

## STEEL STEAMER or MOTORSHIP.

WRECK -8 DEC 1928  
Received at London OfficeWRECK  
SECTIONState if Report has been sent on the Freeboard of the Vessel *Yes*State if Report is sent on the Machinery of the Vessel *Yes*

SECTION

No. 868 B

Date of completion of report

7<sup>th</sup> December

Port of Newcastle-on-Tyne

No. 83570

Survey held at Wallsend-on-Tyne

Date First Survey

27<sup>th</sup> February 1928

Last Survey

3<sup>rd</sup> December

1928.

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

M.V.

Port. Alma

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

Complete Superstructure with tonnage opening at

State Type of Erections Forecastle

TONNAGE under Tonnage Deck... 7275.90

CLASS 100. A.1.

The appended State if with freeboard as condition of Class

FEET.

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 475.5

Launched 17<sup>th</sup> September 1928 Yard No. 1341

Breadth (greatest moulded)

B 63.0

Builders Swan Hunter &amp; Wigham Richardson

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

D 43.33

Owners Commonwealth &amp; Dominion Line Ltd.

Total 7275.90

Gross Tonnage 7982.72

Register Tonnage 4925.89

1st Longitudinal Number (L x D) (475.5 x 43.33) = 20603

2nd Numeral L x (B + D) (475.5 x 63 + 43.33) = 50559

Managers D. D.

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

Residence London

Port of Registry London

Surveyed while building, afloat, or in dry dock

Built under Special Survey

## REGISTERED DIMENSIONS.

FEET.

Length 477.3

Breadth 63.25

Depth 31.0

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

19.77

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

10.97

Do. Long Bridge to top of keel

Draught Moulded 28.11

## 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>	33	—	<b>Bracket Floors, Frame</b>	B.A. 8 3/4 3 1/2 4.6	—
" " from 1/2 length to Collision bulkhead	27	—	" " Reversed Frame	B.A. 8 3 1/2 4.6	—
" " in peaks	24	—	" " Vertical Struts	B.A. 8 3 4.6	—
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	47 4 1/4 6.4	—
<b>Frame Amidships, Angle, [ or ]</b>	9 x 3 1/2 x 3 1/2 38 50	—	" " top Angles	3 1/2 3 1/2 6.0	—
" " No 5 Hold O.A.	8 3 1/2 4.4	—	" " bottom Angles	5 5 7.0	—
" " Extends up to	Upper Deck	—	<b>Side Girders, No. each side and thickness</b>	Two 4.6	—
<b>Reversed Frame Amidships, Angle</b>	4 3 1/2 5.0	—	<b>Margin Plate depth (excl. of flange) and thickness</b>	4.3 6.0	—
" " Motor Room	4 3 1/2 4.8	—	" " Vertical Angle to Tank side	6 6 5.0	—
" " Extends up to	3 <sup>rd</sup> Deck	—	" " Bracket abaft 1/2 len. from stem	15 0 7.8	—
" " No 5 Hold	4 3 1/2 4.4	—	" " Vertical Angle to Tank side	6 6 5.0	—
<b>Depth of Framing Girder (No 5 Hold = 8 1/2)</b>	4 3 1/2 4.4	—	" " Bracket forward 1/2 len. from stem	19 0 7.8	—
<b>Frames in Uppermost Continuous Tween Decks, Angle, [ or ]</b>	9 3 1/2 4.8	—	" " Gussets, spacing and scantling	Continuous Gusset 4.5 1/2	—
" " Second Tween Decks, Angle, [ or ]	7 3 1/2 4.4	—	" " Gussets, spacing and scantling	120 gusset in Motor Room. Increased margin in lieu.	—
" " Third " " " "	7 3 1/2 4.4	—	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	6 6 5.1	—
<b>Framing in Peaks, Angle or [</b>	9 3 1/2 4.8	—	" " at Motor Room	7 3 5.1	—
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	7/8 5 1/2	—	<b>INNER BOTTOM PLATING.</b>		
<b>State if Frame Joggled</b>	Joggled ex peaks	—	<b>Breadth and thickness of Middle Line Strake</b>	58 58	—
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>	Frames 10 x 3 1/2 x 5 0 0 B.A. R-7 7 x 3 1/2 x 5 0 0 3 1/2 D. = 10" girders. Three intercostal stringers as per plan.	—	" " Motor Room	48 70	—
<b>TRENGTHENING OF BOTTOM FORWARD. State Particulars</b>	Double frames. Extra intercostals. Three stringers of bottom shell 70. Riveting of frames to floor & shell = 5 1/2 D.	—	<b>Thickness of remainder in Holds</b>	50 4.6	—
<b>ANGLE BOTTOM.</b>			<b>Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. &amp; B. space and framing in Bunkers and Boiler Room?</b>	Motor Vessel	—
<b>Floors, Depth and thickness at mid line in Holds</b>			<b>BEAMS.</b>		
<b>Height of Brackets at side above base line at toe of frame</b>			<b>Uppermost Continuous Deck, amidships</b>	8 x 3 1/2 x 3 1/2 36 52	—
<b>Middle Line Keelson, on Floors, Angles, [ or ]</b>			" " in way of Bridge, Angle, [ or ]	8 x 3 1/2 x 3 1/2 34 52	—
" " Through Plate or Intercostal Plate			" " Spacing	Every frame	—
" " Foundation Plate on Floors			<b>Second Deck, amidships, Angle, [ or ]</b>	9 x 3 1/2 x 3 1/2 36 50	—
" " Flat Plate Keel Angles			" " Cargo Hatches	9 x 3 1/2 x 3 1/2 34 50	—
<b>Side Keelsons, No. each side</b>			" " Spacing	Every frame	—
" " thickness of Intercostal Plate			<b>Third Deck, amidships, Angle, [ or ]</b>	10 x 3 1/2 x 3 1/2 40 57 1/2	—
" " Angles			" " Cargo Hatches	10 x 3 1/2 x 3 1/2 36 57 1/2	—
<b>DOUBLE BOTTOM.</b>			" " Spacing	Every frame	—
<b>Solid Floors, thickness and spacing</b>	4 1/2. Every 3 <sup>rd</sup> frame. ex fore & aft 3 1/2 4 in Motor Room.	—	<b>Fourth Deck, amidships, Angle, [ or ]</b>		—
" " Are Frame and Reversed Frame joggled?	Yes	—	" " Spacing		—
<b>Bracket Floors, breadth and thickness at middle line</b>	36 4.6	—	<b>Poop Deck, Angle, [ or ]</b>		—
" " breadth and thickness at margin plate	24 4.6	—	" " Spacing		—
			<b>Bridge Deck, Angle, [ or ]</b>		—
			" " Spacing		—
			<b>Forecastle Deck, Angle, [ or ]</b>	10 x 3 1/2 x 3 1/2 44 57 1/2	—
			" " Spacing	All frames	—



