

## STEEL STEAMER or MOTORSHIP.

Received at London Office... -9 MAR 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

*6<sup>th</sup> March 1936*

Port of

*Newcastle on Tyne*

No.

*93536*

Survey held at

*Wallsend on Tyne*

Date First Survey

*9<sup>th</sup> April 1935*

Last Survey

*2<sup>nd</sup> March 1936*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

*Single Screw M. S. "MACTRA"**Machinery fitted aft.*

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

*Full Scantling Tanker having three tanks*

State Type of Erections

*Prop. Bridge*

TONNAGE under Tonnage Deck...

*5495.68*

CLASS

*+100 A1*

State if with freeboard as condition of Class

*No*

Built at

*Wallsend on Tyne*

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

*425*

Breadth (greatest moulded)

B

*54.25*

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D

*31.0*

1st Longitudinal Number (L x D)

=

*13175*

2nd Numeral L x (B + D)

=

*36231*

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

✓

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

13.7

Do. Long Bridge to top of keel

Draught Moulded

*25-5 1/8*

Managers

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

Residence

Port of Registry

*London*

If surveyed while building, afloat, or in dry dock

*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.
<b>FRAMES, Spacing amidships</b>	<i>31 3/4</i>	✓	<b>Bracket Floors, Frame</b>		
" " from <i>in main tanks</i> length to Collision bulkhead	<i>26 1/4</i>	✓	" " Reversed Frame		✓
" " in peaks	<i>27</i>	✓	" " Vertical Struts		
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	<i>40 x 42</i>	✓
Frame Amidships, Angle, E or C	<i>9 x 3 1/2 x 44</i>	<i>Rule .38</i>	" " top Angles	<i>3 1/2 x 3 1/2 x 44</i>	<i>8ble</i>
" " Extends up to	<i>10 x 3 1/2 x 44</i>	<i>40</i>	" " bottom Angles	<i>4 x 4 x 50</i>	<i>8ble</i>
Reversed Frame Amidships, Angle	<i>Upper 38</i>	✓	<b>Side Girders, No. each side and thickness</b>	<i>6 x 6 x 44</i>	<i>8ble at trans.</i>
" " Extends up to		✓	" " Vertical angles	<i>3 1/2 x 3 1/2 x 40</i>	<i>at bulk.</i>
Depth of Framing Girder		✓	<b>Margin Plate</b> depth (excl. of flange) and thickness	<i>60</i>	<i>50 x 40</i>
Frames in Uppermost Continuous 'tween Decks, Angle, E or C	<i>As ends as approved</i>	✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>8 x 3 1/2 x 44</i>	<i>8ble at trans.</i>
" " Second 'tween Decks, Angle, E or C		✓	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>6 x 6 x 44</i>	<i>8ble at trans.</i>
" " Third " " "		✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>5-7 x 42</i>	<i>in main tanks</i>
Framing in Peaks, Angle or C	<i>8 x 3 x 35</i>	<i>Apr Peak</i>	" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>6-4 x 42</i>	<i>clear of trans.</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 @ 4 7/8</i>	✓	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<i>5-7 x 42</i>	<i>clear of trans.</i>
State if Frame Joggled	<i>Long joggle</i>	✓	<b>INNER BOTTOM PLATING.</b>		
<b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars	<i>web frames</i>	✓	Breadth and thickness of Middle Line Strake	<i>1 1/8 plating in main tanks</i>	<i>space with 18 Butt</i>
<b>STRENGTHENING OF BOTTOM FORWARD.</b> State Particulars	<i>side stringers</i>	✓	Thickness of remainder in Holds	<i>8 x 3 1/2 x 44</i>	<i>8ble at trans.</i>
<b>SINGLE BOTTOM.</b>	<i>3 Strakes Shell plating next keel 10 1/2 above midship thickness from 1/2 L fore to Collision Bulk.</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>Yes as applicable</i>	✓
