

STEEL STEAMER or MOTORSHIP.

Received at London Office JUL - 9 1937

State if Report has been sent on the Freeboard of the Vessel **YES**State if Report is sent on the Machinery of the Vessel **✓**

Date of completion of report

Port of **MIDDLESBROUGH**No. **16055**Survey held at **HAVERTON HILL ON TEES** Date First Survey **22nd October 1936** Last Survey **25th June 1937**On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) **STEEL TWIN SCREW TANKER 'MISOR' (MACHINERY FITTED AFT)**State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) **FULL SCANTLING. POOP, BR. FCL & TRUNK DECK** State Type of Erections **POOP, BRIDGE, FCL & TRUNK DECK**

TONNAGE under Tonnage Deck...

CLASS **+100 A.I. CARRYING PETROLEUM IN BULK**State if with freeboard as condition of Class **NO**Built at **HAVERTON HILL ON TEES**

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 365.25**Launched **22nd JUNE 1937** Yard No. **1257**Breadth (greatest moulded) (MARKED 62.8) **B 64**Builders **FURNESS S.B. CO.**

Total

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 18**Owners **ANGLO AMERICAN OIL CO. LTD.**

Gross Tonnage

1st Longitudinal Number (L x D) **= 6574**Managers **✓**

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

Register Tonnage

2nd Numeral L x (B + D) **= 29402**Residence **LONDON**

REGISTERED DIMENSIONS. FEET.

Framing Depth "d," at middle of length. See Sec. 3 (1d) **20.29**Port of Registry **LONDON**

Length

Proportions—Depth to Length—Uppermost continuous deck to top of keel **(14.04 to TRUNK TOP)**

If surveyed while building, afloat, or in dry dock

Breadth

Do. Long Bridge to top of keel **15.0 1/2****WHILE BUILDING & Afloat.**

Depth

Draught Moulded **15.0 1/2**

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	24	✓	Bracket Floors, Frame	✓	
" " from 3/4 length to Collision bulkhead	24	✓	" " Reversed Frame	✓	
" " in peaks	24	✓	" " Vertical Struts	✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	39" x 53 BR. 43 E.R.	
Frame Amidships, Angle, E or C	7" x 3" x 38 BR.	✓	" " top Angles DOUBLE	3" x 3" x 38	✓
" " Extends up to	UPPER DECK	✓	" " bottom Angles DOUBLE	3 1/2" x 3 1/2" x 41	✓
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	TWO 34	✓
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	12" to 24" x 34	✓
Depth of Framing Girder	7	✓	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	3" x 3" x 44	✓
Frames in Uppermost Continuous 'tween Decks, Angle, E or C	5" x 3" x 38 BR. IN FCL	✓	" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	✓	
" " Second 'tween Decks, Angle, E or C	5" x 3" x 38 BR. IN FCL	✓	" " Gussets, spacing and scantling abaft 1/4 len. from stem	✓	
" " Third " " " "	✓		" " Gussets, spacing and scantling forward 1/4 len. from stem	✓	
Framing in Peaks, Angle, E or C	6" x 3" x 38 BR.	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	IN LINE WITH TOP OF FRAMES 39"	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 54 C.P.C.	✓	INNER BOTTOM PLATING.		
State if Frame Joggled	✓		Breadth and thickness of Middle Line Strake	55 1/2" x 5 UNDER BOILERS	✓
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	SIDE STRANGERS PANTING BEAMS DEEP FLOORS AS APPROVED	✓	Thickness of remainder in Holds	12" to 18" x 41 IN ENG. ROOM	✓
STRENGTHENING OF BOTTOM FORWARD. State Particulars	THREE STRAKES OF PLATING FROM 1/4 LEN. TO COLLISION BULK. 54	✓	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	✓
SINGLE BOTTOM. IN WAY OF FURNACE DECK			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	32" x 44	✓	Uppermost Continuous Deck, amidships	SEE LONG. FRAMING	✓
Height of Brackets at side above base line at toe of frame	✓		" " in way of Bridge, Angle, E or C	✓	
Middle Line Keelson, on Floors, Angles, E or C	✓		Spacing	✓	
" " Through Plate or Intercoastal Plate	35" x 44	✓	Second Deck, amidships, Angle, E or C	✓	
" " Foundation Plate on Floors	6" x 3" x 34 BR.	✓	Spacing	✓	
" " Flat Plate Keel Angles	3 1/2" x 3 1/2" x 44 DOUBLE	✓	Third Deck, amidships, Angle, E or C	✓	
Side Keelsons, No. each side	FOUR	✓	Spacing	✓	
" " thickness of Intercoastal Plate	4	✓	Fourth Deck, amidships, Angle, E or C	✓	
" " Angles	6" x 3" x 34 BR.	✓	Spacing	✓	
DOUBLE BOTTOM. IN E + B. SPACE.			Poop Deck, Angle, E or C	SEE LONG. FRAMING	✓
Solid Floors, thickness and spacing	24" 34 E.R. 44 BR.	✓	Spacing	✓	
" " Are Frame and Reversed Frame joggled?	YES	✓	Bridge Deck, Angle, E or C	SEE LONG. FRAMING	✓
Bracket Floors, breadth and thickness at middle line	✓		Spacing	✓	
" " breadth and thickness at margin plate	✓		Forecastle Deck, Angle, E or C	9" x 3 1/2" x 44 BR.	✓
			Spacing	10" x 3" x 42 BR.	✓

