

STEEL ~~SHIP~~ MOTORSHIP.

Received at London 11 MAY 1935

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 *20 April, 1935*Port of *Hamburg*No. *21511*Survey held at *Kiel*Date First Survey *16 January 1934* Last Survey *13 April* 1935On the (State if Machinery fitted Aft and
(if Single, Twin or Triple Screw)*Steel Sc. "GADILA" Machinery fitted aft.*State Type (Full Scantling, Complete Superstructure
with or without Tonnage Openings)*Full Scantling. Petroleum in Bulk. State Type of Erections Peep Bridge full.*TONNAGE under
Tonnage Deck...*7234.84*CLASS *100 A1*State if with freeboard
as condition of Class

FEET.

Built at *Kiel*Do. of space or spaces
between Tonnage Dk.
and Upper Dk.Length from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a)L *460'0"*Launched *1. Decem. 1934* Yard No. *732.*

Breadth (greatest moulded)

B *59'0"*Builders *Howaldtswerke Kiel A.G.*Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c)D *34'0"*Owners *N.V. Petroleum Maats. "LA CARONA"*

Gross Tonnage

7998.93

Register Tonnage

*4761.75*1st Longitudinal Number (L x D) = *15640*2nd Numeral L x (B + D) = *42780*Managers *Anglo-Saxon Petroleum Co. Ltd.*
(Where necessary to be entered in Reg. Book.)Residence *The Hague.*REGISTERED DIMENSIONS.
m. FEET.Length *141.12 = 463.0*Breadth *18.08 = 59.32*Depth *10.32 = 33.86*Framing Depth "d," at middle of length. See
Sec. 3 (1d)*7.*Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel*13.52*Port of Registry *The Hague.*