# 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>Two Circular Electrically welded.</i>			<b>Stringer Plate, breadth and thickness in way of Bridge .....</b>			
<i>Upper</i>	<i>wide-spaced with girders.</i>			Thickness of Plating abreast Deck openings in way of Wells .....	<i>42</i>	<i>32</i>	
in 'tween Decks, Size and Spacing.....	<i>7x30</i>	<i>10x40</i>		Thickness of Plating abreast Deck openings in way of Bridge .....			
<i>Lower</i> " " " "	<i>9x40</i>	<i>16x54</i>		Thickness of Plating within line of openings...	<i>42</i>	<i>34</i>	
in Holds " " " "	<i>13 1/2 x 54</i>	<i>24 x 76</i>		If Sheathed, material and thickness .....	<i>None</i>		
" " " " " "							
<b>Centre Line Bulkhead.</b>				<b>Third Deck.</b>			
Stiffeners and Spacing.....				Stringer Plate, breadth and thickness.....	<i>53</i>	<i>40</i>	
Plating, thickness of .....				<i>at oil fuel</i>	<i>42</i>		
				If Plated, state thickness.....	<i>36</i>	<i>32</i>	
<b>STRINGERS AND DECKS.</b>				<b>Fourth Deck.</b>			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in Wells	<i>68 1/2</i>	<i>71</i>		If Plated, state thickness .....			
" " " " in way of Bridge				<b>Peep Deck.</b>			
Angle in Wells .....	<i>6</i>	<i>6 1/2</i>	<i>71</i>	Stringer Plate, breadth and thickness .....			
<i>Gutter Bar</i>	<i>3</i>	<i>2 1/2</i>	<i>36</i>	Plating, Sheathing, material and thickness ...			
Thickness of Plating abreast Deck openings in way of Wells .....	<i>57</i>	<i>36</i>		<b>Bridge Deck.</b>			
Thickness of Plating abreast Deck openings in way of Bridge .....				Stringer Plate, breadth and thickness .....			
Thickness of Plating within line of openings...	<i>44</i>	<i>36</i>		Plating, Sheathing, material and thickness ...			
If Sheathed, material and thickness .....	<i>P.P. 5x3</i>			<b>Forecastle Deck.</b>			
<i>at accommodation</i>	<i>P.P. 5x2 1/2</i>			Stringer Plate, breadth and thickness .....	<i>36 1/2</i>	<i>38</i>	
<b>Second Deck.</b>				Plating, Sheathing, material and thickness ...	<i>36 Plating &amp; Sheathing P.C. 5x3</i>		
Stringer Plate, breadth and thickness in Wells...	<i>57</i>	<i>46</i>					

