

Rpt. 1.

RECEIVED

2 MAR 1945

IN D.O.

# STEEL STEAMER

REC'D NEW YORK FEB 8 - 1945

Received at London Office 12 MAR 1945

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 14th December, 1944 Port of Jacksonville, Florida No. 1228

Survey held at Jacksonville, Fla. Date First Survey 14th June, 1944 Last Survey 22nd December 1944

On the (State if Machine is fitted Aft and if Single, Twin or Triple Screw) **Single Screw "POUCOU" (ex "GULFBELLE")** Machinery Aft.

State Type (Full or No. Complete Superstructure) **Full Scantling** State Type of Erections **P. B. & F.**

TONNAGE under Tonnage Deck... **6471** CLASS **100 A1** State if with freeboard as condition of Class **No** Built at **Chester, Pa.**  
Do. of space or spaces between Tonnage Dk. and Upper Dk. **C. P. B.** Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) **L 425** Launched **1936** Yard No. **153**  
Total **7104** Breadth (greatest moulded) **Arc Form** **B 64** Builders **Sun S.B. & Dry Dock Co.**  
Gross Tonnage **7104** 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** Owners **Compania Lama de Vapores S.A.**  
Register Tonnage **4346** 1st Longitudinal Number (L x D) = **14450** Managers  
2nd Numeral L x (B + D) = **39525** (Where necessary to be entered in Reg. Book.)

REGISTERED DIMENSIONS. FEET. Residence **Panama City**  
Length **426.4** Framing Depth "d," at middle of length. See Sec. 3 (1d) **12.5** Port of Registry **Panama**  
Breadth **64.2** Proportions—Depth to Length—Uppermost continuous deck to top of keel **12.5** If surveyed while building, afloat, or in dry dock  
Depth **34.0** Draught Moulded **Afloat and in 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.
FRAMES, Spacing amidships	Long framing See Rpt. 1*		Bracket Floors, Frame	-	
" " from $\frac{1}{2}$ length amidships to Collision bulkhead	"		" " Reversed Frame	-	
" " in peaks	24		" " Vertical Struts	-	
IDE FRAMING.			Centre Girder, depth and thickness amidships	-	
Frame Amidships, Angle, [ or ]	See Report 1*		" " top Angles	-	
" " Extends up to	-		" " bottom Angles	-	
Reversed Frame Amidships, Angle	-		Side Girders, No. each side and thickness	-	
" " Extends up to	-		Margin Plate depth (excl. of flange) and thickness	-	
Depth of Framing Girder	-		" " Vertical Angle to Tank side	-	
Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]	-		Bracket abaft $\frac{1}{4}$ len. from stem	-	
" " Second 'tween Decks, Angle, [ or ]	-		" " Vertical Angle to Tank side	-	
" " Third " " " "	-		Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area	-	
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	-		Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	-	
" " in Peaks, Angle [	9 3 1/2 .48		" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area	-	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	Long framing		Tank Side Brackets, height above base line at toe of Frame and thickness	-	
State if Frame Joggled	No		INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes		Breadth and thickness of Middle Line Strake	-	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes		Thickness of remainder in Holds	-	
SINGLE BOTTOM.			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?	-	
Floors, Depth and thickness at mid-line in Holds	-		BEAMS.		
Height of Brackets at side above base line at toe of frame	-		Uppermost Continuous Deck, amidships in Wells, Angle, [ or ]	See Rpt. 1*	
Middle Line Keelson, on Floors, Angles, [ or ]	-		" " in way of Bridge, Angle, [ or ]	-	
" " Through Plate or Intercoastal Plate	-		Spacing	-	
" " Foundation Plate on Floors	-		Second Deck, amidships, Angle, [ or ]	-	
" " Flat Plate Keel Angles	-		Spacing	-	
Side Keelsons, No. each side	-		Third Deck, amidships, Angle, [ or ]	-	
" " thickness of Intercoastal Plate	-		Spacing	-	
" " Angles	-		Fourth Deck, amidships, Angle, [ or ]	-	
DOUBLE BOTTOM. Mch Space			Spacing	-	
Solid Floors, thickness and spacing	Scantlings in accordance with approved plans		Poop Deck, Angle, [ or ]	Long <sup>1</sup>	on plans 6x3.5x15.3
" " Are Frame and Reversed Frame joggled?	See Rpt. 19.6.45		Spacing	-	
Bracket Floors, breadth and thickness at middle line			Bridge Deck, Angle, [ or ]	Long <sup>1</sup>	
" " breadth and thickness at margin plate			Spacing	-	
			Forecastle Deck, Angle, [ or ]	Long <sup>1</sup>	on plans 6x3.5x15.3
			Spacing	-	



