

STEEL STEAMER or MOTORSHIP.

W/S 834

JUN - 8 1938

Received at London Office JUN - 7 1938

State if Report has been sent on the Freeboard of the Vessel ☒ YESState if Report is sent on the Machinery of the Vessel ☒ YES

Date of completion of report

3RD JUNE 1938.

Port of GREENOCK.

Survey held at PORT GLASGOW.

Date First Survey

27TH APRIL 1937.

Last Survey

No. 20549.

31ST MAY

1938.

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

SINGLE SCREW MOTORSHIP

"DAVILA"

MACHINERY AFT.

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

FULL SCANTLING.

State Type of Erections POOP BRIDGE F.CLE

TONNAGE under Tonnage Deck... 7234.92.

CLASS 100A.1.

State if with freeboard as condition of Class

No

Built at PORT GLASGOW.

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern } L 460.0
most on summer L.W.L. See Sec. 3 (1a)Launched MARCH 22ND 1938 Yard No. 907.

Total

Breadth (greatest moulded) B 59.0

Builders LITHGOWS LIMITED.

Gross Tonnage 8053.30

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 34.0

Owners ANGLO SAXON PETROLEUM CO. LTD.

Register Tonnage 4767.97

1st Longitudinal Number (L x D) = 15640.

Managers

(Where necessary to be entered in Key Book)
57 HELENS COURT.

REGISTERED DIMENSIONS.

FEET.

Length 465.0

Framing Depth "d," at middle of length. See Sec. 3 (1d) 13.52

Residence LEADENHALL STR. LONDON. E.C.

Breadth 59.25.

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

Port of Registry LONDON.

Depth 33.85

Draught Moulded 27'-4 1/2

If surveyed while building, afloat, or in dry dock

BUILDING 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 3 1/2.			Bracket Floors, Frame ✓		
" " from FORWARD COPPER DAM to length amidships to } Collision bulkhead } " " in ENGINE ROOM. } " " in peaks } 27. 30 3/4. 24.			" " Reversed Frame ✓		
SIDE FRAMING.			" " Vertical Struts ✓		
Frame Amidships, Angle, E or F N.B.S. 10 3 1/2 .44			Centre Girder, depth and thickness amidships 60 x .57		
" " Extends up to FROM TOP OF BILGE TO UPPER DK. WITH 2 SIDE STRINGERS IN DEPTH			" " top Angles 4 x 3 1/2 x .50		
Reversed Frame Amidships, Angle TOP STRINGER 26 x 42 FACE BARS 3 1/2 x 3 1/2 x .44. BOT STRINGER 30 x 44 " " 3 1/2 x 3 1/2 x .44.			" " bottom Angles 4 x 4 x .50. 10 x 42 10 x 36 1/2 WEIGHT 10 x 60 TOP BAR CONTINUOUS.		
SIDE FRAMING IN ENGINE SPACE BA N.B.S. 10 x 3 1/2 x .44 TO 2 ND DK			Side Girders, No. each side and thickness 3.		
Depth of Framing Girder 10" .44			TANK TOP LEVEL.		
Frames in Uppermost Continuous tween Decks, Angle, E or F (N.E.S.) 5 x 3 1/2 x 38 Q.A. SCARPHED BETWEEN.			Margin Plate depth (excl. of flange) and thickness (Min) 24 x .54.		
" " Second tween Decks, Angle, E or F			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem 6 x 6 x .46		
" " Third			" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area DOUBLE AT WEB FRAMES.		
WEB FRAMES STRINGERS IN ENGINE SPACE FOR CARGO SPACE AS APPROVED. 8 3 1/2 .47.			" " Gussets, spacing and scantling abaft 1/2 len. from stem 96 x .46		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships 7/8 SPACED 4 7/8			Tank Side Brackets, height above base line at toe of Frame and thickness 96 x .46		
State if Frame Joggled YES EXCEPT AT ENDS			INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and as approved? YES			Breadth and thickness of Middle Line Strake 1 1/2 PLATING UNDER		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and as approved? YES			Thickness of remainder in Holds ENGINE SEAT		
SINGLE BOTTOM.			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E & B. space and framing in Bankers and Boiler Room? REMAINDER .52		
Floors, Depth and thickness at mid-line in Holds LONGITUDINAL			BEAMS.		
Height of Brackets at side above base line at toe of frame BOTTOM FRAMING			Uppermost Continuous Deck, amidships in way of CARGO HOLD SEE PAGE 4.		
Middle Line Keelson, on Floors, Angles, E or F 9 3 1/2 .38			" " in way of POOP DECK 8 3 .44		
" " Through Plate or Intercostal Plate EVERY FRAME.			Second Deck, amidships, Angle, E or F 9 3 .37.		
" " Foundation Plate on Floors Spacing EVERY FRAME.			" " in way of CARGO HOLD 9 3 .42		
" " Flat Plate Keel Angles 8 3 1/2 .40			Spacing EVERY FRAME.		
Side Keelsons, No. each side FOURTH DECK, amidships, Angle, E or F			Spacing EVERY FRAME.		
" " thickness of Intercostal Plate ...			Poop Deck, Angle, E or F 9 3 .37		
" " Angles Spacing EVERY FRAME.			Spacing EVERY FRAME.		
DOUBLE BOTTOM. IN ENGINE SPACE ONLY			Bridge Deck, Angle, E or F 7 3 .41		
Solid Floors, thickness and spacing 504.42 ON EVERY FRAME.			Spacing EVERY FRAME.		
" " Are Frame and Reversed Frame joggled? YES.			Forecastle Deck, Angle, E or F 10 3 1/2 .40		
Bracket Floors, breadth and thickness at middle line 9 3 .42			Spacing EVERY FRAME.		
" " breadth and thickness at margin plate 9 3 .42					

