

WRECK
SECTIONN/N "LIVERPOOL"
STEEL STEAMER OR MOTORSHIPWRECK
SECTION

Received at London Office

19 AUG 1921

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel YesDate of completion of report 5.7.50 Port of NEWCASTLE-on-TYNE No. 104543Survey held at Wallend on Tyne Date First Survey 20.3.50 Last Survey SEE RPT 8. 19 21On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) twin screw "ESSO LIVERPOOL" ex JOHN D. ARCHBOLD (machinery fitted aft)State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Suitable for draught extreme of 31' 8 1/2" State Type of Erections BridgeTONNAGE under
Tonnage Deck ... 14076.61CLASS 100A1State if with freeboard
as condition of Class NoBuilt at Newport News U.S.A.Completed 1921Yard No. 261Builders Newport News S.B. & D.D. Co.Owners Anglo American Oil Co. Ltd.Managers ✓

(Where necessary to be entered in Reg. Book)

Residence ✓Port of Registry LondonIf surveyed while building, afloat, or in dry dock
afloat & in drydock.Do. of space or spaces
between Tonnage Dk.
and Upper Dk.

Total

Gross Tonnage 14539.47Register Tonnage 8683.49

REGISTERED DIMENSIONS.

FEET

554.975.342.9Length from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a) 555.0Breadth (greatest moulded) B 75.0Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c) D 43.251st Longitudinal Number (L x D) 24003.752nd Numeral L x (B + D) 65628.75Framing Depth "d," at middle of length. See
Sec. 3 (1d) ✓Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel 12.6Do. Long Bridge to
top of keel ✓Draught Moulded 31-5 1/2

FRAMES, DOUBLE BOTTOM AND BEAMS.

Longitudinal framing as
page 5.

INCHES IN SHIP.

Any Departure from
Approved Plans to
be Noted.

INCHES IN SHIP.

Any Departure from
Approved Plans to
be Noted.AMES, Spacing amidships ✓" " from 1/2 length amidships to
Collision bulkhead ✓" " in peaks 24 ✓

E FRAMING.

Frame Amidships, Angle, ✓ or ✓" " Extends up to ✓Reversed Frame Amidships, Angle ✓" " Extends up to ✓Depth of Framing Girder ✓Frames in Uppermost Continuous 'tween
Decks, Angle, ✓ or ✓" " Second 'tween Decks, Angle, ✓ or ✓" " Third ✓" " from 1/2 len. for'd. to 15% len. from
Stem 6 3 1/2 44 with ✓" " in Peaks, Angle 6 3 1/2 56 (9" girder) ✓Diameter and Spacing of Rivets through
Frame and Shell Plating amid-
ships ✓State if Frame Joggled ✓Are the scantlings and arrangements in the
Panting Area in accordance with the Rules
and/or as approved? ✓Are the scantlings and arrangements in way
of the Bottom Forward in accordance with
the Rules and/or as approved? ✓

NGLE BOTTOM.

Floors, Depth and thickness at mid-line in
Holds ✓Height of Brackets at side above
base line at toe of frame ✓Middle Line Keelson, on Floors, Angles,
✓ or ✓" " Through Plate or Inter-
costal Plate ✓" " Foundation Plate on
Floors ✓" " Flat Plate Keel Angles ✓Side Keelsons, No. each side ✓" " thickness of Intercoastal Plate ✓" " Angles ✓DOUBLE BOTTOM. in way Machinery (454.5 to 525)
See also Long' fr. 50" 2 33" 34"Solid Floors, thickness and spacing ✓" " Are Frame and Reversed Frame
joggled? YesBracket Floors, breadth and thickness at
middle line ✓" " breadth and thickness at
margin plate ✓Bracket Floors, Frame ✓" " Reversed Frame ✓" " Vertical Struts ✓

Machinery Space

Centre Girder, depth and thickness amidships 72 x 68/56" " top Angles double 3 1/2 3 1/2 68" " bottom Angles double 6 6 68Side Girders, No. each side and thickness 2 22 50/56 in way long' fr. 1/2 height 50Margin Plate depth (excl. of flange) and
thickness 9 x 60" " Vertical Angle to Tank side ✓" " Bracket abaft 1/4 len. from
stem ✓" " Vertical Angle to Tank side ✓" " Bracket from forward 1/4 len.
from stem to Panting Area ✓" " Gussets, spacing and scantling
abaft 1/4 len. from stem ✓" " Gussets, spacing and scantling
from forward 1/4 len. from stem
to Panting Area ✓Tank Side Brackets, height above base line
at toe of Frame and thickness ✓

