

STEEL STEAMER or MOTORSHIP.

14 JUN 1929
Registered at London OfficeState if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel Yes

Date of completion of report

Port of West HartlepoolNo. 16775Survey held at West HartlepoolDate First Survey 23rd FebruaryLast Survey 6th June

1929

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw"CITY OF DIEPPE"State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full ScantlingState Type of Erections Loop Bridge & SelsTONNAGE under Tonnage Deck... 7114.03CLASS 100 A-1State if with freeboard as condition of Class NoBuilt at West HartlepoolDo. of space or spaces between Tonnage Dk. and Upper Dk. 10Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 465.0

FEET.

Launched 28th January 1929 Yard No. 1000Breadth (greatest moulded) B 58.00Builders W. Gray and Co. Ltd.Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 34.916Owners The Ellerman Lines Ltd.

Total

1st Longitudinal Number (L x D) = 16235.94

Managers

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

Gross Tonnage 7560.432nd Numeral L x (B + D) = 43205.94Register Tonnage 4699.90Residence Water Street Liverpool

REGISTERED DIMENSIONS.

FEET.

Length 465.50Framing Depth "d," at middle of length. See Sec. 3 (1d) 20.23Breadth 58.25Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.31Depth 32.20Do. Long Bridge to top of keel 10.83Draught Moulded 28.04Port of Registry Glasgow

If surveyed while building, afloat, or in dry dock

Whilst building, afloat & in dry dock.

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	30	and 36	(sup plans)	Bracket Floors, Frame	BA NBS	6 3 38	
" " from 1/3 length to Collision bulkhead	27			" " Reversed Frame	BA NBS	6 3 34	
" " in peaks	24			" " 3 Channel plates	BA NBS	9 3 38	
IDE FRAMING.				" " Vertical Struts	BA NBS	6 3 34	
Frame Amidships, Angle, [or]	12 x 3 1/2 x 3 1/2	50" @ 30" & 27"		Centre Girder, depth and thickness amidships		48 x 59	46 1/2 x 59
" " Extends up to	Upper deck.			" " top Angles		3 1/2 3 1/2 55	
Reversed Frame Amidships, Angle		Channel Framing		" " bottom Angles		5 5 63	
" " Extends up to				Side Girders, No. each side and thickness		One 43	
Depth of Framing Girder	12			Margin Plate depth (excl. of flange) and thickness		39 x 58 @ 36	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	10 3 1/2 41 @ 36			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		6 6 47	67 85
" " Second 'tween Decks, Angle, [or]	9 3 1/2 47 @ 30 & 27			" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem		6 6 47	Boil fuel Rgt
" " Third " " " "	7 3 1/2 42 @ 36		scantled 18	" " Gussets, spacing and scantling abaft 1/4 len. from stem		6 3 1/2 47	Continuous gusset plate 47 @ 36 43 @ 30
Framing in Peaks, Angle or [NBS	9 3 1/2 39			" " Gussets, spacing and scantling forward 1/4 len. from stem		Continuous gusset plate 43 @ 27	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	36" sp 5 1/2 dia			Tank Side Brackets, height above base line at toe of Frame and thickness		5-11 1/2 x 49 @ 30 & 27 spacing	
State if Frame Joggled	Yes			INNER BOTTOM PLATING.			
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Channel frame NBS 15 x 4 x 4 60" N with reverse bar 4 x 4 x 60" QA on every fourth. Attachments increased as required			Breadth and thickness of Middle Line Strake		60 1/2 x 53	54 1/2 off d
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Additional intercostals as app'd Double riveted frame bottom shell midship thickness maintained to Collision bulkhead			Thickness of remainder in Holds			
SINGLE BOTTOM.				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?			
Floors, Depth and thickness at mid-line in Holds						10 3 1/2 50	
Height of Brackets at side above base line at toe of frame				BEAMS.		9 3 1/2 46	
Middle Line Keelson, on Floors, Angles, [or]				Uppermost Continuous Deck, amidships		8 3 1/2 57	off @ 36 sp.
" " Through Plate or Intercostal Plate				" " in Wells, Angle, [or]		8 3 1/2 57	off @ 36 sp.
" " Foundation Plate on Floors				" " in way of Bridge, Angle, [or]		8 3 1/2 50	off @ 36 sp.
" " Flat Plate Keel Angles				Spacing		8 3 1/2 46	@ 30
Side Keelsons, No. each side				Second Deck, amidships, Angle, [or]		9 3 1/2 39	@ 36 1/2 trans
" " thickness of Intercostal Plate				Spacing		9 3 1/2 39	@ 36 full trans
" " Angles				Third Deck, amidships, Angle, [or]		36 30 27	no above
DOUBLE BOTTOM.				Spacing		10 3 1/2 54	@ 36 full trans
Solid Floors, thickness and spacing	47 @ 72 45 36" frame spacing			Fourth Deck, amidships, Angle, [or]		10 3 1/2 49	@ 36 full trans
" " Are Frame and Reversed Frame joggled?	Yes			Spacing		9 3 1/2 52	abreast openings @ 30 & 27
Bracket Floors, breadth and thickness at middle line	2-11 x 47			Third Deck, amidships, Angle, [or]		9 3 1/2 62	@ 30 & 27
" " breadth and thickness at margin plate	2-11 x 47 @ 36 d.			Spacing			
	2-11 x 43 @ 30 d.			Poop Deck, Angle, [or]		7 3 44	@ 24 to 36
	as app'd			Spacing		8 3 43	
				Bridge Deck, Angle, [or]		7 3 50	
				Spacing		8 3 43	
				Forecastle Deck, Angle, [or]		24 46 to 36	
				Spacing		8 3 1/2 60	@ 36
						8 3 1/2 46	@ 30
						36 8 30	
						8 3 45	@ 27
						7 3 51	@ 24
						7 3 37	1/2 trans
						27 8 24	