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	SINGLE OR DOUBLE.	RIVETS. Diam.    Spacing cr. to cr.	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 .....	53	.97	.81	.81	—	Double	1" 3/8	3 2/3	Three	1 1/8	3 1/2	Double Straps.
at duct keel		1.09			—	" "	1 1/8	4 5/8	Three	1 1/8	4	" "
" DBLC (if any)												
BOTTOM PLATING, No. of of Strakes from.....	72 80 80 80	.70 .70 .70 .70	.55 .70 .55 .65	.70 .70 .70 .79	—	Double	7/8	3 3/10	Four 1/2 L & over .68	7/8	3 1/2	Lapped.
BILGE PLATING, No. of Strakes from.....	73 1/2	.70	.55	.70	—	" "	" "	" "	" " " "	" "	" "	" "
SIDE PLATING, No. of Strakes from.....	75	.68	.51	.68 & .51	—	Double	7/8	3 3/10	Three 7/8	7/8	3 5/8	"
UPPER DECK, Sheer- strake in Wells.....	75	.80	.75	.52	—	Upper edge of F.B.H. = between peak bulkheads.			Four 1/2 L & over .68.	1	4	"
UPPER DECK, Sheer- strake in Bridge ...												
STRAKE BELOW Sheer- strake in Wells.....	75	.75	.51	.51	—	Double	1" 1/8	3 2/3	Four 1/2 L & over .68.	1	4	"
STRAKE BELOW Sheer- strake in Bridge ...												
POOP SIDE PLATING .....												
BRIDGE SIDE PLATING ...												
FOREC'TLE SIDE PLATING			.44		—	Single	7/8	3 1/2	Single.	7/8	3 5/8	Lapped.

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		Eight.			
Extending to Upper Deck (Sec. 3 c)		One.			
,, Deck next below		Seven.			
As per Rule		Eight.			
Remainder of bulkheads as per approved plans.	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings, Spacing.		Scantlings, Spacing.	
MIDSHIP BULKHD.	No 107. Upper tween decks	.28	5 1/2 x 3 x 36.	30.	—
		.29	5 1/2 x 3 x 40.	32.	—
”	” Second ”				
”	” Third ”				
”	” Holds No 107.	.32 / 44	11 x 3 1/2 x 3 1/2 x 42. 11 x 3 1/2 x 3 1/2 x 50.	80 / 32	—
COLLISION	” (in Hold) No 172.	.34 / 50	B. a. 7 x 3 x 40. 6 x 3 x 34. 5 1/2 x 3 x 30.	3 Semi. 30 x 24 x 36. Face 18 x 3 1/2 x 3 1/2 x	—
		.30 / 48	B. a. 12 x 3 1/2 x 58. 18 x 3 x 34.	24. Tunnel Fl.	
AFTER PEAK	” ”				

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar .....</b>		<i>Flat Plate Keel.</i>		
<b>STEM .....</b>	<i>Forged.</i>	<i>11 1/2 x 3.</i>	<i>Darlington Forge Co. Ltd.</i>	
<b>STERN FRAME</b> { Propeller Post Brackets Cast as per Steel plan.			<i>Stahlwerk.</i>	
Rudder Post.....			<i>Krieger, Dusseldorf</i>	
<b>RUDDER—A x D.....</b>		<i>104.70 x 5.175.</i>	<i>= 852.33.</i>	
<b>Speed of Vessel.....</b>		<i>14 1/2 knots.</i>		
<b>RUDDER</b> mainpiece at head ...		<i>13 1/8 x 17 1/16</i>	<i>N.Y. Williams Rotterdam.</i>	
<i>Semi-balanced</i> heel ...		<i>10 1/8</i>		
" " "				
how constructed .....		<i>Forged &amp; built.</i>		
double or single plate		<i>1.15</i>		
coupling, vertical or horizontal.....		<i>3.2 x 3 1/8</i>		