If surveyed while building, afloat, or in dry dock

Draught Moulded

*27'4"**While building on stocks afloat + 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. |
|--|---|-----|------|--|---|-----------------|-----|---------|--|
| IES, Spacing amidships | 781 | | | <i>✓</i> | Bracket Floors, Frame | | | | <i>✓</i> |
| " from $\frac{3}{4}$ length to Collision bulkhead | 781 | 686 | | <i>✓</i> | " " Reversed Frame | | | | <i>✓</i> |
| " in peaks | 610 | | | <i>✓</i> | " " Vertical Struts | | | | <i>✓</i> |
| FRAMING. | | | | | Centre Girder, depth and thickness amidships | 1525 | x | 13.5 | <i>✓</i> |
| me Amidships, Angle, E or [| 250 | 90 | 11 | <i>✓</i> | " " top Angles | double | 90 | 90 | 14 |
| " Extends up to | Upper deck | | | <i>✓</i> | " " bottom Angles | double | 100 | 100 | 16 |
| Reversed Frame Amidships, Angle | 760 | x | 10.7 | <i>✓</i> | Side Girders, No. each side and thickness | 3 | 15 | 12.5 | 10.5 |
| Face | 90 | 90 | 11 | <i>✓</i> | Margin Plate depth (excl. of flange) and thickness | | | | <i>✓</i> |
| " Extends up to | Upper deck | | | <i>✓</i> | " " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem | | | | <i>✓</i> |
| th of Framing Girder | 250 | x | 760 | <i>✓</i> | " " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem | | | | <i>✓</i> |
| nes in Uppermost Continuous 'tween | 280 | 90 | 11.5 | <i>✓</i> | " " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem | | | | <i>✓</i> |
| rd " Second 'tween Decks, Angle, E or [| 230 | 90 | 10.5 | <i>✓</i> | " " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem | | | | <i>✓</i> |
| " Third " Motorspace [| 250 | 90 | 11.5 | <i>✓</i> | Tank Side Brackets, height above base line at toe of Frame and thickness | | | | <i>✓</i> |
| ing in Peaks, Angle or [| 200 | 90 | 11.5 | <i>✓</i> | INNER BOTTOM PLATING. | | | | |
| eter and Spacing of Rivets through Frame and Shell Plating amid- ships | 230 | 90 | 11.5 | <i>✓</i> | Breadth and thickness of Middle Line Strake | 1800 | x | 17 | <i>✓</i> |
| if Frame Joggled | 22 | x | 121 | <i>✓</i> | Thickness of remainder in Holds | 29 | x | 13.5 | <i>✓</i> |
| NG ARRANGEMENTS (Sec. 7), state system and particulars | Yes | | | <i>✓</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? | Yes | | | <i>✓</i> |
| STRENGTHENING OF BOTTOM FOR- RD. State Particulars | 3 extra Tiers of Beams with plate stringers 1080 x 9 and webframes 610 x 11 | | | <i>✓</i> | BEAMS, longit. Transverses = | 710 | x | 10.7 | <i>✓</i> |
| Bottom. Longitud Framing | 3 Bottom strakes strength. Bottom frames double. Extra Intercoast. Floors. | | | <i>✓</i> | Uppermost Continuous Deck, amidships | 90 | 150 | 11 | Space 3124 |
| s, Depth and thickness at mid-line in Holds | 4318 12.2 101.6 173; 760 x 840 | | | <i>✓</i> | Middle Tanks in Wells, Angle, E or [| 200 | 90 | 11.5 | <i>✓</i> |
| Height of Brackets at side above base line at toe of frame | 1015 x 11.2 | | | <i>✓</i> | Side Tanks " in way of Bridge, Angle, E or [| 200 | 90 | 11 | <i>✓</i> |
| le Line Keelson, on Floors, Angles, E or [| 1825 - 2125 | | | <i>✓</i> | Spacing | 840 | x | 760 | <i>✓</i> |
| " " Through Plate or Intercoastal Plate | 150 150 11.2 | | | <i>✓</i> | Second Deck, amidships, Angle, E or [| 200 | 75 | 11-9 | <i>✓</i> |
| " " Foundation Plate on Floors | 1015 x 10.7 | | | <i>✓</i> | Spacing | 781 | | | <i>✓</i> |
| " " Flat Plate Keel Angles | 880 350 12.7 | | | <i>✓</i> | Tiers of Beams in Side Tanks: | 240 | 12 | 95 | 15.5 |
| Side Keelsons, No. each side | 100 100 13 | | | <i>✓</i> | Third Deck, amidships, Angle, E or [| 90 | 150 | 11 | <i>✓</i> |
| " thickness of Intercoastal Plate | One longit. | | | <i>✓</i> | Spacing | 3124 | | | <i>✓</i> |