Floors, Depth and thickness at mid-line in Holds	<i>as approved</i>	✓	<b>BEAMS.</b>		
Height of Brackets at side above base line at toe of frame		✓	Uppermost Continuous Deck, amidships	<i>Longitudinal</i>	<i>in each main tank</i>
Middle Line Keelson, on Floors, Angles, E or C		✓	" " in way of Bridge, Angle, E or C	<i>2 upper stringers</i>	<i>7 x 3 1/2 x 32</i>
" " Through Plate or Intercoastal Plate		✓	" " Spacing	<i>4 x 3 1/2 x 40</i>	<i>40/54</i>
" " Foundation Plate on Floors		✓	<b>Second Deck, amidships, Angle, E or C</b>	<i>10 x 3 1/2 x 32</i>	<i>50/51</i>
" " Flat Plate Keel Angles		✓	" " Spacing	<i>6 x 3 1/2 x 40</i>	<i>40/54</i>
Side Keelsons, No. each side		✓	<b>Third Deck, amidships, Angle, E or C</b>	<i>7 x 3 x 40</i>	<i>40/54</i>
" " thickness of Intercoastal Plate		✓	" " Spacing	<i>27 x 24</i>	<i>40/54</i>
" " Angles		✓	<b>Fourth Deck, amidships, Angle, E or C</b>	<i>8 x 3 x 44</i>	<i>40/54</i>
<b>DOUBLE BOTTOM.</b>			" " Spacing	<i>7 x 3 x 36</i>	<i>40/54</i>
Solid Floors, thickness and spacing	<i>machy space</i>	✓	<b>Poop Deck, Angle, E or C</b>	<i>7 x 3 x 33</i>	<i>40</i>
" " Are Frame and Reversed Frame joggled?	<i>as approved</i>	✓	" " Spacing	<i>24 x 26 1/4</i>	<i>40</i>
Bracket Floors, breadth and thickness at middle line		✓	<b>Bridge Deck, Angle, E or C</b>	<i>7 x 3 x 32</i>	<i>40</i>
" " breadth and thickness at margin plate		✓	" " Spacing	<i>31 3/4</i>	<i>40</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.
<b>PILLARS, No. of Rows.....</b>	<i>At Ends</i>		Stringer Plate, breadth and thickness in way of Bridge .....		
„ in 'tween Decks, Size and Spacing.....	<i>At Bridge as approved</i>		Thickness of Plating abreast Deck openings in way of Wells .....	<i>34</i>	<i>36 aft</i>
„ „ „ „ „			Thickness of Plating abreast Deck openings in way of Bridge .....	<i>40 in way</i>	<i>Settling tanks</i>
„ in Holds „ „	✓		Thickness of Plating within line of openings...		
<i>Two Long.</i> „ „ „			If Sheathed, material and thickness .....		
<b>Centre Line Bulkheads</b>			<b>Third Deck.</b>		
Stiffeners and Spacing.....	<i>5</i>	<i>9 x 3 1/2 x .44</i>	Stringer Plate, breadth and thickness.....		
	<i>N=7</i>	<i>9 x 3 1/2 x .48</i>			
	<i>8</i>	<i>10 x 3 1/2 x .52</i>	If Plated, state thickness.....	✓	
Plating, thickness of .....	<i>with ship tanks</i>	<i>.43</i>			
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells		<i>78 x .63</i>		✓	
„ „ „ „ „ in way of Bridge		<i>78 x .75</i>	If Plated, state thickness .....		
„ „ „ „ „ Angle in Wells .....		<i>6 x 6 x .66</i>	<b>Poop Deck.</b>		
Thickness of Plating abreast Deck openings in way of Wells .....	<i>A Strike .48</i>	<i>used stringer .95</i>	Stringer Plate, breadth and thickness .....	<i>36 x .36</i>	✓
Thickness of Plating abreast Deck openings in way of Bridge .....	<i>B .55</i>	<i>.55 .95</i>	Plating, Sheathing, material and thickness ...	<i>.26 with</i>	<i>5 x 2 1/2 wood</i>
Thickness of Plating within line of openings...	<i>Centre line .55</i>	<i>.48 .95</i>	<b>Bridge Deck.</b>		
If Sheathed, material and thickness .....	<i>local increases in way pump rooms</i>	<i>as above</i>	Stringer Plate, breadth and thickness.....	<i>40 x .42</i>	
	<i>no</i>		Plating, Sheathing, material and thickness ...	<i>.32</i>	
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells	<i>aft</i>	<i>41 x .40</i>	Stringer Plate, breadth and thickness .....	<i>36</i>	<i>5 x 2 1/2 wood</i>
	<i>for</i>	<i>35 x .34</i>	Plating, Sheathing, material and thickness ...	<i>36</i>	<i>5 x 2 1/2 wood</i>

## SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled?			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.
FLAT PLATE KEEL .....	55	.92	.71	.71	✓	Double	1"	4	5 + 4	1"	4 1/2	Lapped	
„ DBLG. (if any)	Straps on A & C Strakes run at Trans. Bulwarks!												
BOTTOM PLATING, No. of Strakes .....	A } B } C }	.63	.48 .48 .69	.50 + .62 locally .50 + .62 .50 + .72	.69 in fainting area	Single	7/8	3 1/2	4 + 3	7/8	3 1/2	"	
BILGE PLATING, No. of Strakes .....	D	.63	.55	.50 + .62	-	"	"	"	"	"	"	"	
SIDE PLATING, No. of Strakes .....	E } F } G }	.60	.46 .46 .46	.48 + .62 .46 .46		"	7/8	3 3/16	3	7/8	3 3/8	"	
UPPER DECK, Sheer-strake in Wells .....	J 60	.90	.46	.46		"	1"	4	5 - 3	1"	4 1/2	"	
UPPER DECK, Sheer-strake in Bridge ...	At Bridge ends & Poop front 1.08					"	1	4	5	1	4 1/2	"	
STRAKE BELOW Sheer-strake in Wells .....	H 82 3/4	.70	.46	.46	✓	"	7/8	3 1/2	4 + 3	7/8	3 1/2	"	
STRAKE BELOW Sheer-strake in Bridge ...		.70			✓	"	"	"	4	"	"	"	
POOP SIDE PLATING .....				.38 .48 at Break	✓	Single	7/8	3 1/2	3 + 2	3/4	2 7/8	"	
BRIDGE SIDE PLATING ...		.42			✓	"	3/4	3	Single	"	"	"	
FOREC'TLE SIDE PLATING			.42		✓	"	"	"	"	"	"	"	

## WATERTIGHT BULKHEADS.

Total No. of **W.T. BULKHEADS** in Vessel— *14 O.T.*  
 Extending to Upper Deck (Sec. 3 c) *5 fore & after Peak Hds. W.T.*  
*all upper SK.*  
 „ Deck next below *✓*  
 As per Rule *✓*

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—				Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c)							
Deck next below							
As per Rule							
STIFFENERS.				KEEL, Bar	Plat plate		
				STEM	9 1/2 x 2 1/2 rolled bar		
				STERN FRAME	{ Propeller Post Rudder	Cast Stream Stronumens	
						steel as per plan	Ver. Noted
				RUDDER—A x D.	146.5 x 4.5 = 664	Stronumens	
				Speed of Vessel	12 knots	Ver. Noted	
				RUDDER mainpiece at head	12 13/16 Rudder Stock		
				heel	post 13 3/4 x 9 1/2		
				how constructed	9 3/4		
					Cast steel		
				double or single plate	5 ble .50 plates		
				coupling, vertical or horizontal	Horizontal		

	Plating Thickness.	STIFFENERS.	
		VERTICAL.	HORIZONTAL.
		Scantlings, Spacing.	Scantlings, Spacing.
MIDSHIP BULKHEAD, Upper tween decks			Upper brigs
Vertical plating center way	.42	9 x 3 1/2 x .44	24 x .40 5 1/2 x .40
Second	.50	6 1/2 x .44	30 x .40 6 1/2 x .44
Bottom plate		Lower brigs	24 x .40 6 1/2 x .40
Third		Center	30 x .40 9 1/2 x .46
Holds		Stiffeners	at ends as per plan
			5 1/2 x 10 1/2 x .585 24
COLLISION	(in Hold) 160 ft	.26	4 1/2 x 23 1/4 24
AFTER PEAK	48 4 1/2	.42	7 x 3 x .335 24
		.26	ditto

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *open hearth*  
*Cousett Iron Co, Skinningrove Iron Co. Appleby - Thordingleham, South*  
*Durham, Dorman Long, Colvilles, Lanarkshire Steel & Steel Company of Scotland*  
Has the Steel been tested as required by the Rules? *Yes*



Rpt. 11\*.

M. S. Macra

Swan Hunter's No 1511

Newcastle-on-Tyne

No. 93536 MAR 1936

## 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. Inches.	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																		
Side Shell Upper Stringer																		
face angle 3																		
Side Shell Lower Stringer																		
face L 5																		
Long. Mid. Upper Stringer																		
face L 7																		
Long. Mid. Lower Stringer																		
face L 9																		
Bottom Longitudinals 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.																		
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.																		
Lugs to Shell*																		
Back Bars																		
Brackets																		
Spacing of Transverse Beams																		
State if joggled or liners.																		
Longitudinal Beams of L, L or C																		
Bridge Deck																		
Upper																		
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.

Im. 10.29. T.

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.

Lloyd's Register  
Foundation

0644 3



EQUIPMENT No. 37659										LETTER a +		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.				
35504	1st Bower ...	65	1	0	Stockless			51	2	2	0	✓	Byers Improved Stockless "	✓	Sunderland
35483	2nd " ...	65	0	21	"			51	2	2	0				" 18.x.35 "
35484	3rd " ...	65	0	21	"			51	2	2	0				" 18.x.35 "
	Collective weight.	195	2	14	✓				194	1/2					
48685	Stream .....	19	0	16	4	3	6	19	19	2	21	✓	Rodgers	✓	Cradley Heath 11.x.35 W.V. Norman

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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Length.					Ins.	Length.		Ins.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
51766	270	2 5/16	96 1/4	134 3/4	721.1.7		720 3/4		270	2 5/16	Stockless	✓	Cradley Heath 26.x.35 S.C. Paul	TOWLINE...	120	5 1/4	77 1/2	120	4 3/4
															120	5 1/4	77 1/2	120	4 3/4
														HAWSERS & WARPS	2090	3 1/4	29 7/10	2090	2 3/4
															2090	3 1/4	29 7/10	2090	2 1/2

