

STEEL ~~STEAMER~~ or MOTORSHIP.

NOV 14 1938

Received at London Office

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 *2nd of November 1938*Port of *Rotterdam*No. *27514^a*Survey held at *Rotterdam*Date First Survey *17th of December 1937* Last Survey *25th of October*

1938

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

Steel single screw Motor tanker "CLAUSINA"

Machinery fitted aft.

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

Full Scantling

State Type of Erections

Pop. Bridge. Forecastle.

TONNAGE under Tonnage Deck

*7237.67*CLASS *100 A 1*

State if with freeboard

*no*Built at *Rotterdam*

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*Launched *3rd of September 1938* Yard No. *203*

Breadth (greatest moulded)

*B 59.0*Builders *Rotterdamsche Droogdok Maatschappij N.V.*

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 *N.V. Petroleum Maatschappij "La Corona"*

Total

Gross Tonnage

8028.38

Register Tonnage

*4721.22*1st Longitudinal Number (L x D) = *15640*

Managers

2nd Numeral L x (B + D) = *42780*

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

REGISTERED DIMENSIONS.

FEET.

Length

463.0

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

*13.52*Residence *'s Gravenhage*

Breadth

59.3

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

*13.52*Port of Registry *'s Gravenhage*

Depth

33.9

Draught Moulded

27'-4 1/2"

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.
FRAMES, Spacing amidships	800	✓	Bracket Floors, Frame	✓	
" " from $\frac{3}{8}$ length amidships to Collision bulkhead	686	✓	" " Reversed Frame	✓	
" " in peaks	610	✓	" " Vertical Struts	✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	1524 x 13.5	✓
Frame Amidships, Angle, E or [250 90 11	further as approved.	" " top Angles	90 90 12.5	✓
" " Extends up to	upperdeck		" " bottom Angles	100 100 13.5	✓
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	two 15 x 10.5	✓
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	straight to shipside 13.5	✓
Depth of Framing Girder	all bulbangle framing		" " Vertical Angle to Tank side	✓	
Frames in Uppermost Continuous Deck	250 90 11	✓	" " Bracket abaft $\frac{1}{4}$ len. from stem	✓	
" " Second Deck	280 90 11	✓	" " Vertical Angle to Tank side	✓	
" " Third	✓		" " Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area	✓	
" " from $\frac{1}{4}$ len. for'd. to 15% len. from Stem	280 90 11	✓	" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	✓	
" " in Peaks, Angle or [230 90 9	✓	" " 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	7/8 5 1/2 d	and as approved.	Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
State if Frame Joggled	Yes	✓	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	1800 x 17.5	✓
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	29 x 13.5	✓
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	1016 x 11	✓	BEAMS.		
Height of Brackets at side above base line at toe of frame	✓		Uppermost Continuous Deck, amidships	200 75 11.5	✓
Middle Line Keelson, on Floors, Angles, [or [✓		" " in Wells, Angle, E or [✓	
" " Through Plate or Intercoastal Plate	1016 x 10.5	✓	" " in way of Bridge, Angle, E or [200 75 11.5	✓
" " Foundation Plate on Floors	✓		Spacing	686 & 610	✓
" " Flat Plate Keel Angles	100 100 12.5	✓	Second Deck, amidships, Angle, [or [✓	
Side Keelsons, No. each side			Spacing		
" " thickness of Intercoastal Plate			Third Deck, amidships, Angle, [or [✓	
" " Angles			Spacing		
DOUBLE BOTTOM. in Motorspace.			Fourth Deck, amidships, Angle, [or [✓	
Solid Floors, thickness and spacing	10.5 & 12.5 781	✓	Spacing		
" " Are Frame and Reversed Frame joggled?	Yes	✓	Poop Deck, Angle, E or [200 75 11.5	✓
Bracket Floors, breadth and thickness at middle line	✓		Spacing	781 & 610	✓
" " breadth and thickness at margin plate	✓		Bridge Deck, Angle, E or [200 75 12	✓
			Spacing	800	✓
			Forecastle Deck, Angle, E or [230 90 10	✓
			Spacing	686 & 610	✓