| " Angles | Butt head | | | <i>✓</i> | Fourth Deck, amidships, Angle, E or [| 240 | 12 | 95 | 15.5 |
| DOUBLE BOTTOM, in Motorspace: | each side. | | | <i>✓</i> | Spacing | 3124 | | | <i>✓</i> |
| Solid Floors, thickness and spacing | 12.5 x 781 | | | <i>✓</i> | Poop Deck, Angle, E or [| 200 | 75 | 11.5-10 | <i>✓</i> |
| " " Are Frame and Reversed Frame joggled? | Yes | | | <i>✓</i> | Spacing | 781 | | | <i>✓</i> |
| Bracket Floors, breadth and thickness at middle line | | | | <i>✓</i> | Bridge Deck, Angle, E or [| 200 | 75 | 11 | <i>✓</i> |
| " " breadth and thickness at margin plate | | | | <i>✓</i> | Spacing | 781 | | | <i>✓</i> |
| | | | | <i>✓</i> | Forecastle Deck, Angle, E or [| 250 | 90 | 10 | <i>✓</i> |
| | | | | <i>✓</i> | Spacing | 230 | 90 | 10 | <i>✓</i> |
| | | | | <i>✓</i> | | 200 | 75 | 9 | <i>✓</i> |
| | | | | <i>✓</i> | | 686 | x | 610 | <i>✓</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 <i>Two longitud. Bulkheads.</i> | | | | | ✓ | Stringer Plate, breadth and thickness in way of Bridge | ✓ | | | ✓ | |
| " in 'tween Decks, Size and Spacing..... | | ✓ | | ✓ | | Thickness of Plating abreast Deck openings) in way of Wells | 9 | | | ✓ | |
| <i>Motorspace [] one: [</i> | 381 | 13 | 102 | 16 | | Thickness of Plating abreast Deck openings) in way of Bridge | ✓ | | | ✓ | |
| " " " " " <i>straps</i> | 305 | x | 12 | ✓ | | Thickness of Plating within line of openings... | 9 | | | ✓ | |
| " " " " " <i>5 250 90 11 space 781</i> | 250 | 90 | 11 | | ✓ | If Sheathed, material and thickness | <i>unsheathed</i> | | | ✓ | |
| " in Holds <i>2 Longit. Bulkheads</i> | 280 | 90 | 11 | <i>Plating 10.6-11</i> | ✓ | Third Deck. Stringers in Wings: | | | | | |
| <i>Two Tiers of Beams with</i> | 660 | x | 10 | ✓ | | Stringer Plate, breadth and thickness <i>Upper</i> | 660 | x | 10.7 | ✓ | |
| <i>horiz. plate stringers:</i> | 762 | x | 11 | ✓ | | <i>Face &</i> | 90 | 90 | 11 | ✓ | |
| Centre Line Bulkhead, Deck girder: | 1525 | x | 10 | ✓ | | If Plated, state thickness <i>To Long. B'ds.</i> | 660 | x | 10 | ✓ | |
| Stiffeners and Spacing..... | 1075 | Face | 150 | 90 | 12.5 | <i>Face &</i> | 90 | 90 | 10.5 | ✓ | |
| | 4 | 130 | 90 | 10 | ✓ | Fourth Deck. Stringers in Wings: | | | | | |
| Plating, thickness of <i>Longit. B'ds.</i> | 10.6 | 2 | 11 | ✓ | | Stringer Plate, breadth and thickness <i>Lower</i> | 762 | x | 11 | ✓ | |
| STRINGERS AND DECKS. | | | | | | <i>Face &</i> | 90 | 90 | 11 | ✓ | |
| Uppermost Continuous Deck. | | | | | | If Plated, state thickness <i>To Long. B'ds.</i> | 762 | x | 11 | ✓ | |
| Stringer Plate, breadth and thickness in Wells | 2230 | x | 20.5 | ✓ | | <i>Face &</i> | 90 | 90 | 11 | ✓ | |
| " " " " " in way of Bridge | 2230 | x | 23.8 | ✓ | | Poop Deck. | | | | | |
| " " " " " Angle in Wells | 180 | 180 | 18 | ✓ | | Stringer Plate, breadth and thickness | 1020 | x | 9.5 | ✓ | |
| Thickness of Plating abreast Deck openings) in way of Wells | 18.5 | | | ✓ | | Plating, Sheathing, material and thickness ... | 6.5 | Pine | 65 | ✓ | |
| Thickness of Plating abreast Deck openings) in way of Bridge | 18.5 | | | ✓ | | Bridge Deck. | | | | | |
| Thickness of Plating within line of openings... | 15.5 | | | ✓ | | Stringer Plate, breadth and thickness..... | 2220 | x | 11 | ✓ | |
| If Sheathed, material and thickness | <i>unsheathed</i> | | | ✓ | | Plating, Sheathing, material and thickness ... | 8.5 | | | ✓ | |
| Second Deck, Ends: | | | | | | <i>unsheathed</i> | | | | | |
| Stringer Plate, breadth and thickness in Wells... | 10 | | | ✓ | | Forecastle Deck. | | | | | |
| | | | | | | Stringer Plate, breadth and thickness..... | 1110 | x | 9.5 | ✓ | |
| | | | | | | Plating, Sheathing, material and thickness ... | 7.5 | Pine | 65 | ✓ | |