PILLARS AND DECKS.

PILLARS, No. of Rows.....	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	SECOND DECK IN WAY OF CARGO HOLD	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
in 'tween Decks, Size and Spacing.....				Stringer Plate, breadth and thickness in way of Bridge.....	38 x 36		
" " " " " "				Thickness of Plating abreast Deck openings in way of Wells.....	34		
" " " " " "				Thickness of Plating abreast Deck openings in way of Bridge.....			
in Holds " " " "				Thickness of Plating within line of openings.....			
LONGITUDINAL " " " "				If Sheathed, material and thickness.....	NONE		
Centre Line Bulkheads. P+S. OILTIGHT. Stiffeners and Spacing.....	SPACED 30 3/4	10 x 3 1/2 x 44 BA. 11 x 3 1/2 x 42 BA IN NO 7 & 8 TANKS. 11 x 3 1/2 x 44 BA IN NO 9 TANK.		Third Deck.			
Plating, thickness of	43 - 39			Stringer Plate, breadth and thickness.....			
STRINGERS AND DECKS.				If Plated, state thickness.....			
Uppermost Continuous Deck.				Fourth Deck.			
Stringer Plate, breadth and thickness in Wells.....	90 x 78			Stringer Plate, breadth and thickness.....			
" " " " in way of Bridge.....	90 x 87	88 At Poop Front.		If Plated, state thickness.....			
" Angle in Wells	7 x 7 x 70			Poop Deck.			
Thickness of Plating abreast Deck openings in way of Wells (CLEAR OF OPENINGS.)	A " 58 B " 76 C " 58			Stringer Plate, breadth and thickness.....	37 x 37		
Thickness of Plating abreast Deck openings in way of Bridge Wells.	A " 88 B " 58 C " 87			Plating, Sheathing, material and thickness.....	26.5 x 2 1/2 WOOD. 30 UN-SHEATHED		
Thickness of Plating within line of openings.....				Bridge Deck.			
If Sheathed, material and thickness.....	NONE			Stringer Plate, breadth and thickness.....	42 x 43		
Second Deck, IN WAY OF ENGINE SPACE	24 x 40			Plating, Sheathing, material and thickness.....	30.5 x 2 1/2 WOOD INSIDE HOUSE. 34 UN-SHEATHED.		
Stringer Plate, breadth and thickness in Wells.....	36			Forecastle Deck.			
DECK PLATING				Stringer Plate, breadth and thickness.....	35 x 37		
				Plating, Sheathing, material and thickness.....	30.5 x 2 1/2 WOOD.		

