

STEEL STEAMER OR MOTORSHIP.

Received at London Office

29 MAY 1936

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 *27th of May 1936* Port of *Amsterdam* No. *13698a*
Survey held at *Amsterdam* Date First Survey *20th February '35* Last Survey *13th of May 1936*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single Screw Motorvessel "MACOMA" (machinery fitted aft)*State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) *Tull scantling* State Type of Erections *Poop - Bridge and Fore Castle*TONNAGE under Tonnage Deck *4236.43*

CLASS

State (with Freeboard) as condition of class

Built at *Amsterdam*

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.A.L. See Sec. 3 (1a) *460*Breadth (greatest moulded) *B 59*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1f) *D 34*1st Longitudinal Number (L x D) *= 15640*2nd Numeral L x (B + D) *= 42700*

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

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

Do. Long Bridge to top of keel

Draught Moulded *24-5/8*Launched *31 Dec 1935* Yard No. *235*Builders *N.V. Nederl. Scheepsb. Hoofst.*Owners *N.V. Petroleum H. La Corona*Managers *" " " "*

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

Residence *s' Gravenhage*Port of Registry *s' Gravenhage*

If surveyed while building, afloat, or in dry dock

whilst building

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	<i>481 mm</i>	<i>✓</i>	Bracket Floors, Frame	<i>✓</i>	
" " from $\frac{3}{8}$ length to Collision bulkhead	<i>686 mm</i>	<i>✓</i>	" " Reversed Frame	<i>✓</i>	
" " in peaks	<i>610 mm</i>	<i>✓</i>	" " Vertical Struts	<i>Only in motor room aft</i>	
DE FRAMING.			Centre Girder, depth and thickness amidships	<i>1524 x 13 1/2 mm</i>	
Frame Amidships, Angle, [or]	<i>250 x 90 x 11 In motor space</i>	<i>✓</i>	" " top Angles <i>double</i>	<i>90 x 90 x 12 1/2 mm</i>	
" " Extends up to	<i>Upper deck</i>	<i>✓</i>	" " bottom Angles <i>double</i>	<i>100 x 100 x 13 1/2 mm</i>	
WEB Reversed Frame Amidships, Angle Reverse	<i>150 x 90 x 11</i>	<i>one in each tank on frame 49-65-81-102-118-139-155 and further all as approved</i>	Side Girders, No. each side and thickness	<i>two 15 to 10 1/2 mm</i>	
" " Extends up to	<i>Upper deck</i>	<i>✓</i>	Margin Plate depth (excl. of flange) and thickness	<i>one half depth 12 1/2 mm</i>	
Depth of Framing Girder, W.E.B. FRAME	<i>462 x 10 1/2 mm</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem	<i>✓</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	<i>Longitudinal frames</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem	<i>✓</i>	
" " Second 'tween Decks, Angle, [or]	<i>at bottom</i>	<i>✓</i>	" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	<i>✓</i>	
" " Third " " "	<i>at bottom</i>	<i>✓</i>	" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	<i>✓</i>	
Framing in Peaks, Angle, [or]	<i>FORE PEAK 200 x 90 x 12 mm</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>230 x 90 x 9 mm</i>	<i>✓</i>	INNER BOTTOM PLATING, IN MOTOR ROOM		
State if Frame Joggled	<i>yes</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>1800 x 29 & 17 1/2 mm</i>	
STANDING ARRANGEMENTS (Sec. 7), state system and particulars	<i>about collision bulkhead web frames fitted spaced 3 to 4 frames apart and stringers fitted as approved</i>	<i>✓</i>	Thickness of remainder in Holds <i>MOTOR ROOM</i>	<i>29 and 13 1/2 mm</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Double riveted bottom frames and additional intercostal stringers fitted</i>	<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?	<i>Further all as approved</i>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds <i>TAREWARE DEPTANK</i>	<i>1200 x 9 1/2 mm</i>	<i>✓</i>	Uppermost Continuous Deck, amidships in Way, Angle, [or]	<i>200 x 75 x 11 1/2 mm</i>	<i>in way of motor room and forward</i>