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.....		2 rows and girders as approved			Stringer Plate, breadth and thickness in way of Bridge		66 1/2	44	
P.B. & F		in 'tween Decks, Size and Spacing.....		Solid Pillars 4 1/2 to 3 3/4 dia as app'd	Thickness of Plating abreast Deck openings in way of Wells		90	38	79 + doubling 1.00
		Tubular Pillars		Ranging from 16" x .53 to 8" x .42 as app'd	Thickness of Plating abreast Deck openings in way of Bridge		54	36	34
		Tubular Pillars		Ranging from 25" x .71 to 16" x .54	Thickness of Plating within line of openings...		34	8	40
		Girders and spaced pillars as above and as approved.			If Sheathed, material and thickness		not sheathed except by insulation when fitted.		
Centre Line Bulkhead.					Third Deck.				
Stiffeners and Spacing.....		No Centre Line Bulkhead			Stringer Plate, breadth and thickness.....				
Plating, thickness of					If Plated, state thickness.....				
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....				
Stringer Plate, breadth and thickness in Wells		69" x 1.11 & .98 FWD WELL		66" x 1.11 & .98 AFT WELL	If Plated, state thickness				
		67" x .65		47" x .47					
		7" x .99			Poop Deck.		47 1/2	37	
		1.41 .76 and .91 .87 & 1.13		AFT WELL	Stringer Plate, breadth and thickness		32	Sheathed	5" x 3" P.P.
Thickness of Plating abreast Deck openings in way of Wells		90 99 94 .84 1.22		FWD WELL	Plating, Sheathing, material and thickness ...		66 1/2	80 @ 30" .57 @ 36"	
Thickness of Plating abreast Deck openings in way of Bridge		39 .43, .41 .45		51 x .55	Stringer Plate, breadth and thickness.....		48	as app'd abreast Hatch + increase	
Thickness of Plating within line of openings.		WELLS .42 & .46			Plating, Sheathing, material and thickness ...		43 1/2	37	
If Sheathed, material and thickness		5 x 3 P.P. in forward well over insulation			Forecastle Deck.		36	not sheathed	
Second Deck.					Stringer Plate, breadth and thickness.....				
Stringer Plate, breadth and thickness in Wells...		66 1/2 x .42 & .48 FWD		66 1/2 x .40 & .42 AFT	Plating, Sheathing, material and thickness ...				