PILLARS AND DECKS.

PILLARS, No. of Rows	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	Stringer Plate, breadth and thickness in way of Bridge	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
WEB FRAMES & PILLARS IN ENGINE & BOILER SPACE					
FR 14 WEB 2 1/2 x 36 FACE BRK 6 x 3 1/2 x 62 D.R. DOUBLE				70 x 7	
PILLARS 4 ANGLES 5 x 5 x 4 P.S.					
FR 20 WEB 2 1/2 x 36				48 to 43	
FACE BRK 6 x 3 1/2 x 5 DOUBLE D.R.					
PILLARS 4 ANGLES 5 x 5 x 4 P.S.					
FR 26 WEB 2 1/2 x 36 FACE BRK 6 x 3 1/2 x 62 D.R.				6 x 6 x 5	
PILLARS 4 ANGLES 5 x 5 x 4 P.S.				DOUBLE AT BRIDGE SIDES	
FR 31 WEB 2 1/2 x 36 FACE BRK 6 x 3 1/2 x 5 D.R.					
PILLARS 4 ANGLES 5 x 5 x 4 P.S.					
FR 37 WEB 2 1/2 x 42 FACE BRK 3 x 3 x 4					
LONGITUDINAL					
Centre Line Bulkheads					
Stiffeners and Spacing					
Plating, thickness of					
STRINGERS AND DECKS.					
Uppermost Continuous Deck					
Stringer Plate, breadth and thickness in Wells					
" " " " in way of Bridge					
" Angle in Wells					
Thickness of Plating abreast Deck openings in way of Wells					
Thickness of Plating abreast Deck openings in way of Bridge					
Thickness of Plating within line of openings					
If Sheathed, material and thickness					
Second Deck					
Stringer Plate, breadth and thickness in Wells					

SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				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	60	A .66	.6	.52		DOUBLE	7/8	3 3/4	QUAD. 1/2 L TO TREBLE	7/8	3 1/2	LAPPED
" DBLG. (if any)	8 1/2	B .54	.54	.41		DOUBLE	7/8	3 3/4	TREBLE	7/8	3 1/2	"
BOTTOM PLATING, No. of of Strakes	5	.54	.54	.41		"	"	"	"	"	"	"
BILGE PLATING, No. of Strakes	5	.54	.41	.41		"	"	"	"	"	"	"
SIDE PLATING, No. of Strakes5	.40	.40		"	3/4	"	"	"	"	"
UPPER DECK, Sheer- strake in Wells	70 1/2	.5	.40	.40		DOUBLE	7/8	3	TREBLE	7/8	3 1/2	LAPPED
UPPER DECK, Sheer- strake in Bridge ...	70 1/2	.68				"	7/8	3	QUAD.	"	"	"
STRAKE BELOW Sheer- strake in Wells	68 1/2	.5	.4	.4		"	7/8	3	TREBLE	"	"	"
STRAKE BELOW Sheer- strake in Bridge ...	68 1/2	.5	.4	.4		"	7/8	3	"	"	"	"
POOP SIDE PLATING	54 x .37	(5 AT POOP FRONT 84°)				SINGLE	3/4	3	DOUBLE TO SINGLE (5 FT. TREBLE)	3/4	2 5/8	"
BRIDGE SIDE PLATING4	(5 AT BR. ENDS)				ONE PLATE	"	"	TREBLE	"	"	"
FOREC'TLE SIDE PLATING	44 x .4					SINGLE	3/4	3	SINGLE	"	"	"
(DOUBLE TO STEM PLATING)												