INNER BOTTOM PLATING. in way Mach'ry

Breadth and thickness of Middle Line Strake 54 x 68/60Thickness of remainder in Holds of Mach'ry 68/60Are Rule requirements complied with regard-
ing 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, ✓ or ✓" " in way of Bridge, Angle, ✓" " ✓ or ✓Spacing ✓Second Deck, amidships, Angle, ✓ or ✓Spacing ✓Third Deck, in Peaks 7 x 3 1/2 x 3 1/2 x 38Third Deck, amidships, Angle, ✓ or ✓Spacing 24 ✓Fourth Deck, amidships, Angle, ✓ or ✓Spacing none ✓Poop Deck, Angle, ✓ or ✓Spacing none ✓Bridge Deck, Angle, ✓ or ✓Spacing none ✓Forecastle Deck, Angle, ✓ or ✓Spacing none ✓WRECK
SECTIONNo. 104543

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Lloyd's Register
Foundation

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	Centre Line Bulkhead in Cargoes Bunker Tanks			Stringer Plate, breadth and thickness in way of Bridge		✓	
" in 'tween Decks, Size and Spacing (Fore Hold)	2 rows			Thickness of Plating abreast Deck openings in way of Wells over oil spaces	.50	✓	
" in Bridge 'tween Decks	3 rows			Thickness of Plating abreast Deck openings in way of Bridge	✓		
" Fore in Holds & Machinery sp.	2 rows			Thickness of Plating within line of openings	✓		
" " " " "	" " " " "			If Sheathed, material and thickness	no		
Centre Line Bulkhead (See also page 5).				Third Deck. over peaks & stringers	.44	✓	
Stiffeners and Spacing	Upper Trans. 24/30 x 41 with 5 fl. Hold Trans. 45 x 44 with 6 x 3 1/2 x 56 double face bars. 41 to 56			Stringer Plate, breadth and thickness in machinery & fore hold	.36 F.P. .34 A. Peak.		
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	66 x { 1.00 for 1/3 L .91 for 2/3 L			If Plated, state thickness			
" " " " in way of Bridge	66 x 1.00 aft / 91 for'd			Poop Deck.			
" Angle in Wells	8 / 8 .74			Stringer Plate, breadth and thickness			
Thickness of Plating abreast Deck openings in way of Wells	.75/1.00 strake adjacent to strake BL .69/91 for 2/3 L			Plating, Sheathing, material and thickness			
Thickness of Plating abreast Deck openings in way of Bridge	do			Bridge Deck.	60 x 38		
Thickness of Plating within line of openings	.53 strake in way hatch openings.			Stringer Plate, breadth and thickness			
If Sheathed, material and thickness	no			Plating, Sheathing, material and thickness	.30 bare steel where exposed		
Second Deck. over oil spaces				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells	54 x .56			Stringer Plate, breadth and thickness			
				Plating, Sheathing, material and thickness			

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	ORIGINAL AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	No.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED LAPPED	
	Breadth.	Thickness.	Thickness.	Thickness.						Diam.	Spacing cr. to cr.		Diam.
	Inches.	Inches.	Inches.	Inches.		SINGLE OR DOUBLE.	Inches.	Inches.		Inches.	Inches.		
Flat Plate Keel.....	54	1.25	.98	.91		outer & upper	1 1/4	4 3/4	Treble	1 1/4	4 1/2	Strap	
„ Dblg. (if any) ..													
Bottom Plating, No. of Strakes	12	.94 1/3 L .88 1/2 L	.53	.60	.94	D.R.	1 1/8	4 1/4	Quint.	1 1/8	4	Lapped	
Bilge Plating, No. of Strakes	6	.94 1/3 L .88 1/2 L	.53	.53	.88	D.R.	1 1/8	4 1/4	Treble	1 1/8	4 1/4	Strapped	
Side Plating, No. of Strakes	5	.78	.50	.53	.78	H&L T.R. M D.R.	1	3 3/4	Quint.	1	4 1/2	Lapped	
Upper Deck, Sheer- strake in Wells.....	66	1.20 1/3 L 1.00 2/3 L	.66	.53					Treble	1 1/8	4 1/4	Strapped	
Upper Deck, Sheer- strake in Bridge ...													
Strake below Sheer- strake in Wells.....	73	1.00	.53	.53		D.R.	1 1/4	5 1/2	Quint.	1 1/8	5 1/4	Lapped	
Strake below Sheer- strake in Bridge ...													
Poop Side Plating.....													
Bridge Side Plating.....	2	.44				S.R.	3/4	3 3/8	Double	3/4	3 3/8	Lapped	
Forecastle Side Plating													

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	16
Extending to Upper Deck (Sec. 3 c)	2
" Deck next below	14
As per Rule	As approved.