SHELL PLATING.

| SCANTLINGS. | | | | | RIVETING. | | | | | | | |
|--|---------------|------------|------------|------------|--|--|---------|-----------------------|---------------------------|----------|-----------------------|------------------------|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. State if joggled? <i>No.</i> | | | 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 | 2220 | 22 | 20 | 20 | ✓ | Double | 25 | 100 | 5 Ends 4 | 25 25 | 110 100 | Lapped |
| „ DBLG. (if any) | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| BOTTOM PLATING, No. of Strakes <i>350. A</i> | 2010 | 17 | 18.8 | 13.5 | ✓ | Double | 22 | 88 | 4 Ends 3 | 22 22 | 88 77 | Lapped. |
| BILGE PLATING, No. of Strakes <i>4</i> | 1740 | 16.3 | 13 | 13 | ✓ | „ | 22 | 88 | 4 Ends 3 | 22 22 | 88 77 | „ |
| SIDE PLATING, No. of Strakes <i>6.1</i> | 2150 | 16 | 12.7 | 12.7 | ✓ | „ | 22 | 88 | 4 Ends 3 | 22 22 | 88 77 | „ |
| UPPER DECK, Sheer- strake in Wells..... | 1325 | 26.2 | 15 | 13 | ✓ | „ | 25 | 100 | 5 Ends 3 | 28 22 | 123 77 | „ |
| UPPER DECK, Sheer- strake in Bridge | 1325 | 30.2 | ✓ | ✓ | ✓ | „ | 25 | 100 | 5 | 28 | 123 | „ |
| STRAKE BELOW Sheer- strake in Wells..... | 2100 | 19.3 | 12.7 | 12.7 | ✓ | „ | 25 | 100 | 4 Ends 3 | 25 22 | 100 77 | „ |
| STRAKE BELOW Sheer- strake in Bridge ... | 2100 | 19.3 | ✓ | ✓ | ✓ | „ | 25 | 100 | 4 | 25 | 100 | „ |
| POOP SIDE PLATING | ✓ | ✓ | ✓ | 12.5-10 | ✓ | Single | 19 | 76 | 2 | 19 | 66 | ✓ |
| BRIDGE SIDE PLATING ... | ✓ | 11 | ✓ | ✓ | ✓ | Double | 22 | 88 | 2 | 19 | 66 | ✓ |
| FOREC'TLE SIDE PLATING | ✓ | ✓ | 11 | ✓ | ✓ | Single | 19 | 76 | 1 | 19 | 66 | ✓ |

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 15 Bulkheads.
Extending to Upper Deck (Sec. 3 c) 14 Bulkheads.
,, Deck next below 1 A.P. Bulkhead.
As per Rule yes! As approved.

| | | Plating Thickness. | STIFFENERS. | | | |
|-----------------|----------------------|--------------------|---------------|----------|-----------------|----------|
| | | | VERTICAL. | | HORIZONTAL. | |
| | | | Scantlings. | Spacing. | Scantlings. | Spacing. |
| MIDSHIP BULK'D, | <i>Middle tanks:</i> | 10.4 | 5 | | 813 | 10.2 |
| | Upper tween decks | 5 | 250 × 90 | 840 | 10.2 | |
| | | 13 | 110 | 740 | 160 × 160 × 14 | |
| " | Second | " | 5 | | 530 × 90 × 12 | |
| " | <i>Side tanks:</i> | 10.2 | 5 | | 5250 × 90 × 12 | |
| " | Third | 5 | 250 × 90 | 760 | 863 | 10.2 |
| " | | 12.7 | 110 | | 7160 × 160 × 14 | |
| " | Holds | | 5 | | 490 × 90 × 11.5 | |
| COLLISION | (in Hold) | 8.5-12 | 200 × 8.5-12 | 610 | Decks | |
| | | 7.5-11 | 5 | | and | |
| | | 25 | 250 × 90 × 13 | 610 | Stringers. | |
| AFTER PEAK | | | | | | |
| | | | | | | |