Height of Brackets at side above base line at toe of frame	<i>2150 mm</i>	<i>✓</i>	" " in way of Bridge, Angle, [or]		
Middle Line Keelson, on Floors, Angles, [or]	<i>Centre line bulkhead in forward deep tank 10 mm</i>	<i>✓</i>	Spacing	<i>686 forward 481 in way of motor room</i>	
" " Through Plate or Intercostal Plate	<i>1016 x 10 1/2 mm in Cargo tanks</i>	<i>✓</i>	Second Deck, amidships, Angle, [or]		
" " Foundation Plate on Floors	<i>200 x 12 1/2 mm</i>	<i>✓</i>	Spacing		
" " Flat Plate Keel Angles	<i>100 x 100 x 12 1/2 mm</i>	<i>✓</i>	Third Deck, amidships, Angle, [or]		
Side Keelsons, No. each side	<i>Longitudinal bulkhead</i>	<i>✓</i>	Spacing		
" " thickness of Intercostal Plate	<i>wing tanks</i>	<i>✓</i>	Fourth Deck, amidships, Angle, [or]		
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, [or]	<i>200 x 75 x 11 1/2 mm</i>	<i>and as approved</i>
Solid Floors, thickness and spacing	<i>12 1/2 mm spaced 481 mm</i>	<i>✓</i>	Spacing	<i>481 mm</i>	
" " Are Frame and Reversed Frame joggled?	<i>yes</i>	<i>✓</i>	Bridge Deck, Angle, [or]	<i>200 x 75 x 12 mm</i>	
Bracket Floors, breadth and thickness at middle line	<i>Longitudinal bottom</i>	<i>✓</i>	Spacing	<i>481 mm</i>	
" " breadth and thickness at margin plate	<i>frames and transverses in cargo tanks</i>	<i>✓</i>	Forecastle Deck, Angle, [or]	<i>230 x 90 x 10 mm</i>	<i>and as approved</i>
			Spacing	<i>686 mm</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</i>		Stringer Plate, breadth and thickness in way of Bridge	<i>✓</i>	
FORECASTLE			Thickness of Plating abreast Deck openings in way of Wells	<i>✓</i>	
in 'tween Decks, Size and Spacing.....	<i>75 mm diam spaced 3 frame spaces</i>		Thickness of Plating abreast Deck openings in way of Bridge	<i>✓</i>	
BRIDGE	<i>90 mm diam spaced 4 frame spaces</i>		Thickness of Plating within line of openings...	<i>✓</i>	
in POOP	<i>steel division bulkhead</i>		If Sheathed, material and thickness	<i>✓</i>	
FOREWARD hold	<i>130x130x11 1/2</i>	<i>one pillar</i>	Third Deck.		
Centre Line Bulkhead.			Stringer Plate, breadth and thickness.....	<i>✓</i>	
Stiffeners and Spacing.....	<i>280x90x11 spaced 401 mm</i>		If Plated, state thickness.....	<i>✓</i>	
TWO LONGITUDINAL BULKHEAD WINGTANKS	<i>250x90x10 1/2</i>		Fourth Deck.		
Plating, thickness of	<i>11 1/2-11 & 10 mm</i>		Stringer Plate, breadth and thickness.....	<i>✓</i>	
STRINGERS AND DECKS.			If Plated, state thickness	<i>✓</i>	
Uppermost Continuous Deck.			Poop Deck.		
Stringer Plate, breadth and thickness in Wells	<i>2420x19 1/2 mm</i>		Stringer Plate, breadth and thickness	<i>940x9 1/2 mm</i>	
in way of Bridge	<i>19 1/2 mm at break 22 1/2 mm</i>		Plating, Sheathing, material and thickness ...	<i>6 1/2 64 mm pitch pine</i>	
Angle in Wells	<i>180x180x14 1/2 mm</i>		Bridge Deck.		
Thickness of Plating abreast Deck openings in way of Wells	<i>19 mm</i>		Stringer Plate, breadth and thickness.....	<i>2280x10 mm</i>	
Thickness of Plating abreast Deck openings in way of Bridge	<i>19 mm</i>		Plating, Sheathing, material and thickness ...	<i>8 1/2 mm not sheathed</i>	
Thickness of Plating within line of openings...	<i>14 mm</i>		Forecastle Deck.		
If Sheathed, material and thickness	<i>not sheathed</i>		Stringer Plate, breadth and thickness.....	<i>900x9 1/2 mm sheathed</i>	
Second Deck. FORWARD AND AFT			Plating, Sheathing, material and thickness ...	<i>9 and 7 1/2 mm pitch pine</i>	
Stringer Plate, breadth and thickness in Wells...	<i>9 and 10 mm</i>				

SHELL PLATING.