WATERTIGHT BULKHEADS

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	8 BH.
Extending to Upper Deck (Sec. 3 c)	2 N.T. 9 OILTIGHT
" Deck next below	
As per Rule	

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD	46								
43. 48. 53. 70. 87. 104. 121. 138. 150	46								
43. 48. 53. 70. 87. 104. 121. 138. 150	46								
" " Holds	46								
COLLISION	46								
AFTER PEAK	46								

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				FLAT PLATE
STEM				57 TO 5 PLATING
STERN FRAME				C.S. BEARING PIECES AS APPLIED
Propeller Post				
Rudder				
Speed of Vessel				12 1/2 KNOTS
RUDDER—Type				STOCK. F.B. KUNDSBERG YAMMERBARK
" A x D				70 1/2
" Diam. of head				13 TO 6
" Mainpiece at top pintle				
" heel				
" how constructed				AS PER APPROVED PLAN
" double or single plate				DOUBLE .4
" coupling, vertical or horizontal				VERTICAL

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	OPEN HEARTH BASIC
	CARGO FLEET IRON C: L: SOUTH DURHAM STEEL & IRON C: L: SKINNINGROVE IRON C: L:	
	DORMAN LONG & C: L: CONSETT IRON C: L: APPLEBY-FRODINGHAM STEEL C: L:	
	Has the Steel been tested as required by the Rules?	YES

PARTICULARS OF LONGITUDINAL FRAMING. T.S.S. 'MISOA' - 8 1937 FURNESS S.B. CO. N-267.

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.	Ins.	Diam.	Speng.	Inches.	Number.	Diameter.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			Inches.		
Framing of L E																				
Frames in Bridge 'tween Decks ...		6	3	32 B.A.				6	3	32 B.A.				3/4	4 1/2		4	3/4		
Frames from Uppermost Continuous Deck		6	3	32 B.A.				6	3	32 B.A.										
" 2		6	3	32 B.A.				6	3	32 B.A.										
" 3																				
" 4																				
" 5																				
" 6																				
" 7		TRANSVERSE FRAMING AT SIDES																		
" 8		(EXCEPT IN BRIDGE 'TWEEN DECKS)																		
" 9		LONGITUDINAL FRAMING AT BOTTOM & DECKS.																		
" 10																				
" 11																				
" 12																				
" 13																				
" 14																				
" 15																				
" 16																				
Spacing of Longitudinal Frames		Amidships			At Ends															
Double Bottoms L, L or C		Tank Top Longitudinals																		
		Bottom																		
Spacing of Longitudinals		Amidships																		
		At Ends...																		
Transverses.																				
WEB FRG. In Bridge 'tween Decks.		Depth and Thickness			15" 4 1/2" 4" 4" 62 1/2			15" 4 1/2" 4" 4" 62 1/2			15" 4 1/2" 4" 4" 62 1/2			7/8			5 1/2			
		Face Angles																		
		Lugs to Shell*																		
BOTTOM TRANSVERSES IN WINGS.		Depth and Thickness			33" 4			33" 4												
Upper 'tween Decks.		Face Angles			FLANGED 5"			FLANGED 5"												
		Lugs to Shell*			6" 3 1/2" 4 L			6" 3 1/2" 4 L												
					JOGGLED			JOGGLED												
BOTTOM TRANSVERSES In Hold.		Depth and Thickness			64" 4 1/2			64" 4 1/2												
		Face Angles			7" FLANGE			7" FLANGE												
		Lugs to Shell*			6" 3 1/2" 4 L			6" 3 1/2" 4 L												
					JOGGLED			JOGGLED												
		Back Bars ...																		
		Brackets			48" 4 1/2 5" FLANGE			40" 4 1/2 5" FLANGE			48" 4 1/2 5" FLANGE			40" 4 1/2 5" FLANGE						
Spacing of Transverse Frames		12'-0" 10'-0" 12'-0"			12'-0" 10'-0" 12'-0"			12'-0" 10'-0" 12'-0"			12'-0" 10'-0" 12'-0"			12'-0" 10'-0" 12'-0"						
		* State if joggled or liners.																		
Longitudinal Beams of L E		Bridge Deck ...			5 1/2" 3" 3 B.A.			5 1/2" 3" 3 B.A.			5 1/2" 3" 3 B.A.			5 1/2" 3" 3 B.A.			2'-8 1/2"			
		Upper			8 1/2" 3" 4 B.A.			8 1/2" 3" 4 B.A.			8 1/2" 3" 4 B.A.			8 1/2" 3" 4 B.A.			2'-7 3/4"			
		TRUNK TOP			8" 3 1/2" 4 B.A.			8" 3 1/2" 4 B.A.			8" 3 1/2" 4 B.A.			8" 3 1/2" 4 B.A.			2'-7 3/4"			
		Second			5 1/2" 3" 3 B.A.			5 1/2" 3" 3 B.A.			5 1/2" 3" 3 B.A.			5 1/2" 3" 3 B.A.			2'-6"			
		POOP OK																		
		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.

