Steam patent* Boats *4 lifeboats*

Ceiling in Holds, thickness and material ☒ Cargo Battens, thickness, material and spacing ☒

Cargo Hatchways. (Upper Deck) *Right hand* Thickness of Hatches *Steel covers*

Size of Hatchways No. 1 (Fwd.) ☒ No. 2 ☒ No. 3 ☒ No. 4 ☒ No. 5 ☒ No. 6 ☒

Number of Shifting Beams and/or Fore and Afters ☒

Builder's Signature

WILTON-FIJENOORD.
(N.V. WILTON'S Machinefabriek en Scheepswerf
(WILTON'S Engineering & Shipway Co.)
Maatschappij voor Scheeps en Werktuigbouw
"FIJENOORD" N.V.)

M. Milton

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 *motor* ☒
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo ☒ The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

The workmanship has been found good and the vessel has been built in accordance with ~~the~~ plans, copies of which are being retained in the London Office for record, in agreement with the instructions contained in Secretary's letters respecting this case, detailed on other side and in general conformity with the Society's rules. ☒

Main cargo tanks, wing tanks, fuel bunkers, settling tanks, deep tanks, fore and after peak tanks, cofferdams and double bottom tanks in motorship have been tested by a head of water as required by the rules and found sound and tight. ☒

Pressure has been marked on the vessels sides, verified and cut in.

Certificates of hull frame and motor and interior certificate are enclosed herewith. ☒

The amount of Entry Fee *132.00*
Special Survey Fee... *7244.00*
Travelling Expenses, if any *57.00*

Fees applied for,
26.4.1939

Received by me,

18.5.1939

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

I am of opinion the Vessel should be Classed *+ 100 A1* ☒
Carrying Petroleum in bulk. ☒
Longitudinal framing at bottom and deck. ☒

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

Certificate to be sent to *Rotterdam Surveyors* Date of issue *10/5/39*

Signature *J. v. Heuvelen*
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned

TUE 2 MAY 1939

+ 100 A1

Carrying petroleum in bulk
Lloyd's arch.
oil Eng.

Write for Lloyd's

+ Lmb 4.39
202-1800

Lloyd's Register

0087 3/3

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.)

Plans approved { Secretary's letters M 17/12; 20/12; 1937. 1/1; 18/1; 19/4; 14/10; 21/10; 1938
Rotterdam letters. M 15/12; 18/12 1937. 15/1; 6/4; 1938

O.T. Transverse bulkheads 54-122. } Letter 1/1-1938
O.T. " " 134-146

Long. bulkheads forward and aft.
under keel and centre girder.

Upperdeck, stringers in Cargo tanks
shellplating, forepeak, deep tank,
framing plan, cofferdams, bunkers
afterpeak, bridge and end bulkheads
Pop. front and framing in engine room } Letter 18/1-1938.

Amended plans midship section and
Oil tight bulkheads 54-122 } Letter 19/4-1939

Framing in prop. Tween deck
Oil tight hatchways } Letter 14/10; 21/10; 1938

See further for plans Sister vessel Clausine Rott. Report N° 27514

Sister vessel motor vessel Corilla Rotterdam Rep. N° 27920
Jara N° 664.

PARTICULARS OF ELECTRIC WELDING (if employed) ✓

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Longitudinal framing bottom and at deck. ✓

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower Head 50-0-10 N° 1248 J.Q. Dunsen of 22-12-38 Shank 26-0-16 J.Q. Dunsen of 22-12-38
	2nd " Head 50-0-14 N° 1249 J.Q. " 22-12-38 Shank 25-3-27 J.Q. Dunsen of 22-12-38
	3rd " Head 49-0-25 N° 1250 J.Q. " 22-12-38 Shank 26-3-1 J.Q. Dunsen of 22-12-38

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 94 ft., R.Q.D. ✓ ft., Bridge 44.4 ft., Forecastle 48 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated. ✓

Official No. ✓ Signal Letters P.D.J.W. Extreme Breadth over Belting ✓ Over-all Length 483, 3 feet

No. and Material of Decks One steel shell, 2nd deck steel clear of Cargo tanks. ✓

Parts of Bottom of Vessel coated with cement or approved composition Cement in peaks only ✓

Particulars of composition (if fitted) and of approval ✓

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)
Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	64 ✓	156 ✓	Fore peak tank,	22	135
Double bottom, under Engines and Boilers,			After peak tank,	16	83
Double bottom, if under Engines only,			Deep tank, aft,	24.8	262
Double bottom, if under Boilers only,			Deep tank, forward,		393
Double bottom, forward,			Other tanks, if fitted, Fuel bunker		
Total length (if continuous) and Capacity		156 ✓	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 920

Date 19/1-1938.

Dates of Surveys held while building

7/4; 30/5; 8/8; 2-8-19-23/9; 3-4-6-10-12-20-22-25-27-28-31/10;
1-2-8-9-15-18-22-24-28/11; 1-5-13-14-17-19-27-29/12; 1938
2-4-6-7-9-10-11-12-13-14-16-17-18-20-21-23-24-25-26-27-28/1;
1-2-7-11-15-17-22/2; 10-14-28/3; 3-6-7-12-13/4; 1939

Total No. of Visits 41