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.	RIVETS.		NO. OF ROWS OF RIVETS.	STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		
	Inches.	Inches.	Inches.	Inches.				Inches.	Inches.		
FLAT PLATE KEEL	57	96	78	78			DOUBLE	1"	4"	FIVE-FOUR	1 1/8 4 1/2 LAPPED.
" BOLD (if any)	3 BOTTOM STRAKES (P+S) 2 @ .67	.53	.53	.53	74 x 76 FROM 1/2 LT TO COLLISION BULKHEAD.						
BOTTOM PLATING, No. of Strakes (FOUR).....	2 @ .64	.50	.50	.50			DOUBLE	7/8	3 1/2	FOUR-THREE	7/8 3 1/2 ---
BILGE PLATING, No. of Strakes (ONE).....	.64	.50	.50	.50			---	7/8	3 1/2	FOUR-THREE	7/8 3 1/2 ---
SIDE PLATING, No. of Strakes (THREE).....	.64	.50	.50	.50			---	7/8	3 1/2	FOUR-THREE	7/8 3 1/2 ---
UPPER DECK, Sheer-strake in Wells.....	55	.99	.50	.50	1.19 AT BRIDGE ENDS & POOP FRONT.		---	1"	3.9	FIVE-FOUR	1 1/8 4 1/2 ---
UPPER DECK, Sheer-strake in Bridge											
STRAKE BELOW Sheer-strake in Wells.....	82 3/4	76	.50	.50			---	7/8	3 1/2	FOUR-THREE	1" 4"-1 7/8 3 1/2 ---
STRAKE BELOW Sheer-strake in Bridge											
POOP SIDE PLATING .....				.40			SINGLE	7/8	3 1/2	THREE-TWO	7/8 3 1/2 LAPPED
BRIDGE SIDE PLATING ...	.43						---	7/8	3 1/2	THREE-TWO	7/8 3 1/2 ---
FORECASTLE SIDE PLATING			.43				---	3/4	3"	ONE	3/4 2 3/8 ---

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	SEVENTEEN
Extending to Upper Deck (Sec. 3 c)	16
" Deck next below	✓ 1
APPROVED As per Rule 16 To Upper Dk + 1 To 2 nd DECK.	

MIDSHIP BULKHEAD, Upper tween decks	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
" " Second "					
" " Third "					
" " Holds OILTIGHT.....	51 - 41	10 x 3 1/2 x 40 BA	33 1/4 30"	2 STRINGERS AS APPROVED.	
COLLISION " (in Hold)	53 - 26	9 x 3 x 38 BA AS APPROVED	24"	2 SEMI-BOX BEAMS 4 OILTIGHT FLAT	
AFTER PEAK " "	49 - 30	9 1/2 x 3 1/2 x 45 BA AS APPROVED	24"	DONKEY BOILER FLAT	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar		FLAT PLATE KEEL.		
STEM	ROLLED	10 1/4 x 2 3/4	MADE BY STAMMEN'S VERKSTED & DESIGNED TO SUIT	
STERN FRAME { Propeller Post	FORGING	10" DIA PORTABLE	'SIMPLEX' RUDDER	
{ Rudder "	CASTING	STREAM LINED		
Speed of Vessel.....		12 KNOTS.		
RUDDER—Type.....		'SIMPLEX'		
" A x D		377	HEAD MADE BY.	
" Diam. of head		11" DIA	DENNISTOWN FORGE CO.	
" Mainpiece at top pintle		RUDDER MADE BY.		
" " heel ...		DEUTSCHE WERFT A.G. HAMBURG.		
" how constructed		ELECTRICALLY WELDED		
" double or single plate		DOUBLE .59 THICK		
" coupling, vertical or horizontal.....		HORIZONTAL COUPLING.		

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) (OPEN HEARTH PROCESS) Colvilles L^{td}. THE STEEL CO OF SCOTLAND

Has the Steel been tested as required by the Rules? YES

Rpt. 1*.