## PILLARS AND DECKS.

		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
<b>PILLARS, No. of Rows.....</b>	-				
" in 'tween Decks, Size and Spacing.....	-				
" " " " " "	-				
" in Holds " " " "	-				
" " " " " "	-				
<b>Centre Line Bulkhead.</b>					
Stiffeners and Spacing.....	-				
Plating, thickness of .....	-				
<b>STRINGERS AND DECKS.</b>					
<b>Uppermost Continuous Deck.</b>					
Stringer Plate, breadth and thickness in Wells	84	x	.60	✓	
Ends					
" " " " in way of Bridge	84	✓ x	.76	✓	
" Angle in Wells .....	6	6	.60	✓	
Thickness of Plating <del>xxxxxx</del> Hatch Stakes			.48	✓	
Thickness of Plating <del>xxxxxx</del> Clear of Hatches			.58	✓	
Thickness of Plating within line of openings...	-				
If Sheathed, material and thickness .....	No	✓			
<b>Second Deck.</b>					
Stringer Plate, breadth and thickness <del>xxxxxx</del>			.44	✓	
<b>Third Deck.</b>					
Stringer Plate, breadth and thickness.....	-				
If Plated, state thickness.....	-				
<b>Fourth Deck.</b>					
Stringer Plate, breadth and thickness.....	-				
If Plated, state thickness .....	-				
<b>Poop Deck.</b>					
Stringer Plate, breadth and thickness .....	82	.44-.30		✓	
Plating, Sheathing, material and thickness .....	.30	No sheathing		✓	
<b>Bridge Deck.</b>					
Stringer Plate, breadth and thickness.....	all	.38		✓	
Plating, Sheathing, material and thickness ...	No Sheathing			✓	
<b>Forecastle Deck.</b>					
Stringer Plate, breadth and thickness.....	.38			✓	
Plating, Sheathing, material and thickness ...	.38	No Sheathing		✓	

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	No	SINGLE OR DOUBLE.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.						Diam.	Spacing cr. to cr.		Diam.
	Inches.	Inches.	Inches.	Inches.					Inches.	Inches.			
FLAT PLATE KEEL .....	49 ✓	.84 ✓	.74 ✓	.74 ✓			Double ✓	1 ✓	4 ✓	4 ✓	1 ✓	3 3/8	Lapped
" DBLG. (if any)	-	-	-	-			-	-	-	-	-	-	-
BOTTOM PLATING, No. of Strakes .....	4 ✓	.76 ✓	.45 ✓	.45 ✓	<p>NOTE:</p> <p>On shell expansion the butts of A &amp; C plating are shown in way of the doubling plates &amp; are to be E.W.</p>		Double ✓	1 ✓	4 ✓	-	-	-	-
BILGE PLATING, No. of Strakes .....	Arcform ✓		-	-			Double ✓	7/8	3 3/8	4 ✓	7/8	3 1/2	Lapped
SIDE PLATING, No. of Strakes .....	3 ✓	.62 ✓	.45 ✓	.45 ✓			-	-	-	-	-	-	-
UPPER DECK, Sheer-strake in Wells.....	76 ✓	.84 ✓	.45 ✓	.45 ✓			Double ✓	7/8 ✓	3 1/4 ✓	4 ✓	7/8 ✓	3 1/4 ✓	Lapped
UPPER DECK, Sheer-strake in Bridge ...	-	-	-	-		Double ✓	1 ✓	3 3/4 ✓	4 ✓	1 ✓	3 7/8 ✓	Lapped	
STRAKE BELOW Sheer-strake in Wells.....	82 3/4 ✓	.72 ✓	.45 ✓	.45 ✓		Double ✓	7/8 ✓	3 5/8 ✓	4 ✓	7/8 ✓	3 1/2 ✓	Lapped	
STRAKE BELOW Sheer-strake in Bridge ...	-	-	-	-		-	-	-	-	-	-	-	
POOP SIDE PLATING .....	-	.60 ✓	.44 ✓	.42 ✓		Single	7/8	3 7/8	2	7/8	3 7/8	Lapped	
BRIDGE SIDE PLATING ...	-	.60 ✓	-	-		One plate in depth	-	-	2 ✓	7/8	3 1/4 ✓	Lapped	
FORE'TLE SIDE PLATING	-	-	.50 ✓	-		Single	3/4	3 1/2 ✓	2 ✓	3/4 ✓	3 1/4 ✓	Lapped	