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL. 30" Spacing				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged?		BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL A.....	53 1/2	.88 clear of duct keel 1.05 in way do do	.82	.80	Midship thickness at 36" spacing 1.05	Double	1	4 3 1/2	4 R	1 1/8	4 1/2	Lapped
" DBLG. (if any) B.....	7 1/2		.74	.56 & .70 in post								
BOTTOM PLATING, No. of Strakes ... C.....	72	.70	.54	.61 & .70	.76	Double	7/8	3 3/4 3 3/4	4 R	7/8	3 1/2	Lapped
BILGE PLATING, No. of Strakes ... D.....	72	.70	.54	.60 & .70	.76	Double	7/8	do	4 R	7/8	3 1/2	Lapped
SIDE PLATING, No. of Strakes ... E.....	72	.68	.52	.56 & .70	.74	Double	7/8	do	3 R	7/8	3 3/8	Lapped
UPPER DECK, Sheer-strake in Wells.....	70 1/2	.95 & 1.39 aft 1.39 .99 .88 fwd	.88			Double	7/8	do	5 R & 4 R	1 1/8 & 1 1/2	4 1/2 - 4	Lapped
UPPER DECK, Sheer-strake in Bridge ...	82	.68	.48	.48	.74	Double	7/8	do	3 R	7/8	3 3/8	Lapped
STRAKE BELOW Sheer-strake in Wells.....	73 1/2	.78 & .84 aft .84 .81 .75 fwd	.75			Double	1 1/8	4 & 3 1/4 3 3/8 & 3 3/8	4 R	1"	4	Lapped
STRAKE BELOW Sheer-strake in Bridge ...	72	.68	.48	.48	.74	Double	7/8	3 3/8 & 3 3/8	3 R	7/8	3 3/8	Lapped
POOP SIDE PLATING40		Single	3/4	3	1 R	3/4	2 5/8	Lapped
BRIDGE SIDE PLATING ...	43 1/2	.65			.65	Double	7/8	3 3/8 & 3 3/8	4 R	7/8	3 1/2	Lapped
FORECASTLE SIDE PLATING			.43			Single	3/4	3	1 R	3/4	2 5/8	Lapped

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel.....	7
Extending to Upper Deck (Sec. 3 c)	6
" Deck next below	1
As per Rule	7

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	.27	8A NBS 5 1/2 x 3 x 35	30"		
" Second "					
" Third "					
" Holds	48	35 to 30	11" 3/4 x 30	30	
COLLISION (in Hold)	.27	5 1/2 x 3 x 30	24		
AFTER PEAK	46, 1.00	38 34 30	6 x 3 x 37	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	Roller Steel Bar.	10 1/2 x 2 3/4	Lanarkshire Steel Cld.	
STERN FRAME { Propeller Post	Forging	11 1/2 x 9 1/2	Central Marine Engine Works	
{ Rudder		10 x 9 1/2		
RUDDER-A x D.....		695.2		
Speed of Vessel		13 1/2 knots		
RUDDER mainpiece at head ...	Forging	12 1/4	Central Marine Engine Works	12 1/4
" " heel ...		9 1/4		9 1/4
" how constructed	Forged and built.			
" double or single plate coupling, vertical or horizontal.....		Single plate + 1.06		

STEEL.

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

Plates: *The South Durham Steel and Iron Co. Ltd. Doorman Long & Co. Ltd.*

Sections: *Cargo Fleet Iron Co. Peace and Partners Ltd., Doorman Long & Co. Ltd., Bolckow Vaughan & Co. Ltd.*

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

EQUIPMENT No. <i>45810.56</i>												LETTER <i>C+</i>	ANCHORS. <i>See 1st book Rpt. No. 104343 (8.34)</i>		
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.			
<i>31447</i>	1st Bower	<i>78</i>	<i>0</i>	<i>21</i>	<i>Stockless</i>			<i>57</i>	<i>17</i>	<i>2</i>	<i>0</i>	<i>77</i>	<i>BYER'S IMPROVED STOCKLESS</i>	<i>per W.L. Byers</i>	<i>Sld. 5.9.28 J.H. Butler.</i>
<i>31460</i>	2nd "	<i>74</i>	<i>0</i>	<i>0</i>	<i>do</i>			<i>57</i>	<i>5</i>	<i>0</i>	<i>0</i>	<i>77</i>	<i>do do do</i>	<i>do</i>	<i>do 10.9.28 do</i>
<i>31455</i>	3rd "	<i>65</i>	<i>2</i>	<i>0</i>	<i>do</i>			<i>51</i>	<i>5</i>	<i>0</i>	<i>0</i>	<i>65½</i>	<i>do do do</i>	<i>do</i>	<i>do 8.9.28 do</i>
	Collective weight.	<i>220</i>	<i>2</i>	<i>21</i>								<i>219½</i>			
<i>17532</i>	Stream	<i>22</i>	<i>0</i>	<i>0</i>	<i>5</i>	<i>2</i>	<i>7</i>	<i>22</i>	<i>7</i>	<i>2</i>	<i>0</i>	<i>22</i>	<i>RODGERS ANCHOR & STOCK</i>	<i>Kendrick & Mole Ltd</i>	<i>Cardiff 4.9.28 A. Jones.</i>