M.V. "DAVILA" LITHGOWS LTD N°907.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	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.	Spang.		Number.	Diameter.
Framing of L, V or C													
Frames in Bridge 'tween Decks ...		TRANSVERSE FRAMING IN POOP, BRIDGE AND FORECASTLE											
Frames from Uppermost Continuous Deck to Bilge		CENTRE GIRDER											
No. 1		17" x 4" x 4" .52/68			17" x 4" x 4" .52/68				7/8	5/4	3/16 FOR 11 RIVETS	T BAR TO BHD WITH HORIZONTAL GUSSET 20 7/8 RIVETS TO T BAR 18 7/8 RIVETS TO LONG	
" 2		- 00 -			00				7/8	5/4	- 00 -	- 00 -	
" 3		- 00 -			00				7/8	5/4	- 00 -	- 00 -	
" 4		O.T. LONGITUDINAL BULKHEAD.											
" 5		17" x 4" x 4" .52/68			TRANSVERSE FRAMING				7/8	5/4	- 00 -	- 00 -	
" 6		- 00 -			AT ENDS IN				7/8	5/4	- 00 -	- 00 -	
" 7		- 00 -			WING TANKS.				7/8	5/4	- 00 -	- 00 -	
" 8		- 00 -							7/8	5/4	- 00 -	- 00 -	
" 9													
CENTRE GIRDER													
" 10													
" 11		40 x .42			40 x .42								
" 12		3 1/2 x 3 1/2 x .44			3 1/2 x 3 1/2 x .44								
" 13		4 x 4 x .50			4 x 4 x .50								
" 14													
" 15													
" 16													
Spacing of Longitudinal Frames		Amidships		CENTRE TANKS 33"		WING TANKS 30"							
		At Ends		THROUGHOUT AS APPROVED									
Double Bottoms													
L, V or C		Tank Top Longitudinals		DOUBLE BOTTOM IN ENGINE SPACE ONLY.									
		Bottom		TRANSVERSE FRAMING FITTED AS PER									
				PAGE 1.									
Spacing of Longitudinals		Amidships											
		At Ends											
Transverses.													
Side (in 'tween Decks)		Depth and Thickness											
		Face Angles											
		Lugs to Shell*											
Side (in Hold)		Depth and Thickness		{ 2 STRUTS CONSISTING OF 15" x 4" x 4" .50/62 CHANNEL WITH 30" x 42" PLATE THUS									
		Face Angles		FITTED IN SIDE TANKS IN WAY OF TRANSVERSES.									
		Lugs to Shell*											
Bottom		Depth and Thickness		CENTRE 40 x .44		40 x .44							
		Face Angles		WINGS 37 x .44		NONE							
		Lugs to Shell*		CENTRE 6 x 4 x .60 DBLE		6 x 4 x .60 DBLE							
		Back Bars		WINGS 6 x 4 x .60 SINGLE		V							
		Brackets		6" x 6" x .44 WITH 3 1/2 x 3 1/2 .44 BACK BAR AT END OF C ² TRANSVERSE							7/8	4 3/8 TO 3 1/2	
Spacing of Transverse Frames		10'-6"		10'-6"									
* State if joggled or liners.													
Longitudinal Beams of L, V or C		Bridge Deck		TRANSVERSE FRAMING IN POOP, BRIDGE & F/CLE.									
		Upper		CENTRE WINGS 9' x 3 1/2" x 43 B.A.		9' x 3 1/2" x 43 B.A.							
		CENTRE DECK		PLATE 60" x .44		60" x .44							
		Second GIRDER		FACE BAR 6 x 3 1/2 x .50 O.A.		6 x 3 1/2 x .50 O.A.							
		Third		DECK BAR 3 1/2 x 3 1/2 x .40 DBLE		3 1/2 x 3 1/2 x .40 DBLE							
Spacing		33" x 30"											
Transverse Beams.		Plate.		29" x 42		6 x 3 1/2 x 48 O.A. SINGLE							
		Face Angles.											
		Any Departure from Approved Plans to be Noted.											

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.

1m, 2, 37. 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.

bottom and at deck

20-18000.

0105 213

EQUIPMENT No 44391-82										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.			
37566	1st Bower ...	74	0	14	STOCKLESS			56	0	0	0	77	BYERS IMPROVED	NOT STATED.	SUNDERLAND 1/9/37 BUTLER.
37567	2nd „ ...	74	1	7	---			56	0	0	0	77	“	“	“ 2/10/37 “
37568	3rd „ ...	73	2	14	---			55	15	0	0	65½	“	“	“ 2/10/37 “
	Collective weight.	222	0	7								219½			
51186	Stream	22	0	5	5	2	7	22	7	2	0	22	RODGERS F&W ROT IRON.	NOT STATED	CRADLEY HEATH 29/12/37 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.	Statu- tory.	Break- ing.	Supplied.		Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.			
9 88502	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.			
	300	2 7/16	106	9	149	891	3	17	890	1/4	300	2 7/16	SPUD LINK	NOT STATED	NETHERTON 30 1/37	RELF	TOWLINE...	130	5 3/4	91.5	130	5 3/4
															HAWSERS & WARPS	4@100	3 1/4 (6x12)	21.7	4@100	2 3/4		

Steering Gear, Type (Power ~~Steam~~) STEAM-HYDRAULIC By HASTLEY & CO. GREENOCK. Alternative Means of Steering BLOCKS & TACKLE LED TO AFTER WINCH.

Steering Chains (Size and Test) NONE, GEAR SITUATED AT RUDDER HEAD. Windlass STEAM By EMERSON WALKER. Boats 4 LIFEBOATS & 1 DINGHY.

Forward Ceiling in Hold thickness and material NONE Cargo Battens, thickness, material and spacing NONE

Cargo Hatchways (Upper Deck) STEEL COAMING 30" HIGH STIFFENED. Thickness of Hatches HINGED STEEL COVERS 50 STIFFENED.