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	11 ✓
„ Deck next below	—
As per Rule	—

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar .....	-			
STEM .....	F	$9\frac{1}{2} \times 2 \text{ } 3/4$ ✓		
STERN FRAME { Propeller Post .....	C. S. stream lines with			✓
{ Rudder .....	Contra propeller (See plan)			
Speed of Vessel .....	$11\frac{1}{2}$ ✓			
RUDDER—Type .....	Built up - Stream lined			✓
" A x D .....	$175 \times 4.5 = 787.5$	$780.5$		
" Diam. of head .....	$12 \text{ } 3/4$			✓
" Mainpiece at top pintle .....	- Present Rule			
" " heel ...	- $13\frac{5}{8}"$			
" how constructed .....	plates and angles			✓
" double or single plate	Double			✓
" coupling, vertical or horizontal .....	Horizontal			✓

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD,	Upper tier	.42 ✓	3 webs	each side of vessel	channels	✓
"	Second	.42 ✓	63, 61 &		8 x 3½	22.8 lbs.
"	"	.42 ✓	58 x .46 ✓		to	✓
"	"	.46 ✓				
"	Holds	.50 ✓			15 x 3½	33.9 lbs. ✓
COLLISION	(in Hold)	.36 to	10 x 3½	23.6	30	Girders and decks 6'
		.52	channels	7c3x16.4		
AFTER PEAK		.36 to	channels	7c3x16.4	30	Girders and decks 6
		.60	channels			

STEEL.

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

Has the Steel been tested as required by the Rules?

Tested by American Bureau of Shipping



Rpt. 1\*. "Poucou"

Jacksonville Report No.

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.							
			lbs.			lbs.			lbs.			lbs.			Diam. Speng.		Inches.	Number. Diameter.							
			Ins.			Ins.			Ins.			Ins.			Ins.			Inches.							
Framing of <del>XXXXXX</del> [			6	3 1/2	15.3	-	-	-	6	3 1/2	15.3	-	-	-	7/8	5 1/4	4 Dia. Thro'	Doubling							
Frames in Bridge 'tween Decks ...			8	3 1/2	22.8	6	3 1/2	15.3	8	3 1/2	22.8	6	3 1/2	15.3	"	"	-								
Frames from Uppermost Continuous Deck No. 1			10	3 1/2	23.6	6	3 1/2	15.3	10	3 1/2	23.6	6	3 1/2	15.3	"	"	-								
" 2			Summer Tank Deck						Summer Tank Deck						-	-	-								
" 3			10	3.45	26.6	7	3 1/2	20.3	10	3.45	26.6	7	3 1/2	20.3	7/8	5 1/4	-								
" 4			10	3.5	28.3	8	3.45	21.4	10	3.5	28.3	8	3.45	21.4	"	"	4 Dia. Thro'	Doubling							
" 5			12	3.45	30.9	3rd Deck			12	3.45	30.9	3rd Deck			"	"	10 at 4 1/2 dia.								
" 6			12	3.45	30.9	10	3 1/2	23.6	12	3.45	30.9	10	3 1/2	23.6	"	"	and								
" 7			12	3.45	30.9	10	3 1/2	23.6	12	3.45	30.9	10	3 1/2	23.6	"	"	4 Dia. Thro'	Doublings							
" 8			15	3.40	33.9	10	3.45	26.6	15	3.40	33.9	10	3.45	26.6	"	"	10 at 3 1/2 dia.								
" 9			15	3.40	33.9	10	3 1/2	28.3	15	3.40	33.9	10	3 1/2	28.3	"	"									
" 10			15	3.40	33.9	12	3.45	30.9	15	3.40	33.9	12	3.45	30.9	"	"	and								
" 11			15	3.42	35.	12	3.45	30.9	15	3.42	35.	12	3.45	30.9	"	"									
" 12			15	3.52	40	12	3.45	30.9	15	3.52	40	12	3.45	30.9	"	"	4 Dia. Thro								
" 13 to 21			15	3.52	40	12	3.45	30.9	15	3.52	40	12	3.45	30.9	"	"	Doublings.								
Shell longitudinals at after end of vessel are as indicated of the approved plan of shell expansion. See letter 19.6.45																									
Spacing of Longitudinal Frames			30 to	36											Ends of Long		1 to 10 welded 6" at ends								
																				11 and 12 welded 12" at ends.					
																				See letter 19.6.45					
Double Bottoms L, L or C																									
Tank Top Longitudinals																									
Bottom																									
Spacing of Longitudinals																									
Amidships																									
At Ends...																									
Transverses.																									
In Bridge 'tween Decks			15	3 1/2	33.9	Channels			15	3 1/2	33.9	Channels			7/8	4"									
			27	-	33	.40			27	-	33	.40													
In Upper 'tween Decks			5	3 1/2	.40				5	3 1/2	.40				7/8	4"									
Summer Tanks			3 1/2	3 1/2	.44				3 1/2	3 1/2	.44														
			54	-	70	.48			54	-	70	.48													
In Hold.			6	3 1/2	.44				6	3 1/2	.44				7/8	3 3/4									
			6	6	.50				6	6	.50														
			3 1/2	3 1/2	.50				3 1/2	3 1/2	.50														
Brackets																									
Spacing of Transverse Frames			8-3 1/2	12-0 1/2	8-3 1/2	cut at seams			8-3 1/2	12-0 1/2	8-3 1/2														
State if joggled or liners.																									
Longitudinal Beams of L, L or C			6	4	.38				6	4	.38				33										
Bridge Deck			7	3 1/2	20.3	6	3 1/2	15.3	7	3 1/2	20.3	6	3 1/2	15.3	28 & 32										
Upper			10	3 1/2	23.6	6	3 1/2	15.3	10	3 1/2	23.6	6	3 1/2	15.3	(32)										
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.