CHAIN CABLES. <i>See 1st book Rpt. 104343 for insulated equipment</i>										HAWERS 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.	Statu-tory.	Break-ing.	Supplied.	Per Rule.		Length.	Diam.						Length.	Cir.	Tons.	Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Fathoms.	Ins.						Fathoms.	Ins.	Tons.	Fathoms.	Ins.
<i>32261</i>	<i>300</i>	<i>2 7/16</i>	<i>106 1/2</i>	<i>149 1/2</i>	<i>893.2.21</i>	<i>890.1.0</i>		<i>300</i>	<i>2 7/16</i>	<i>Stud</i>	<i>Kendrick & Mole</i>	<i>Cardiff 22.8.1928</i>	<i>A. Jones</i>	<i>TOWLINE</i>	<i>130</i>	<i>5 3/4</i>	<i>96</i>	<i>130</i>	<i>5 3/4</i>
														<i>HAWERS & WARPS</i>	<i>2@100</i>	<i>8</i>	<i>manila</i>	<i>2@100</i>	<i>2 3/4</i>
															<i>2@100</i>	<i>8</i>	<i>do</i>	<i>2@100</i>	<i>2 3/4</i>
<i>Iron Stream Chain of Steel Wire</i>	<i>120</i>	<i>5</i>	<i>73 tons</i>					<i>120</i>	<i>5</i>	<i>Steel wire</i>	<i>Graham & Robson</i>	<i>Sunderland</i>							

Steering Gear, Steam <i>John Hastie & Co. Ltd. vertical 10" dia x 10" stroke</i>										Steering Gear, Hand <i>Secondary means of steering provided by means of suitable tackle & after winch</i>									
Boats <i>Six lifeboats @ 26'-0"</i>										Steering Chains, Size and Test <i>none</i>									
Ceiling in Holds, thickness and material <i>Overlaid 2 1/2" NW</i>										Cargo Battens, thickness, material and spacing <i>6 x 2 @ 9" fitted vertically</i>									
Cargo Hatchways.—(Upper Deck) <i>Steel plates and angles as approved</i>										Thickness of Hatches <i>3"</i>									
Size of No. 1 Hatchway (Forward) <i>24' 9" x 18'-0"</i>										No. 2 <i>48'-0" x 20'-0"</i>									
										No. 3 <i>24' x 18' 8"</i>									
										No. 4 <i>15'-0" x 18'-0"</i>									
										No. 5 <i>39'-0" x 20'-0"</i>									
										No. 6 <i>27'-0" x 20'-0"</i>									
Number of Shifting Beams and/or Fore and Afters <i>No 1 Five, No 2 nine, No 3 Five & Four, No 4 Two, No 5 Seven, No 6 Five.</i>										For William Gray & Co., Limited, <i>Wm. S. Simpson</i>									
										Builder's Signature									

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel <i>yes</i>										(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo <i>yes (x) peak tanks & deep tanks F.P. above 150° F</i>									
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 Rules, the approved plans and the Secretary's Letters									
The materials and workmanship are good.										The double bottom tanks, fore and after peak tanks and deep tanks (upper & lower) & settling tanks have been tested under the required pressure and found satisfactory.									
The watertight doors, land pump, steering gears and windlass have been tried under working conditions and found satisfactory.										The weather decks, bulkheads, w.t. doors and tunnel have been satisfactorily tested & the ash shoot tested & found in order. Duct keel tested.									
The freeboards have been cut in on the vessels sides and verified.										The vessel is fitted with wireless & Electric Light									
A duct keel has been fitted extending from two spaces aft of the forward bulkhead of machinery space to two spaces forward of the after bulkhead in No. 1 Hold.										The forward tween decks Nos 1, 2 & 3 have been insulated (Frame 100 to 159) making six insulated chambers in all (3 port & 3 starboard) There is no provision for lashing cargo.									

The amount of Entry Fee £ <i>10 : 0 : 0</i>										Fees applied for, 19 <i>009</i>									
Special Survey Fee.... £ <i>389 : 0 : 0</i>										Received by me, <i>11.7 1929 H.G.</i>									
Travelling Expenses, if any £ <i>11 : 18 : 4</i>										I am of opinion the Vessel should be Classed <i>100 A.1.</i>									
State whether the Vessel has been built under Special Survey <i>yes</i>										Signature <i>A. Pickworth & R. Polackintosh</i>									
Certificate to be sent to <i>WEST HARTLEPOOL</i>										Date of issue <i>12/9/29</i>									

Committee's Minute										TUE. 25 JUN 1929									
Character assigned										<i>+ 100 A.1</i>									
										<i>Fitted for carrying oil (6.29) 71° above 150° F</i>									
										<i>in Deep tank, fore peak tank, and after peak tank</i>									
										<i>Lloyd's A.R.C.P. + Lumb 6.29 C.L., 71°</i>									
										<i>Fitted for oil fuel 6.29 71° above 150° F</i>									
Write <i>etc.</i>										<i>My</i>									

The Surveyor is requested not to write on or before the Committee's Minute.