Steering Gear, Steam

4 wood lifeboats each for 27 persons & one dinghy

Boats

Ceiling in Holds, thickness and material

Cargo Hatchways. (Upper Deck)

Size of No. 1 Hatchway (Forward)

Number of Shifting Beams and/or Fore and Afters

Hasties Hydraulic

Steering Chains, Size and Test

8 x 10' trunks & file

No. 2

No. 3

No. 4

No. 5

No. 6

Steering Gear, Hand

Windlass

Cargo Battens, thickness, material and spacing

Thickness of Hatches

Tackle to winch

Emerson Walker

Steel Covers

FOR SWAN, HUNTER, & WIGHAM RICHARDSON, LTD.

Builder's Signature

Wm Buckie

**GENERAL 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  *tanker* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This Vessel has been constructed in accordance with the approved plans & the Secretary's letters & generally conforms with the Society's Rules for the Class Contemplated. The materials & workmanship are good.

The weather decks clear of oil tanks, & W.T. Bulkheads above peaks have been holed & found satisfactory.

The peak tanks, all cargo tanks, deep tank forward, oil fuel bunkers, Cofferdams, settling tanks, P.W. tanks & double bottom tanks in machinery space have been tested as required by the Rules & found satisfactory.

The requirements of Section 20 of the Rules for Steel Ships, where applicable, for the carriage of oil fuel having a flash point above 150°F, have been carried out.

The amount of Entry Fee ..... £ 10 : — :

Special Survey Fee.... £ 532 : 4 : 0

Freeboard £ 17 — —

Travelling Expenses, if any £ : : :

Fees applied for,

7 MAR 1936

Received by me,

12.3 1936

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

Carrying petroleum in bulk.

Signature

H.E. Akester

Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey

Yes

Certificate sent to Newcastle on Tyne

Date of issue 13/3/36

Committee's Minute

Character assigned

FRI. 13 MAR 1936

+ 100 A1

Carrying petroleum in bulk

Lloyd's Arch + Linc. 3.36

Oil Exp. Ch

DB. 180 lbs

White Jno

Ays

Brum

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0149 2/3



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 assigned freeboards have been marked on Vessel's sides, verified & cut in.  
Forging certificates are sent herewith.  
The approved plans have already been sent for the Sister Ship M.S. Elona, the same Builders No 1509.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.		c. grs. lbs.		c. grs. lbs. with pin	
1st Bower		37. 2. 25	jd N 852 9. x. 35	41. 2. 21	
2nd "		37. 0. 16	jd N 843 5. x. 35	40. 3. 21	
3rd "		37. 0. 16	jd N 842 5. x. 35	40. 3. 21	

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 87 ft., R.Q.D. ✓ ft., Bridge 37 ft., Forecastle 48 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. Poop not joined to Bridge

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1<sup>st</sup> Steel 2<sup>nd</sup> Steel (SK) clear of cargo tanks.  
Fore & After peak tanks only if not give Ed. bilge  
Official No. 164589 ; Signal Letters ✓  
Is bottom of Vessel coated with cement  
particulars of composition Seats & P.W. tanks Cement washed  
no Cement in main oil tanks.

PARTICULARS OF WATER BALLAST.—					
Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, Machinery Space piston cooling	24.06	25	Fore peak tank,	22.0	106
Double bottom, under Engines and Boilers, drain tanks	6.56	11 @ 42.4	After peak tank,	16.0	59
Double bottom, if under Engines only, O.P. 26-40 ft	30.62	82 @ 46	Deep tank, aft,	24.75	261
Double bottom, if under Boilers only, O.P. Cross Pump Room		229	Deep tank, forward,		
Double bottom, forward, 40-43		@ 40.8	Other tanks, if fitted,		
Total capacity of double bottom			(If necessary, furnish further information by sketch.)		
* The wells are not to be included in the lengths of the tanks.					
61.24					

Order for Special Survey No 5490  
Date 9.3.35  
Dates of Surveys held while building  
1935 Apr. 9.10. May 3.20. June 3.7.11.12.13.18.21.25. July 2.8.10.15.23.26.31. Aug. 6.13.15.19.23. 27.30. Sep. 5.6.11.12.16.18.23.24.25. Oct. 1.2.4.7.9.10.16.18.25.28.31. Nov. 5.7.13.15.18.19.20.21.22. 23.26.27.28.29.30. Dec. 2.3.4.5.6.9.10.11.12.13.16.17.18.19.20.31. 1936 Jan. 14. Feb. 6.13.21.24. Mar. 2.  
Lloyd's Register Foundation  
Total No. of Visits 84.