Im,10,29, T.

MADE IN ENGLAND.

55. Yok. 403, 12.44

LMC. 12.44

Long framing-bracketless system Anchor

0056 213

Lloyd's Register Foundation



Estimated at Wtgh. 41138

Actual EQUIPMENT No 40997 in letter 19.6.45 LETTER <i>by</i> ANCHORS.									
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Where and when tested and Superintendent.
P 1956	1st Bower ...	8900				130620	1131040	Stockless	Baldt Anchor Phila. 25 Mar. 1936
P 1866	2nd " ...	8875				130410	1130200	"	" 14 Mar. 1936
P 1868	3rd " ...	7540				117320	114040	"	" 14 Mar. 1936
	Collective weights	25315					23184	"	
P 1870	Stream .....	3200				62020	61810 3010	"	Phila. 14 Mar. 1936 W.S. Roberts (A.B. Surveyor)

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.			
P 2035	300	2 1/16	16	16	80288		300	2 1/16	Stud	Baldt Anchor & Chain	Phila. 14th May 1936	TOWLINE...	130	5 1/4		130	5		
	270								Link	W.S. Roberts		HAWERS & WARPS	20	100	2 3/4	20	100	2 3/4	
									Di-Lok	Forge Corp. (A.B. Surveyor)			20	100	2 3/4	20	100	2 3/4	
										Chester, Pa.									
Iron Stream Chain or Steel Wire	120	4 3/4					120	5											

Steering Gear, Type (Power or hand) Telemotor ✓ Alternative Means of Steering Wire ropes leading to special barrel on warping winch ✓

Steering Chains (Size and Test) - Windlass Steam - Amer. Engineering Co. Boats Steel 2 @ 22', 2 @ 24' ✓

Ceiling in Holds, thickness and material 3" in dry hold ✓ Cargo Battens, thickness, material and spacing -

Cargo Hatchways.-(Upper Deck) To Dry Hold 10' x 15' 4" ✓ Thickness of Hatches Steel Hatch Cover ✓

Size of Hatchways No. 1 (Fwd.) 54" dia. ✓ No. 2 to tanks No. 3 - No. 4 - No. 5 - No. 6 -

Number of Shifting Beams and/or Fore and Afters -

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 Oil 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).