SCANTLINGS.						RIVETING.					
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		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.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.	Inches.	Inches.	
FLAT PLATE KEEL	<i>2200</i>	<i>22</i>	<i>19 1/2</i>	<i>19 1/2</i>		<i>double</i>	<i>1 4</i>	<i>5</i>	<i>1 4</i>	<i>Lapped</i>	
DBLG. (if any)	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>		<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
BOTTOM PLATING, No. of Strakes	<i>A 1810</i>	<i>14</i>	<i>13 1/2</i>	<i>14</i>	<i>In way of N of cargo tank and forward deep tank 18 1/2 mm</i>	<i>double</i>	<i>7/8 3 1/2</i>	<i>4</i>	<i>7/8 3 1/2</i>	<i>Lapped</i>	
BILGE PLATING, No. of Strakes	<i>D 2350</i>	<i>16</i>	<i>14</i>	<i>15</i>	<i>Plating to stern frame</i>	<i>double</i>	<i>7/8 3 1/2</i>	<i>4</i>	<i>7/8 3 1/2</i>	<i>Lapped</i>	
SIDE PLATING, No. of Strakes	<i>E 1950</i>	<i>16</i>	<i>12 1/2</i>	<i>13</i>	<i>16 mm</i>	<i>double</i>	<i>7/8 3 1/2</i>	<i>4</i>	<i>7/8 3 1/2</i>	<i>Lapped</i>	
UPPER DECK, Sheer-strake in Wells.....	<i>J 1250</i>	<i>26</i>	<i>12 1/2</i>	<i>13 1/2</i>				<i>5</i>	<i>1 1/8 4 1/2</i>	<i>Lapped</i>	
UPPER DECK, Sheer-strake in Bridge ...	<i>K 1250</i>	<i>25 1/2</i>			<i>at break 30 1/2 mm</i>	<i>double</i>	<i>1 4</i>	<i>5</i>	<i>1 1/8 4 1/2</i>	<i>Lapped</i>	
STRAKE BELOW Sheer-strake in Wells.....	<i>H 2100</i>	<i>19</i>	<i>12 1/2</i>	<i>13 1/2</i>		<i>double</i>	<i>1 4</i>	<i>4</i>	<i>1 4</i>	<i>Lapped</i>	
STRAKE BELOW Sheer-strake in Bridge ...	<i>H 2100</i>	<i>19</i>	<i>12 1/2</i>	<i>13 1/2</i>		<i>double</i>	<i>1 4</i>	<i>4</i>	<i>1 4</i>	<i>Lapped</i>	
POOP SIDE PLATING			<i>10</i>	<i>11 mm at break</i>				<i>3 & 2</i>	<i>3/4 2 5/8</i>	<i>Lapped</i>	
BRIDGE SIDE PLATING ...	<i>11</i>							<i>2</i>	<i>3/4 2 5/8</i>	<i>Lapped</i>	
FORECASTLE SIDE PLATING			<i>11</i>			<i>single</i>	<i>3/4 3</i>	<i>1</i>	<i>3/4 2 5/8</i>	<i>Lapped</i>	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	<i>14</i>
Deck next below	<i>1 (afterpeak tank bulkhead)</i>
As per Rule	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	<i>Flat plate keel</i>			
STEM	<i>Roller</i>	<i>254x70</i>	<i>Dortmunder Hoesler</i>	
STERN FRAME	Propeller Post	<i>Casting as per approved plan</i>	<i>Hessens Rührstahl A.G. Stahlwerk</i>	
	Rudder	<i>55 mm</i>	<i>Kruger of Düsseldorf</i>	
RUDDER—A x D		<i>446</i>		
Speed of Vessel		<i>12 knots</i>		
RUDDER mainpiece at head	<i>forging</i>	<i>350</i>	<i>Hessens Gute Hoffnungs</i>	
" " heel		<i>265</i>	<i>Huth. & G. of Düsseldorf</i>	
" " how constructed	<i>single plate</i>		<i>arms shrank on</i>	
" " double or single plate	<i>30 mm</i>		<i>stream line plates</i>	
" " coupling, vertical or horizontal	<i>horizontal coupling</i>			

STIFFENERS.					
	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
	m/m	m/m	m/m	m/m	m/m
MIDSHIP BULKHEAD, Upper tween decks	<i>13-10 1/2</i>				
CENTRE TANKS Second	<i>9 1/2</i>	<i>5250x90x10</i>	<i>824</i>	<i>840x10</i>	<i>as per</i>
WING TANKS Third	<i>12 1/2-10</i>	<i>5250x90x10</i>	<i>462</i>	<i>813x10</i>	<i>approved</i>
" " Holds	<i>9 1/2</i>				<i>floor</i>
" " (in Hold to upper deck)	<i>12 to 8</i>	<i>230x90x10 1/2</i>		<i>some box beam</i>	<i>1500</i>
COLLISION	<i>11-8</i>	<i>130x75x8</i>	<i>610</i>	<i>and deep tank deck</i>	
AFTER PEAK	<i>4 1/2</i>	<i>5250x90x10</i>	<i>610</i>	<i>bottom deck</i>	<i>+6" below tank deck</i>