<b>STEEL.</b>	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>Consell Cargo Fleet, B.Y.C., South Durham, Dorman Long, Pease &amp; Partners, Lancashire, Cobville, Steel Co. of Scotland, Stewart &amp; Lloyds, Appleby Iron Co.</i>			
	Has the Steel been tested as required by the Rules? <i>Yes.</i>			



EQUIPMENT No. 51621.												LETTER e f.		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.			
31418	1st Bower ...	86	2	0	Stockless.			61	17	2	0	85½	Byers Improved Not Shaded		J. P. H. S. 27-8-28
31437	2nd „ ...	86	2	0	D°			61	10	0	0	85½	Stockless		H. H. Bunker.
31438	3rd „ ...	85	3	0	D°			61	10	0	0	73½	“ “ “		“ “ 31-8-28 “ “
	Collective weight.	258	3	0								244½			“ “ “ “ “ “
61462	Stream .....	25	1	0	6	3	7	24	19	1	14	25	Rodgers.	S. Taylor & Sons	J. P. H. T. 28-8-28

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.	Stations.	Breakings.	Supplied.	Per Rule.			Length. Diam.							Length. Cir.	Ins.	Tons.	Length. Cir.	Ins.
14157	300 2 1/4	116	1638	994-1-0.	989.			300 2 1/4	2 1/4	Stud Link.	S. Taylor & Sons L.	J.P.H.T. 31-8-28. A. Green.		TOWLINE...	130 6	89.5	130-6		
														HAWSERS & WARPS	4-110 3 1/2	26.0	4-100-24		
														Manilla	2-100-8				
Iron Stream Chain - or Steel Wire	120 5 1/4	75-3	-	-	-			120 5 1/4	5 1/4										

Steering Gear, Steam *Electric Hydraulic (Double Rams) Haskie & Co. L.* Steering Gear, Hand *None.*

Boats *4 Lifeboats = 28'0"* Steering Chains, Size and Test *None.* Windlass (Electric) *J. H. Wilson & Co. Birkenhead.*

Ceiling in Holds, thickness and material *No. 1, 2, 4. Insulated. No. 3 & 5. Pure 2 1/2"* Cargo Battens, thickness, material and spacing *No. 1, 2, 4. Holds & Lower Tween Decks insulated. No. 3 Hold & Lower Tween Decks. Vertical 6 x 2. Two battens in each frame. Ditto & No. 5 6 x 2 at aft end. No. 5 "Thickness of Hatches" *Same 3"**

Cargo Hatchways. (Upper Deck) *Usual construction in Plaster bangles.* Thickness of Hatches *Same 3"*

Size of No. 1 Hatchway (Forward) *29'3" x 20'0"* No. 2 *30'3" x 20'0"* No. 3 *24'9" x 20'0"* No. 4 *30'3" x 20'0"* No. 5 *24'9" x 20'0"* No. 6 *Storage Opening 5'6" x 20'0"*

Number of Shifting Beams and/or Fore and Afters *No. 1, 2, 4. Hatches = 5 Webs. No. 3, 5. Hatches = 4 Webs. No fore & afters.*

FOR SWAN, HUNTER, & WILKINSON, LTD.  
Builder's Signature *Geo. A. Hunt*

**GENERAL DECLARATION.** It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *Oil engines* (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *No.* 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 & in other respects in conformity with the Society's Rules & Regulations.*

*The materials & workmanship are good.*

*The weather decks, bulkheads, funnels, W.S. doors, Main Port doors & 2nd & 3rd Decks in the insulated spaces were all tested & found satisfactory.*

*The double bottom tanks, the double bottom copper dunnies, the oil drain tank, the oil fuel bunkers, the after peak tank & duct keel were tested as required by the Rules & all found satisfactory.*

*The fore peak was filled with water to the L.W.L. & found in good order.*

*The freeboard assigned in the Secretary's Letter dated 19th September 1928. has been duly marked, verified & cut in on the vessel's side. Newcastle Report No. 83281.*

*The hand pump to the fore peak & the W.S. doors were tested & found in good order.*

*The requirements of Section 20 of the Rules for the carriage of oil fuel above 150°F. in the bunkers & certain of the double bottom tanks, have been carried out.*

The amount of Entry Fee ..... £ 10 : 0 : 0 Fees applied for, *57 DEC 1928*

Special Survey Fee.... £ 399 : 11 : 6 Received by me, *27.12.28*

Freeboard *11 18 4*

Travelling Expenses, if any £ : : *27.12.28*

I am of opinion the Vessel should be Classed *+ 100. A. 1.* with freeboard.