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Dep't from App. Plans to be
KEEL, Bar				
STEM				
STERN FRAME	Propeller Post			
	Rudder			
Speed of Vessel				
RUDDER—Type				
A x D.				
Diam. of head				
Mainpiece at top pintle				
" heel				
how constructed				
double or single plate coupling, vertical or horizontal				

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
See also page 5.					
MIDSHIP BULKH'D, Upper web	.41	39/41 x 41	11'-0" from f.s.a. girder level	At 2nd dk level	
" Lower web	.53	48 x 50	11'-0" from f.s.a. girder level	27' x 50	
" Second	.26	5 x 3 x 40	22"	6 x 3 1/2 x 56 face bars	
Collision Bulkhead	.32	6 x 3 1/2 x 40	22"	11'-0" & 27' 6" from c.l.	
" Third 2nd T.Dks	.34 to .58	10 x 3 1/2 x 50	22"	3 stringers.	
" Holds	.34 to .58	10 x 3 1/2 x 50	22"	2 do	
" (in Hold)	.26	5 x 3 x 40	33"		
" Tween Dks	.26	5 x 3 x 40	33"		

STEEL.

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

Vessel previously classed by American Bureau of Shipping.

Has the Steel been tested as required by the Rules?

Repairs - Yes.

t. 1*.

"ESSO LIVERPOOL"

page 5.

PARTICULARS OF LONGITUDINAL FRAMING.

NEWCASTLE-ON-TYNE, No. 104543.

FRAMING.		Cargo Spaces			Centre Line & Transverse Bkds			Fore Hold & Machinery Space	RIVETING.				
		In Ship.			In Ship.				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.		Diam. Ins.	Speng. Ins.	Inches.	Number.	Diameter. Inches.
in Bridge 'tween Decks ...		6 x 3 1/2 x 3 1/2 x .36							7/8	5 1/4			
from Uppermost Continuous		9 x 3 1/2 x 3 1/2 x .40			9 x 3 1/2 x 3 1/2 x .40			9 x 3 1/2 x 3 1/2 x .40	1	6	8 @ 5"		
sk No 1 & 2					CL Shelf 39 x .44 (3 1/2 fl.) Trans. - 60 x .44 (5 fl.)								
2nd Deck													
{ No 3 & 4		10 x 3 1/2 x 3 1/2 x .38			10 x 3 1/2 x 3 1/2 x .38			10 x 3 1/2 x 3 1/2 x .38					
{ No 5		12 x 3 1/2 x 3 1/2 x .45			12 x 3 1/2 x 3 1/2 x .45			Main Dk Stringer					
{ No 6 & 7		-do-			-do-			10 x 3 1/2 x 3 1/2 x .38					
{ No 8		-do-			-do-			12 x 3 1/2 x 3 1/2 x .45					
{ No 9 to 11		15 x 3 1/2 x 3 1/2 x .42			15 x 3 1/2 x 3 1/2 x .42			-do-					
{ No 12		15 x 3 1/2 x 3 1/2 x .52			-do-			15 x 3 1/2 x 3 1/2 x .42	1	6	12 (Bk'd) 10 (Trans) @ 4"		
{ No 13		-do-			15 x 3 1/2 x 3 1/2 x .52			15 x 3 1/2 x 3 1/2 x .42					
{ No 13 A, B & C								-do-					
{ No 14		15 x 3 1/2 x 3 1/2 x .52			15 x 3 1/2 x 3 1/2 x .52								
{ No 15 to 19		18 x 4 x 4 x .60			/				1	6	12 (Bk'd) 10 (Trans) @ 4"	2 rows 7/8	7/8
{ No 20		52 x .50 with 6 x 3 1/2 x .56 face b									Thro' bkd 4" apart	7/8	
{ No 21 & 22		18 x 4 x 4 x .60											
{ No 23		52 x .50 & 6 x 3 1/2 x .56 face b											
{ No 24 to 26		18 x 4 x 4 x .60											
acing of (Amidships		33"			33"								
itudinal (At Ends					Note: * denotes C.L.B. only			Note: ~ denotes Machinery space only.					
Tank Top Longitudinals		9 x 3 1/2 x 3 1/2 x .40							7/8	5 1/4			
Bottom		-do-											
f Longitudinals { Amidships					/								
34.75 frame (At ends...		33"											
54.5													
Transverses.								Transverses in Machinery-	Rivets in Lugs to Shell.				
e bks.		B 36 1/2 / 30 x .41						Upper Tweens as in Cargo	Diam.	Speng.			
of bks		T 18 x .41						Tanks - 18 x .41 etc.					
Decks)		B 5 1/2						2nd Tweens-					
Face Angles		T 6 3 1/2						Depth - 20 x .41			1 5" (Cargo Tanks)		
Lugs to Shell		4 3 1/2 .52						Face A. 6 x 3 1/2 x .44					
Depth and Thickness		47 x .50						Lugs 4 x 3 1/2 x .52	1	5	5 1/2 reeled (Cargo Tanks)		
Face Angles		6 3 1/2 .56						Eng. Room - 39 x .50					
Lugs to Shell		4 3 1/2 .50						Face A double 6 x 3 1/2 x .44					
Depth and Thickness		72 x .50						Lugs 6 x 6 x .50					
Face Angles		8 3 1/2 70						Back bars 4 x 3 1/2 x .52					
Lugs to Shell		6 6 .50											
" " Back Bars		4 3 1/2 .52											
Brackets		every 3rd longth.											
ing of Transverse Frames...		12' 3"; 16' 0"; 12' 3";											
* State if joggled or liners.													
Final		in way tanks			clear of tanks			Spacing.	Plate.		Face Angles.	Any departure from Approved Plans to be Noted.	
of		6 3 1/2 .50						28 1/2"	28 x .41		5 1/2	U.Dk above bks	
{		9 x 3 1/2 x 3 1/2 x .40			7 x 3 1/2 x 3 1/2 x .34			in way Tanks 33" in way Alleyways 35 1/2"	16 x .41		6 x 3 1/2 x .36	U.Dk clear of bks	
{		-do-			-do-			33" & 30"	18 x .41		6 x 3 1/2 x .44	U.Dk in tanks	
{									33 x .44		6 x 3 1/2 x .50	20k in tanks	
{									18 x .41		6 x 3 1/2 x .44	U.Dk in Mach	