Photostat copies of the American Bureau certificates for the anchors and cables were obtained and the markings were verified. The cable certificate shows that 300 fms. of 2 1/16" dia. Di-Lok chain were originally supplied to the vessel but only 270 fms. found on board at this time. If 300 fms. are required by this Society then the 30 fms. deficiency has been considered a war emergency reduction (Circ. No. 1769) and no reference has been made to same in the recommendations for class. ✓

The amount of Entry Fee ..... £ : 50.00  
*Freight* 100.00  
Special Survey Fee.... £ 1130.00  
Credit to Baltimore Travelling Expenses, if any £ 756.00  
Tel. & Teg. 75.20

Fees applied for, Feb. 5 1945  
Received by me, 19.....

I am of opinion the Vessel should be Classed 100 A1  
Carrying petroleum in bulk

Signature *J. E. Buchanan* *W. A. Stewart*  
Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey No

Certificate to be sent to New York Date of issue 1/8/46

Committee's Minute NEW YORK FEB 21 1945

Character assigned 100 A1 Carrying Petroleum in bulk Subject Note. Machinery aft.  
Fitted for oil fuel. F.P. above 150°F.  
55. Jek. No 3, 12.44 LMC. 12.44  
T.S. C.L. 7.44

*50-44 2-4-45 T.E. 1/6/45*

Lloyd's Register Foundation

0056 3/3



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.)

List of approved plans:

- |                                  |                                 |
|----------------------------------|---------------------------------|
| 1 Midship Section                | 7 Upper deck plating, amidships |
| 2 Profile and Decks              | 8 Upper Deck plating, aft       |
| 3 Typical Midship O. T. Bulkhead | 9 upper deck plating, forward   |
| 4 Shell plating amidships        | 10 Poop Deck plating            |
| 5 Shell plating aft.             | 11 Rudder                       |
| 6 Shell plating forward          | 12 Stern frame                  |

The Owners obtained the above plans from the builders.

This vessel was built for the Gulf Oil Company of New York under the Special Survey of and classed by the American Bureau of Shipping.

In October 1943, off the Florida Coast, she, in ballast condition, struck the S.S. "GULFLAND", in loaded condition and badly damaged her fore end. The escaping oil from the "GULFLAND" taking fire enveloped this vessel in flames, more particularly forward and on port side, destroying or damaging superstructures and buckling deck and shell plates.

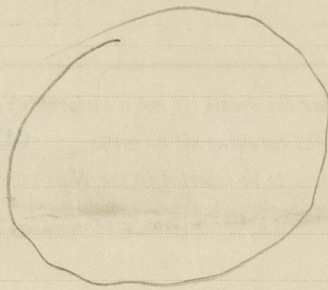
She was declared a Constructive Total Loss and afterwards bought by the present owners.

A request for Classification with this Society was made and damage repairs and Special Survey No.3 have now been carried out. (See Report 8)

Particulars were also taken for assignment of freeboards, which have now been marked on vessel's sides.

The windlass and steering gear have been tried and found satisfactory.

PARTICULARS OF ELECTRIC WELDING (if employed)



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

Machinery aft, Cruiser Stern, 2 Decks, Carrying petroleum in bulk,

Fitted for oil fuel

Longitudinal framing - bracketless system - "Arcform"

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

1st Bower —  
2nd " —  
3rd " —

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 92 ft., R.Q.D. — ft., Bridge 35 ft., Forecastle 38 ft.

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

Official No. — Signal Letters H.P.L.U. Extreme Breadth over Belting — Over-all Length 441' 8"  
No. and Material of Decks 2 dks. (stl.)

Parts of Bottom of Vessel coated with cement or approved composition Double bottom tanks under machinery, also fore and after peak tanks  
coated with composition

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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		165 ✓
Double bottom, under Engines and Boilers, F.W.	55'.5 ✓	151	After peak tank,		182 ✓
Double bottom, if under Engines only,			Deep tank, aft,		—
Double bottom, if under Boilers only,			Deep tank, forward,		—
Double bottom, forward,			Other tanks, if fitted,		—
Total length (if continuous) and Capacity			(If necessary, furnish further information by sketch.)		—

Order for Special Survey No. —

Date —

Dates of Surveys  
held while building



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Lloyd's Register  
Foundation

Total No. of Visits

No 5505 available when filed.