18 Ch. Fitted for oil fuel 7.5/11 above

EQUIPMENT No 31873 ✓										LETTER <i>2</i> <i>leave out</i>			<i>SEE LONDON LETTER 2-10-36 ANCHORS. 3 B. 15.</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.	
36854	1st Bower	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	564	BYERS IMPROVED		SUNDERLAND 4-2-37 J.H.B.
36851	2nd "	56	1	14	D°			46	4	2	21		D°		D° 3-2-37 J.H.B.
36860	3rd "	47	3	0	D°			40	19	1	14		D°		D° 5-2-37 J.H.B.
	Collective weight.	160	2	14								160 CWTs.			
50004	Stream	15	0	12	3	3	21	16	12	0	21		RODGERS F.W.I.		CRADLEY HEATH 11-2-37 L.E.P.

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.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Fathoms.	Ins.						Fathoms.	Ins.	Tons.	Fathoms.	Ins.
105520	135	1 1/2	82 1/2	115 1/2	230	2	0	270	2 1/2	STUD LINK "TAYCO" (BRIERLEY HILL) D°	S. TAYLOR & SONS			TOWLINE A.S.N.	120	4 1/2	43 3/4	120	4 1/2
105521	135	1 1/2	82 1/2	115 1/2	230	2	10			D°	D°			HAWSERS & WARPS G.S.N.	2090	2 1/2	13 5/8	2090	2 1/2
THE ABOVE CHAINS EACH CONSIST OF 4 CONTINUOUS LENGTHS EACH 30 FATHOMS & 1.15 FATHOM LENGTH										ALL WIRES TESTED AT SOUTH SHIELDS BY THE TYNE ROPE MANUFACTURING CO. LTD.									
Iron Stream Chain or Steel Wire	90	4 1/2			43 3/4			90	4 1/2										

Steering Gear, Steam *ATLAS WERKE BREMEN* Steering Gear, Hand *BLOCKS & TACKLE LED TO WARPING WINCH DRUM.*

Boats *4 LIFEBOATS 1 DINGHY* Steering Chains, Size and Test *DIRECT GEAR* Windlass *STEAM, ATLAS WERKE*

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

Cargo Hatchways.—(Upper Deck) *ALIGHT HATCHES ON TRUNK TOP TO GEN. TANKS 4 OFF 4 1/2" x 2 1/2" STEEL COVERS 18* Thickness of Hatches *ALIGHT HATCHES ON UPPER DECK TO GEN. TANKS 3 PORT 3 STAR 2 1/2" x 1 1/2" (10 IN) CAST STEEL COVERS*

Size of No. 1 Hatchway (Forward) *TO CARGO No. 2* No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters *ON TRUNK TOP 18 1/2" x 3 1/4" STEEL COVER 5 STIFFEN 5 1/2" x 3 1/4" 3 & A. 24" APART.* ✓

For FURNESS SHIPBUILDING CO. LTD
Builder's Signature *John Gourn.* DIRECTOR

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 *YES. F.P. ABOVE 150°F*
(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.