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	<i>Open Hearth process</i>
	<i>August Thyssen-Hütte, Deutsche Rohrenwerke A.G., Société Anonyme d'Ougrée - Marbais, Dortmund Hoesler-Hüttenverein A.G., Société Anonyme de La Fabrique de fer de Charleroi</i>	
	Has the Steel been tested as required by the Rules?	<i>Yes</i>

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.	Ins.	Diam.	Speng.		Number.	Diameter.
Framing of L, L or C																		
Frames in Bridge 'tween Decks ...																		
Frames from Uppermost Continuous Deck No. 1																		
	" 2				Steel Single screw motor vessel													
	" 3				" MACOMA " (tanker)													
	" 4																	
	" 5																	
	" 6																	
	" 7																	
	" 8				Upper stringer in wing tanks													
	" 9	to shell			660 x 10 1/2 m		to Longitudinal bulkhead		660 x 10 m									
	" 10	face bar			90 x 90 x 11 m		face bar		90 x 90 x 10 1/2 m									
	" 11																	
	" 12				Second stringer in wing tanks													
	" 13	to shell			462 x 11 m		to Longitudinal bulkhead		462 x 10 1/2 m									
	" 14	face bar			90 x 90 x 11 m		face bar		90 x 90 x 10 1/2 m									
	" 15																	
	" 16				Further all ordinary side framing as per report.													
Spacing of Longitudinal Frames		Amidships			At Ends													
Double Bottoms		Tank Top Longitudinals																
Bottom		"		17 x 4 x .40 x .68			17 x 4 x .40 x .68											7/8 5/4 3 1/16 for eleven rivets each side of bulkheads and transverses
Spacing of Longitudinals		Amidships		83 1/2 m	in centre tanks		83 1/2 m	in centre tanks										
		At Ends...		462 m	in wing tanks		462 m	in wing tanks										
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		1016 x 11 m		1016 x 11 m		940 x 11 m		940 x 11 m								
		Face Angles double.		150 x 100 x 13 1/2 m		150 x 100 x 13 1/2 m		single 150 x 100 x 13 m		150 x 100 x 13 m								
		Lugs to Shell*		150 x 100 x 13 1/2 m		150 x 150 x 11 1/2 m		150 x 150 x 11 m		150 x 100 x 11 m								15 4/8 3 1/6 and 4 3/8 and 3 1/2 all as approved
In Hold.		Lugs to Shell*		90 x 90 x 11 m		as per approved plan												
		Back Bars ...		1645 x 1510 m		to Long. bulkhead		1220 x 1145 m		to ordinary side frames								
Brackets				3124		3124		3124		3124								
Spacing of Transverse Frames		State if joggled or liners.																
Longitudinal Beams of L, L or E		Bridge Deck ...		m		forward and aft.		m		forward and aft		m						
		Upper TANKS,		200 x 90 x 11 1/2				200 x 90 x 11 1/2		and aft		83 1/2						
		Second WING TANKS		200 x 90 x 11		transverse		200 x 90 x 11		transverse		462						
		Third "				framing				framing								

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 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.					
1920	1st Bower ...	74	0	9	Stockless			56	0	0	0	81 1/2	77	Union Stockless	Dortmunder	Dusseldorf 24/36	
1921	2nd " ...	74	1	14	"	"	"	56	0	0	0			"	London Liffen	H. Berg	
1922	3rd " ...	74	1	1	"	"	"	56	0	0	0			"	verren. A.G. Dortmund	"	
	Collective weight.	222	2	24								219 1/2	276 1/2			"	
1923	Stream	22	2	2	5	3	24	22	10	3	0	22	in stock	stockless	S. " "	" " " "	