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., 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, &c., on the first page.

Lloyd's Register
Foundation
wa Robinson

5 (W) 6.50 3 SB 200 16 1-5

65620 1/2
+ Bridge 3/4 (44.5 x 7.5)
+ House 1/2 (54 x 7.5)

EQUIPMENT No. 66082 LETTER *it* ANCHORS. 3-1.

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.			
26305	1st Bower	135	0	21	✓	✓		79	15	.	✓	Baldt type stockless	✓	Low Walker 1/6/50 R.J. Vogan
26307	2nd "	123	2	21	✓	✓		76	.	.	✓	do	✓	Low Walker 1/6/50 R.J. Vogan
40831	3rd "	108	1	14	✓	✓		70	12	2	✓	Stockless	✓	Sunderland 19/5/41 W.V. Norman
	Collective weight	367	1								311			
26333	Stream	35	3	7	10	2	21	33	0	2	14	Steel Stock	✓	Low Walker 28/6/50 R.J. Vogan

CHAIN CABLES. 330 fathoms 2 7/8" 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.	Cwts.	Cwts.	qrs.	lbs.	Fathoms.	Ins.					Fathoms.	Ins.		Fathoms.	Ins.
8884	148	2 1/2	133 1/2	186 3/4	583	2	19						TOWLINE	140	6 1/2	✓	130	6 1/2
8883	116 1/2	2 1/2	135 1/2	175 1/2	421	0	7						HAWSERS & WARPS	1/20	2 3/4	✓	4/120	2 3/4
8909	14 1/2	2 1/2			51	3	12							3/20	2 1/2	✓	4/120	2 1/2
8908	15	2 1/2	133 1/2	186 3/4	47	2	19							4/120	8	✓	4/120	8
163	15 1/2	2 1/2	137 1/2	192 1/2	62	2	0											
164	15 1/2	3			62	1	14											
Stream or el Wire	120	5 1/2			1229	0	15	1378	330	2 7/8	✓	29/16						
									120	5 1/2	✓							

Steering Gear, Type (Power or hand) *power - steam* Alternative Means of Steering *Blocks & tackle to warping winch*

Steering Chains (Size and Test) *✓* Windlass *Steam - engine in Boats 4 - 26'0" steel. tween decks below*

Ceiling in Holds, thickness and material *none* Cargo Battens, thickness, material and spacing *none*

Cargo Hatchways. (Upper Deck) *steel plates & angles* Thickness of Hatches *steel covers, fore hold stiffened by angles.*

Fore Hold *✓* Cargo & Bunker Oil Store Aft *✓*

Size of Hatchways No. 1 (Fwd.) *21'6" x 16'6"* No. 2 *6'0" x 4'0"* No. 3 *4'0" x 3'0"* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *none*

Builder's Signature _____

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.*

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *tanker* 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). *This tanker was originally built under supervision of American Bureau of Shipping & classed with that Bureau.*

The vessel has now been examined afloat & in drydock in conformity with the Society's rules & regulations & Secretary's letters.