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.)

There is no sister vessel

Plans forwarded with this report: Midship Section, Profile & Decks, Amended decks, Deep tank, Amended deep tank, Rudder & Screw Frame and amended plan, Topsides plating, Pillars & Girders, Solid pillar seatings, Fore & after peak bulkheads, Attachment of Hatch end beams & side coamings etc, Connections at Leads of pillars at P.B. & 2nd decks, Cruiser stern, Oil Fuel Supply Tanks, Riveting of upper deck seams in wells, Coaling doors, Additional girders under bridge deck, Bottom stiffening forward, Connections and stiffening at pillar Leads, Tunnel, Beams & stringers in Hot Hold, Amended boiler room and reserve bunker bulkhead, Fin plates fitted to Rudderpost, Alternative arrangement of deck girder in way of No 2 Hatchway on 2nd deck, Pumping arrangement, Amended upper deck plans for Lashing cargo.

Also Reports on Stem bars, Rudder & Screw Frame, Filler, Derrick socket & ash shoot casting, Quadrant & Filler Derrick socket.

DRY DOCKING

This vessel was examined in the Central Dry Dock on 23rd May 1929 and the bottom and rudder were found to be in order. Some minor indents on the side plating were satisfactorily joined and the bottom was cleaned and coated.

Notes:

The double bottom tanks, with the exception of those in the machinery space have been constructed & tested for the carriage of oil fuel F.P. above 150°F or water ballast.

The deep tanks in upper & lower and the fore & after peak tanks have been constructed & tested for the carriage of water ballast, oil fuel or oil cargo.

Insulation The fore portion of the tween deck space has been insulated (see RMC Rpt)

Notations to be recorded in the Register Book.

Fitted for carrying oil cargo 6-29 in deep tank fore peak tank and after peak tank.

Fitted for oil fuel 6-29 F.P. above 150°F

Cruiser stern

Duct keel 153 feet forward of boiler space

Ref machy, Electric light, wireless.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	51. 7. 21	K.H.	5591.	27. 7. 28	Düsseldorf.
	2nd "	51. 1. 14	K.H.	5590	27. 7. 28	do
	3rd "	40. 3. 0	K.H.	5633	16. 7. 28	do

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 83.75 ft., R.Q.D. ✓ ft., Bridge 179.5 ft., Forecastle 82.50 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated not joined

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 Dks (Stl.)

Official No. 160254 ; Signal Letters

Is bottom of Vessel coated with cement yes if not give

particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	151'-8"	486	Fore peak tank,	24'-6"	145
Double bottom, under Engines and Boilers,			After peak tank,	18'-0"	93
Double bottom, if under Engines only,	22'-6"	117	Deep tank, aft,	35'-0"	943
Double bottom, if under Boilers only,	22'-6"	118	Deep tank, forward,		
Double bottom, forward,	206'-9"	756	Other tanks, if fitted,		
	Total capacity of double bottom	1477	(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. 2347

Date 23.3.28.

Dates of Surveys held while building

1928.
Feb. 23. Mar. 7. 9. 13. 16. 23. 29. 30. Apr. 11. 16. 19. 20. 23. 25. 27. May. 1. 4. 10. 17. 24. 25. 31. June. 1. 4. 8. 12. 15. 19. 25. 26. 28. 29. July. 2. 3. 5. 10. 12.
13. 18. 19. 20. Aug. 1. 2. 3. 14. 15. 16. 17. 20. 21. 22. 24. 28. 29. 30. 31. Sept. 3. 4. 6. 11. 13. 14. 17. 26. Oct. 1. 4. 8. 9. 12. 16. 18. 23. Nov. 2. 5. 9. 15. 19. 22. 27. Dec. 12. 14. 19. 21.
1929.
Jan. 4. 7. 8. 11. 14. 15. 16. 24. 28. 30. Feb. 1. 4. 7. 13. 22. 25. Mar. 6. 12. 14. 26. Apr. 5. 9. 11. 17. 24. May. 1. 3. 6. 7. 8. 14. 17. 22. 23. 24. 25. 27. 28. 29. 30.
June 3. 6.
Total No. of Visits 125.