FORGINGS and CASTINGS.

| | Casting or Forging. | Scantlings. | Maker's Name. | Any departure from approved plans to be noted. |
|--|---------------------------------|------------------|----------------------|--|
| KEEL, Bar | Flat plate Keel. | | Y. | |
| STEM | Forging 254x76 | | Hoerder Verein | |
| STERN FRAME { | Propeller Post | Cast as appr. | Gutehoffnungshütte | |
| | Rudder " | Forging as appr. | Deutsche Werft, Hbg. | |
| RUDDER—A x D | 387' | | Y. | Y. |
| Speed of Vessel | 12 Kn. | | Y. | Y. |
| RUDDER mainpiece at head ... | 279' | 255' | Diam. | Deutsche Werft Hbg. |
| " " heel ... | 305' | | | |
| " how constructed | Streamline, Electrically welded | | | |
| " double or single plate | Double 15 mm. | | | |
| " coupling, vertical or horizontal | Horizontal 8 Bolts 2 3/4" | | | |

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *S.M. open hearth, Process.*
Goldhoffnungshütte-Oberhausen; Dortmunder Union-Hoerde; Stahl-Walzwerk Weber-Brandenburg; Aug. Thyssen-Hamborn
Burbacherhütte-Burbach; Klöcknerwerke-Hagen; Düsseld. Eisenhüllen Ges.-Ratingen; Mannesmann-Düsseldorf.
 Has the Steel been tested as required by the Rules? *yes! By the Society's Surveyors. —*

| EQUIPMENT No. 44265 | | | | | | | | | | | | LETTER C+ | | 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. | | | | |
| 35022 | 1st Bower ... | 82 | 1 | 0 | 73 | 0 | 14 | 60 | 0 | 0 | 0 | 1 | Byers Stockless. | Byers & Co | Sunderland | |
| 35024 | 2nd „ ... | 73 | 0 | 14 | 55 | 10 | 0 | 55 | 10 | 0 | 0 | 77 | “ | “ | Sunderland. | 19.11.1934. |
| 35036 | 3rd „ ... | 65 | 2 | 14 | 51 | 7 | 2 | 51 | 7 | 2 | 0 | 219 1/2 | “ | “ | “ | “ |
| | Collective weight. | 221 | 0 | 0 | | | | | | | | | | | | |
| 48059 | Stream | 22 | 0 | 0 | 5 | 3 | 0 | 22 | 7 | 2 | 0 | 22 | Stream Stock | Rodger | Gadly Head 24.10.34. Hunt. | |

| 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. | Statu- tory. | Break- ing. | Supplied. | | Per Rule. | | Length. | Diam. | | | | | Length. | Cir. | | Length. | Cir. |
| | Fathoms. | Ins. | Tons. | Tons. | Cwts. | qrs. | lbs. | Cwts. | Fathoms. | Ins. | | | | | Fathoms. | Ins. | Tons. | Fathoms. | Ins. |
| 36118 | 300 | 2 7/16 | 106 3/4 | 149 3/8 | 894 0.14 | | 890 1/4 | | 300 | 2 7/16 | Studlink | Rodger | Cardiff 26.11.34 | TOWLINE... | 130 | 5 1/4 | 80 | 130 | 5 1/4 |
| | ✓ | | ✓ | | ✓ | | ✓ | | ✓ | | ✓ | | ✓ | W.L. Wright. | | | | | |
| | | | | | | | | | | | | | | HAWSERS & WARPS | 200 | 3 1/4 | 21.2 | 200 | 2 3/4 |
| | | | | | | | | | | | | | | " | 200 | 3 1/4 | 21.2 | 200 | 2 3/4 |
| | | Cir. | | | | | | | | Cir. | | | | " | | | | | |
| Iron Stream Chain or Steel Wire | 120 | 5 1/2 | ✓ | 95 | ✓ | | ✓ | | 120 | 5 | St.4 wire | Weser Drafts | Fabr. Seest 11.2.35. | " | ✓ | | ✓ | | ✓ |