State whether the Vessel has been built under Special Survey *Yes.* Signature *Thomas S. Shute.*

Surveyor to Lloyd's Register of Shipping.

Full Certificate to be sent to *Newcastle on Tyne* Date of issue *28/12/28*

Committee's Minute *FRI. 14 DEC 1928*

Character assigned *+ 100 A. 1. With Freeboard*

*Lloyd's A & C.P. + L.R.C. 12:28 Oil Engines*

*28th 10th*

*Sub. 5th*

*1st*

*2nd*

*3rd*

*4th*

*5th*

*6th*

*7th*

*8th*

*9th*

*10th*

*11th*

*12th*

*13th*

*14th*

*15th*

*16th*

*17th*

*18th*

*19th*

*20th*

*21st*

*22nd*

*23rd*

*24th*

*25th*

*26th*

*27th*

*28th*

*29th*

*30th*

*31st*

*32nd*

*33rd*

*34th*

*35th*

*36th*

*37th*

*38th*

*39th*

*40th*

*41st*

*42nd*

*43rd*

*44th*

*45th*

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*83rd*

*84th*

*85th*

*86th*

*87th*

*88th*

*89th*

*90th*

*91st*

*92nd*

*93rd*

*94th*

*95th*

*96th*

*97th*

*98th*

*99th*

*100th*

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



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.)

No. 1, 2 & 4 Holds & Lower Tween decks have been insulated for the carriage of refrigerated cargo. The same compartments are also fitted with an air cooling system. The vessel is fitted with a duct keel between Nos 82 & 139 frames. The approved plans (16 in number) are enclosed. This is a duplicate vessel to the twin screw M.V. "Port Fairy" No 1339 by same Builders. 1<sup>st</sup> Entry Report (Newcastle) No. 83438.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	c. 2 lbs.	with pins c. 2 lbs.	No. 7071	J. Lunney.	13.8.28.
	2nd "	48-3-26.	53-2-0.	" 7069.	" "	" " "
	3rd "	49-1-3.	53-3-21.	" 7070.	" "	" " "
	4th "	48-3-0.	53-2-0.	" 7070.	" "	" " "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated Complete Shelter Deck with forward opening at aft end 5'-6" x 20'-0".

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 D<sup>th</sup> (S<sup>th</sup>) & Shelter D<sup>th</sup> (S<sup>th</sup>) Cruiser Stern & Duct Keel forward of Motor Room = 156'-9".

Official No. 160615; Signal Letters Double bottom of Vessel coated with cement No. 1, 2, 2(A), 4, 5. Particulars of composition Oil Fuel D.B. (No. 3 & 3(A)) = Nil. Motor Room D.B. Tanks (oil or water Ballast) all Bilges fore & aft = Bitumastic.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.
Double bottom, aft,	121'-0"	316.	Fore peak tank,	—
Double bottom, under Engines and Boilers,	57'-9"	388.	After peak tank,	—
Double bottom, if under Engines only,	223'-9"	865.	Deep tank, aft,	—
Double bottom, if under Boilers only,	156'-9"	1569.	Deep tank, forward, O.F. Cross Bunkers No. 85/90.	13'-9"
Double bottom, forward,			Other tanks, if fitted,	
			(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. 5259	1928	FEB. 27. 29. MAR. 2. 6. 13. 22. APR. 2. 13. 17. 20. 24. 27. MAY 2. 8. 10. 15. 22. 24.
Date 20. 1. 28.		JUNE. 1. 7. 8. 14. 18. 22. JULY. 6. 13. 16. 19. 25. AUG. 2. 9. 13. 15. 16. 17. 23. 24. 27. 30. 31.
		SEP. 3. 4. 6. 7. 10. 11. 12. 13. 14. 17. 21. 26. OCT. 4. 11. 12. 15. 20. NOV. 1. 3. 14. 19. 22.
		23. 27. 28. 29. DEC. 3.

Dates of Surveys held while building

Lloyd's Register Foundation