This Vessel has been built in accordance with the approved plans. The Secretary's letter dated from 15th Sept. 1936 to 11th May 1937 and in general conformity with the Rules and Regulations for the class contemplated. The workmanship & materials throughout are good. The electric welding was completed according to the approved plan and with approved electrodes. All cargo oil tanks, oil fuel bunkers, double bottom tanks in E & B. Space deep tank forward and four aft peak tanks have been tested under pressure to Rule Requirements. The weather deck (decks of oil tanks) fore peak bulkhead above tank top, poop, bridge & fore peak bulkheads have been tested by tone all with satisfactory results. The vessel has left this Port for Wallasey & Tyne where machinery will be installed. The following work requires to be done and the Newcastle Surveyor has been notified accordingly viz. Examination of steam windlass, steam steering gear, and auxiliary steam gear under working conditions, completion of engine & boiler casing after machine has been installed.

The amount of Entry Fee £ 8 : : : Fees applied for, 19 *000*

Special Survey Fee.... £ 472 : 10 : : Received by me, 30.8 1937 *7/31.8*

Freight. 15. : : : I am of opinion the Vessel should be Classed *+ 100 A1.*

Travelling Expenses, if any £ : : : *"CARRYING PETROLEUM IN BULK" WITH THE NOTATIONS "LONGITUDINAL" "HATCHING AT BOTTOM & DECK" "ARCFORM"*

State whether the Vessel has been built under Special Survey *YES* Signature *J.B. Richter*
Surveyor to Lloyd's Register of Shipping.

in duplicate Certificate to be sent to *MIDDLESBRO'* Date of issue *1/9/37*

Committee's Minute *FRI 6 AUG 1937*

Character assigned *+ 100 A1 (on Ave. 95264) carrying petroleum in bulk*
Lloyd's Assoc. Readers electrically welded + Amc 7.37 Arcform
22 Ch. Fitted for oil fuel 7.37 F.P. above 150°F
Note. OL & date of Build
Wine Nyc

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

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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 approved plans were forwarded with Report on Sister Vessel "BACHAQUERO" No 266. REPORT No 16030.

Midship section of Vessel as built enclosed herewith
Please note. Owners desire classification certificates to be supplied in duplicate.

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

"LONGITUDINAL FRAMING AT BOTTOM AND DECK" "ARCFORM"
Rudder electrically welded (see plans)

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

1st Bower	32-0-12	R.L.	5-11-36	5166
2nd "	32-0-12	R.L.	5-11-36	5164
3rd "	28-3-25	R.L.	5-11-36	5170

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 88⁷/₈ ft., R.Q.D. ☒ ft., Bridge 36 ft., Forecastle 36⁵/₈ ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks 1 DK (STL)

Official No. ; Signal Letters

Is bottom of vessel coated with cement AS BELOW if not give

particulars of composition PEAK TANKS CEMENTED. E+8 ROOM TANK + DEEP TANK FORWARD
BITUMINOUS SOLUTION + ENAMEL. AFTER PUMP ROOM RED LEAD + ALUMINIUM.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	25' 3 1/2"	333
Double bottom, under Engines and Boilers,	58	195	After peak tank,	14' 0"	215
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	40' 0"	555
Double bottom, forward,			Other tanks, if fitted,		
		195	(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 1509

Date 16-11-36

Dates of Surveys held while building

1926: Oct 22 Nov 27 30 Dec 17 21 22 24 28 30 31 1927: Jan 4 5 6 8 11 13 14 15 18 19
21 25 27 28 Feb 2 3 5 7 12 16 17 19 22 24 25 Mar 2 5 11 16 17 18 22 25 31 Apr 2 6
8 14 15 20 30 May 5 6 10 13 14 18 20 24 26 27 28 31 Jun 2 3 4 7 8 10 11 13 14 18 22 24 25

Total No. of Visits 77