Steering Gear, Steam *Driven Steam-Hydraulic, good.* Steering Gear, Hand *yes! Efficient.*

Boats *4 Life: 7.39 x 2.28 x 0.98* Steering Chains, Size and Test *No Chains* Windlass *driven Steam, good.*

Ceiling in Holds, thickness and material *No Ceiling* Cargo Battens, thickness, material and spacing *No Cargobattens.*

Cargo Hatchways.—(Upper Deck) *Built steel plates & angles, good* Thickness of Hatches *all steel hinged covers, good.*

Size of 'No. 1 Hatchway (Forward) *9'-0" x 10'-0"* No. 21. Oil hatches No. 3 *5'-0" x 3'-9"* No. 4 *x* No. 5 *x* No. 6 *x*

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

Howaldtswerke A.-G.
K. Kippenhagen
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 *yes, above 50* (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *Oil 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 Oil in Bulk".

The workmanship is throughout 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, deep tanks and double bottom tanks have been filled and tested as required by the Rules, also Bulkheads & weather-decks, and Cofferdams, Oil tanks and Fuel Oil tanks have been filled and tested with a pressure of 8.0" above the highest point of expansion tanks and were found perfectly tight. All Air & sounding pipes of Tanks comply with the Rules. The painting arrangements and strengthening of bottom forward have been carried out as approved and to our satisfaction.

The amount of Entry Fee £ 10 : 0 : 0 / Fees applied for, *amt*
Special Survey Fee.... £ 600 : 0 : 0 29. April 1935
Freeboard £ 18 : 0 : 0 Received by me, *HD*
Travelling Expenses, if any £ 40 : 0 : 0 2-7 1935 2/7

I am of opinion the Vessel should be Classed **100 A1**
Carrying Petroleum Bulk. Cruiser Stern.
Longit. Framing Bottom & Deck.
Rudder electrically welded.

State whether the Vessel has been built under Special Survey *yes! Special Survey* Signature *P. Kiess.*
Certificate to be sent to *Hamburg.* Date of issue *14/5/35* Surveyor to Lloyd's Register of Shipping.

Committee's Minute **TUE. 14 MAY 1935**
Character assigned *+ 100 A1*
Carrying petroleum in bulk
Lloyd's arch + Limb 4.35 oil Eng. L.
SB. 1800

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Lloyd's Register Foundation

The Surveyors are requested not to write on or below 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.)

All steel material used in the construction of this vessel has been made at works approved and tested by the Society's Surveyors in accordance with the Rules. The Anchors & Chain-cables have been compared with Certificates and were found in order. General Equipment satisfactory.

The Freeboard approved by the Committee have been marked on the vessel's sides, verified and cut in. The draft corresponding to the assigned Summer freeboard is 8.38 m = 27.6" as given in the Builders Dead weight and Displacement Scale. All approved plans attached.

Sister vessels: "Genota" Deutsche Werft Hamburg No 156.

"Alexia" Bremer Vulkan, Weserack No 707.

Attached: Partic. of Longit. Framing.

1. Interims Certificate.
4. Test Certificates.
1. Cargo Plan
1. Section as built.
17. Approved Plans.

J. Skiers.

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

1st Bower Head 231: 10 = 49.3.0; 12 Feet; Sunderland J.D. 5.10.34 J. Date.
2nd „ Head 181: 10 = 43.0.3; 12 Feet; Sunderland J.D. 18.8.34 J. Date.
3rd „ Head 258: 10 = 37.3.18; 12 Feet; Sunderland J.D. 6.11.34 J. Date.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 93.0 ft., R.Q.D. $\frac{1}{2}$ ft., Bridge 47.0 ft., Forecastle 48.0 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated $\frac{1}{2}$ $\frac{1}{2}$

No. and Material of Decks (this information is to be given as it should appear in the Register Book) One Steel Deck. — $\frac{1}{2}$ $\frac{1}{2}$

Official No. 4681; Signal Letters P.E.F.M.