CHAIN CABLES.												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.	Stations.	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.
1188	300	2 1/16	106 9/10	149 5/8	950-2-19			890 1/4	300	2 1/16	stud link	Kettenwerke Schlieper	Dusseldorf 4/36 Jul. Quast	TOWLINE	130	5 1/4	44 1/2	130	5 1/4
														HAWERS & WARPS	2x100	3 1/4	21.4	2x100	3 1/4
														"	2x100	3 1/4	21.4	2x100	3 1/4
		Cir.								Cir.									
	120	5	52.8						120	5	steel wire								

ring Gear, Steam *Hydraulic, direct acting* Steering Gear, Hand *Relieving tackle fitted*
 is *Four Life Boats* Steering Chains, Size and Test *Windlass Steel Steam patent.*
 ing in Holds, thickness and material *Cargo Battens, thickness, material and spacing*
 o Hatchways.—(Upper Deck) *All oiltight hatches* Thickness of Hatches *Steel covers . 50*
 of No. 1 Hatchway (Forward) *hold No. 2 2756 x 3050 No. 3 and also Oiltight hatches 1220 x 915 7/8*
 per of Shifting Beams and/or Fore and Afters *✓*

N.V. NEDERLANDSCHE SCHEEPSBOUW-MAATSCHAPPIJ

Builder's Signature

ERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *yes* (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.

The workmanship has been found good, and the vessel has been built in accordance with the approved plans, copies of which are being retained in the London Office for record, and in accordance with the instructions contained in the Secretary Letters respecting this case, detailed on the Hatched form, and in general conformity with the Society's Rules. All cargo tanks, wing tanks, settling tanks, bunkers, cofferdams, oil tanks, fore and after peak tank, double bottom tanks, in motorroom lubricating tanks, have been tested by a head of water as required by the Rules and found sound and tight. Deckboard marking verified and found correct, and cut in the vessel's side. Certificates of Stern frame, Rudder & 2 of Tellers are sent herewith.

Amount of Entry Fee £120.— : Fees applied for, *adm*
 Special Survey Fee £4204.— : Received by me, *6.6 36 8/6*
 Travelling Expenses, if any £65.— :

I am of opinion the Vessel should be Classed *+100 A*
 "Carrying Petroleum in Bulk" with the notation "Longitudinal Framing at Bottom and at Deck"

whether the Vessel has been built under Special Survey *yes*

Signature

H. J. Vonker

Surveyor to Lloyd's Register of Shipping.

ificate to be sent to *Amsterdam* Surveyors Date of issue *17/6/36*

Committee's Minute

Character assigned

FRI. 12 JUN 1936

+100 A

Carrying petroleum in bulk

Lloyd's arch

+ dimb 5.36 D.B 180 K

oil Eng. Ch

White Arch
" Jms



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Lloyd's Register Foundation

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.)

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

1st Bower *Weight 48-0-4 Cwts, Ab. Berg, Cert. N° 4451, Dusseldorf 15-1-36*
2nd „ *Weight 48-2-10 Cwts, Ab. Berg, Cert. N° 4452 Dusseldorf 15-1-36*
3rd „ *Weight 48-3-2 Cwts, Ab. Berg, Cert. N° 4453 Dusseldorf 15-1-36*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *92.75* ft., R.Q.D. *✓* ft., Bridge *47* ft., Forecastle *48.3* ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (*this information is to be given as it should appear in the Register Book*) *one steel deck (2nd steel deck clear of cargo tanks)*

Official No. _____ : Signal Letters _____
particulars of composition _____

☒ bottom of Vessel coated with cement *in peaks* if not give

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	<i>22</i>	<i>135</i>
Double bottom, under Engines and Boilers,			After peak tank,	<i>16</i>	<i>83</i>
Double bottom, if under Engines only,	<i>64</i>	<i>154</i>	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	<i>24.75</i>	<i>264</i>
Double bottom, forward,			Other tanks, if fitted, <i>Fuel bunkers</i>	<i>6.5</i>	<i>278</i>
Total capacity of double bottom		<i>154</i>	(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 *181*

Date *28 Febr 1935*

Dates of Surveys held while building

20/2, 4-27/3, 1-4-10-24-25-29/4, 1-3-6-8-10-13-15-16-17-20-21-23-24-27-31/5, 3-6-5-7-11-12-13-14-15-17-19-23-24-29/6, 2-3-4-5-8-10-11-12-15-16/4, 5-6-8-9-14-15-16-19-20-21-22-23-26-27-28-30/9, 1-2-3-5-7-8-12-16-23-24-25-26-29-30/10, 2-4-7-8-9-10-14-17-18-20-22-24-27-29-31/1, 3-5-7-10-13-14-17-20-21-25/2, 4-6-9-16-24-30/3, 6-8-14-15-17-20-23-27-30/4, 1-4-11-12-13/5-1936

Total No. of Visits *141*