The scantlings & arrangements are generally as given in the report & as shown on the approved plans now forwarded. The workmanship as far as now seen is considered satisfactory.

Cargo oil tanks, oil fuel bunkers, cofferdam, deep tanks forward, fore & after peaks, D.B. Tanks, pump rooms, bulkheads, decks examined & tested & all found satisfactory (See also Report 8).

The freeboards verified & marks cut in on sides of vessel.

The steering gear & windlass examined & tried under working conditions & found satisfactory.

Bilge suction & hand pump tried & found satisfactory.

Oil fuel F.P. above 150°F is carried in oil fuel bunker tanks aft & forward of oil cargo spaces.

REPAIRS

The amount of Entry Fee *£450 - -* Fees applied for, 19

Special Survey Fee *£ : :* Received by me, 19

Freeboard Assign

Travelling Expenses, if any *£ 36 - -*

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

Longitudinal framing.

Fitted for oil fuel F.P. above 150°F.

I am of opinion the Vessel should be Classed *100 A1*

Carrying Petroleum in Bulk

State whether the Vessel has been built under Special Survey *No.*

Signature *W.A. Robinson & David J. Gant.*

Certificate to be sent to *Anglo-American Oil Co. Westminster* Date of issue *25/10/50.*

Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 6 OCT 1950*

Character assigned *100 A1*

Carrying petroleum in bulk

Fitted for oil fuel F.P. above 150°F

Classed 7.50 6.50 Nwc S.S. Nwc 7.50 (Dr.)

Lloyd's A.B.C.P. Lmp 6.50 subject

S (N) 6.50 3 SB 200 lb 1-15

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 the Plans should be embodied.)

Plans: Midship Section,
Profile & Decks,
Transverse Bulk,
Stern Frame
Rudder 2 plans.
Openings in fore & aft tween deck
bulkheads abreast Donkey Boiler Space.

Vessel undocked - 22.6.50.

PARTICULARS OF ELECTRIC WELDING (if employed) none ✓

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book
Carrying Petroleum in Bulk, Longitudinal framing, 3 decks
(including 2nd dk at sides & ends & 3rd deck at ends), Radar, Wireless
D.F. Gyro Compass, Machinery aft, Twin screw, fitted for oil fuel.
Lloyds A & C.P. ✓ E.S.D.

RADAR Equipment (State if fitted) Yes ✓
State Type or Pattern No. Mark II Model
State } Maker Sperry.
Name } and for
of } Supplier

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	Anchor Head - 97.2.0 ; KF ; 7699 ; 16.5.50. Shank - 32.2.0 ; KF ; 7700 ; 16.5.50. Head - 85.0.0 ; KF ; 7701 ; 16.5.50.
	2nd "	Shank - 32.3.0 ; KF ; 7702 ; 16.5.50. Head 70.0.14
	3rd "	Shank 38.1.0 ? ? ?
	Stream Anchor	35.3.14; AEG; 4010 ; 15.6.50. ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge 44.5 ft., Forecastle ✓

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

Official No. 183276 Signal Letters GGFL Extreme Breadth over Belting (Circ. 1611) Over-all Length 572'5 (Circ. 1703)

No. and Material of Decks 3 - Upper Dk-steel, 2nd Dk at sides & ends-steel, 3rd Dk at ends steel.

Parts of Bottom of Vessel coated with cement or approved composition clear of oil compartments - cemented
turn of bilge & cement washed above.

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.	Water Capacity. FW. Tons.	Where Fitted.	Length.	Water Capacity. FW. Tons.
Double bottom, aft, well	19.5	-	Fore peak tank,	29.0	311
Double bottom, under Engines and Boilers,			After peak tank,	30.0	259
Double bottom, under Engines only,	51.0	179	Deep tank, aft,		
Double bottom, under Boilers only,	19.75	130	Deep tank, forward,	50.25	368
Double bottom, forward,			Other tanks, if fitted, C.D. aft.	4.0	29
Total length (if continuous) and Capacity	70.75	309 ✓	(If necessary furnish further information by sketch.)		

Order for Special Survey No. _____

Date _____

Dates of Surveys
held while building



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Total No. of Visits