Is bottom of Vessel coated with cement No if not give

particulars of composition Oil tanks not coated; Motorspace Bitumastic; Water tanks Cement. —

PARTICULARS OF WATER BALLAST.—

| Where Fitted. | °Length. Feet. | Water Capacity. Tons. | Where Fitted. | °Length. Feet. | Water Capacity. Tons. |
|--|-------------------|--------------------------|---|-------------------|--------------------------|
| | | | | | |
| Double bottom, aft, <i>Coolwater</i> | 23.1" | 20.3 | Fore peak tank, | 23.3" | 150 |
| Double bottom, under Engines and Boilers, <i>Lubr. Oil</i> | 7.8" | 13.3 | After peak tank, | 16.0" | 118 |
| Double bottom, if under Engines only, <i>Fuel Oil</i> | 33.4" | 103.0 | Deep tank, aft, | 24 | 7 |
| Double bottom, if under Boilers only, | $\frac{1}{2}$ | $\frac{1}{2}$ | Deep tank, forward, | 24.9" | 247 |
| Double bottom, forward, | | | Other tanks, if fitted, <i>2 Cofferdams each:</i> | 3.0" | 283 |

(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. 149

Date 12. April, 1934.

Dates of Surveys held while building

1934: Jan. 16.24; Febr. 6.13.16.20.23; March 1.6.9.28; April 6.17.27; May 2.4.8.18.22.28.
June 1.8.15.18.19.26.29; July 3.10.13.20.26.31; Aug. 3.7.10.15.17.21.24.28.31; Sept. 5.7.14.18.21.
25.28; Oct. 2.5.9.10.12.16.19.22.26.30; Nov. 1.2.5.6.9.13.15.16.19.20.22.23.27.28; Dec. 1.6.11.
21.28. 1935: Jan. 4.10.17.22.25; Febr. 1.5.8.12.15; March 1.5.8.11; April 13. Total No. of Visits 95.

PARTICULARS OF LONGITUDINAL FRAMING.

| 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. | Rivets in Brackets to Bulkheads. | |
| | | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Diam. Ins. | Spang. Ins. | Number. | | Diameter. Inches. | |
| 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 L, L or C | | | | | | | | | | | | | | | | | | |
| Peak Top Longitudinals | | | | | | | | | | | | | | | | | | |
| Bottom | | | | | | | | | | | | | | | | | | |
| Centre | | | | | | | | | | | | | | | | | | |
| Amidships | | | | | | | | | | | | | | | | | | |
| Wings | | | | | | | | | | | | | | | | | | |
| At Ends... | | | | | | | | | | | | | | | | | | |
| 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* | | | | | | | | | | | | | | | | | | |
| Bottom Transverses. | | | | | | | | | | | | | | | | | | |
| Depth and Thickness | | | | | | | | | | | | | | | | | | |
| Face Angles | | | | | | | | | | | | | | | | | | |
| Lugs to Shell* | | | | | | | | | | | | | | | | | | |
| In Hold. | | | | | | | | | | | | | | | | | | |
| " " Back Bars ... | | | | | | | | | | | | | | | | | | |
| Brackets | | | | | | | | | | | | | | | | | | |
| Spacing of Transverse Frames | | | | | | | | | | | | | | | | | | |
| * State if joggled or liners. | | | | | | | | | | | | | | | | | | |
| Longitudinal Beams of L, L or E | | | | | | | | | | | | | | | | | | |
| Bridge Deck ... | | | | | | | | | | | | | | | | | | |
| Upper Centre | | | | | | | | | | | | | | | | | | |
| Wings | | | | | | | | | | | | | | | | | | |
| 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.