No. of Hatchways No. 1 (Fwd.) 8' x 10' No. 2 / No. 3 / No. 4 / No. 5 / No. 6 /

Number of Shifting Beams and/or Fore and Afters NONE

Builder's Signature For LITHGOWS LIMITED *R Campbell*

OILTIGHT HATCHES TO CARGO TANKS 27 IN NUMBER COAMING 30" x 40 STEEL HINGED COVERS 50 STIFFENED.

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 MOTORSHIP.

(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).

This vessel has been built in accordance with the approved plans and in general conformity with the Society's rules for the class contemplated.

The workmanship & materials are of good quality.

All the double bottom tanks, forepeak tank, after peak tank, cargo oil tanks, oil fuel bunker, oil fuel deep tank fwd, cofferdams, lubricating oil tanks & fresh water tanks in the tween decks, have been tested as required by the rules & found satisfactory.

Oil fuel, F.P. above 150°F, is carried in the forward D.B. tank in the engine space in oil fuel bunker & in fwd deep tank (the requirements of Sec 20 of the rules have been fully complied with).

The weather decks, chain locker, colliding bulkhead above peak flat were hose tested & found satisfactory. The fuel bond has been verified & the marks cut in on the vessel's sides.

Entry Certificate issued (Copy attached).

The amount of Entry Fee £ 11 : 0 : 0.	Fees applied for, 3RD JUNE 1938.	(Special notations, where part of class, to be stated.)
Special Survey Fee. ... £ 601 : 19 : 9.	Received by me, 8. 6. 1938.	
FREEBOARD		
Surveying Expenses, if any £		
State whether the Vessel has been built under Special Survey YES	I am of opinion the Vessel should be Classed 1100A1.	
	"CARRYING PETROLEUM IN BULK"	
	"LONGITUDINAL FRAMING AT BOTTOM & AT DECK"	
	Signature Kenneth Inglis	
	Surveyor to Lloyd's Register of Shipping.	
Certificate to be sent to GREENOCK OFFICE Date of issue 15/6/38.		

Committee's Minute GLASGOW 7 = JUN 1938

Character assigned 100A1.

538.

Carrying Petroleum in Bulk

Lloyds A+C.P.

+ L.M.C. 538.

Longitudinal framing at bottom and at deck

DB-180lb.



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 ELECTRIC WELDING (if employed) **SIMPLEX RUDDER; HEADS & HEELS OF ALL SOLID PILLARS; CORNER BARS OF ALL BULKHEADS & TANK ENDS; ENDS OF TEE BAR CONNECTIONS AS SHOWN ON MIDSHIP SECTION; BRACKETS TO STRUTS IN WING TANKS; W.T. HATS FOR SUCTIONS; MANHOLES TO DOUBLE BOTTOM IN ENGINE ROOM. MINOR DETAILS.**

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book **CRUISER STERN, OIL ENGINE, E. S. D.**
D.F: **MCHY AFT.** : **'CARRYING PETROLEUM IN BULK': 'LONGITUDINAL FRAMING AT BOTTOM AND AT DECK':**

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	2nd "	3rd "
	49-3-14 : J.F.R. : 2442 : 13-8-37.	49-3-7 : J.F.R. : 2410 : 30-7-37.	49-2-14 : W.H.H. : 6846 : 23-7-37.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 40.1 ft., R.Q.D. ✓ ft., Bridge 42.1 ft., Forecastle 68.5 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓
Official No. 166464. Signal Letters GJGQ Extreme Breadth over Belting ✓ Over-all Length 484.0' (Circ. 1703)
No. and Material of Decks 1 Dk, 2nd Dk CLEAR OF CARGO TANKS.
Parts of Bottom of Vessel coated with cement or approved composition CEMENT IN PEAKS ONLY.
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,		143
Double bottom, under Engines and Boilers,			After peak tank,		94
Double bottom, if under Engines only,	69.2	162	Deep tank, aft,	24.75.	281
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. 3415.
Date 31st MARCH 1934.
Dates of Surveys held while building
(1934) APR. 24-28 MAY 6-19 24-26 JUNE 4-5 JULY 7-11 21-22 28 AUG. 2-5 9-19 30-31 SEPT. 1-4 8-9 10-14 20-22 23-24 29-30 OCT. 6-7 11-12 NOV. 2-8 12-15 22-24 30 DEC. 2-4 9-23 28 29-30 (1938) JAN. 11-13 14-18 19-21 26-28 FEB. 2-4 9-16 14-18 21-22 23-24 25-26 28 MAR. 1-2 3-4 5-9 8-9 10-11 12-14 15-16 14-18 21-22 24-28 APRIL 12-19 25-29 MAY 2-5 10-16 20-25 26-27 30-31
Total No. of Visits 104.