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.....	<i>two</i>		✓				
<i>Forecastle</i>				Stringer Plate, breadth and thickness in way of Bridge	✓		
in <i>Forecastle</i> , Size and Spacing.....	<i>75</i>	<i>1/2 all frames</i>	✓	Thickness of Plating abreast Deck openings in way of Wells			
<i>Bridge</i> , " "	<i>90</i>	<i>1/2 all frames</i>	✓	Thickness of Plating abreast Deck openings in way of Bridge			
in <i>Holds Poop</i> , " "	<i>steel divisional bulkheads</i>		✓	Thickness of Plating within line of openings...			
<i>Two Longitudinal Bulkheads in tanks.</i>				If Sheathed, material and thickness			
<i>Centre Line Bulkhead.</i>				Third Deck.			
Stiffeners and Spacing.....	<i>250 x 90 x 11 & spaced 800.</i>	<i>280 x 90 x 11 & 11.5</i>	✓	Stringer Plate, breadth and thickness.....	✓		
Plating, thickness of	<i>10.5 & 11.</i>		✓	If Plated, state thickness.....			
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....	✓		
Stringer Plate, breadth and thickness in Wells	<i>2420 x 20.</i>		✓	If Plated, state thickness			
" " " " <i>at Breaks.</i>		<i>22.5</i>	✓	Poop Deck.			
" " " " <i>in way of Bridge</i>				Stringer Plate, breadth and thickness		<i>9.5</i>	
Angle in Wells	<i>180 180 17.5</i>		✓	Plating, Sheathing, material and thickness ...	<i>6.5 pitch pine 64 1/2</i>		
Thickness of Plating abreast Deck openings in way of Wells		<i>19.</i>	✓	Bridge Deck.			
Thickness of Plating abreast Deck openings in way of Bridge				Stringer Plate, breadth and thickness.....	<i>2280 x 10</i>		
Thickness of Plating within line of openings...		<i>14.5</i>	✓	Plating, Sheathing, material and thickness ...	<i>8.5 no sheathing</i>		
If Sheathed, material and thickness	<i>not sheathed.</i>		✓	Forecastle Deck.			
Second Deck. FORWARD & AFT.				Stringer Plate, breadth and thickness.....	<i>900 x 9.5</i>		
Stringer Plate, breadth and thickness in Wells...	<i>9 & 10</i>		✓	Plating, Sheathing, material and thickness ...	<i>9 & 7.5 pitch pine 64 1/2</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? <i>no</i>		RIVETS.		No. OF ROWS OF RIVETS.	STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.		Single or Double.	Spacing cr. to cr.	Diam.	Spacing cr. to cr.		
FLAT PLATE KEEL	<i>2200</i>	<i>22</i>	<i>19.5</i>	<i>19.5</i>		<i>double</i>	<i>1</i>	<i>4</i>	<i>5 to 4</i>	<i>1</i>	<i>Lapped</i>
<i>DBLG. (if any) A 1810</i>		<i>17.</i>	<i>17.5</i>	<i>14.</i>							
<i>B 2500</i>		<i>16.5</i>	<i>15.</i>	<i>13.</i>							
BOTTOM PLATING, No. of Strakes <i>thru</i>	<i>C 2590</i>	<i>16.5</i>	<i>14.</i>	<i>13.</i>		<i>double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4 to 3</i>	<i>7/8</i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes <i>thru</i>	<i>D 2300</i>	<i>16.5</i>	<i>14.</i>	<i>15.</i>		<i>double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4 to 3</i>	<i>7/8</i>	<i>Lapped</i>
<i>E 2000</i>		<i>16.5</i>	<i>12.5</i>	<i>13.</i>							
SIDE PLATING, No. of Strakes <i>thru</i>	<i>F 2400</i>	<i>16.5</i>	<i>12.5</i>	<i>12.5</i>		<i>double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4 to 3</i>	<i>7/8</i>	<i>Lapped</i>
<i>G 2400</i>		<i>16.5</i>	<i>12.5</i>	<i>12.5</i>							
UPPER DECK, Sheer-strake in Wells.....	<i>J 1300</i>	<i>26.</i>	<i>12.5</i>	<i>12.5</i>					<i>5 to 3</i>	<i>1 1/8</i>	<i>Lapped</i>
UPPER DECK, Sheer-strake in Bridge ...		<i>Sheerstrake at Break 30.5 & 29 1/2</i>									
STRAKE BELOW Sheer-strake in Wells.....	<i>H 2100</i>	<i>19.</i>	<i>12.5</i>	<i>12.5</i>		<i>double</i>	<i>1</i>	<i>4</i>	<i>4 to 3</i>	<i>1</i>	<i>Lapped</i>
STRAKE BELOW Sheer-strake in Bridge ...											
POOP SIDE PLATING				<i>10.</i>					<i>3 to 2</i>	<i>3/4</i>	<i>Lapped</i>
BRIDGE SIDE PLATING ...		<i>11.</i>							<i>2</i>	<i>3/4</i>	<i>Lapped</i>
FORECASTLE SIDE PLATING			<i>11.</i>			<i>single</i>	<i>3/4</i>	<i>3</i>	<i>1</i>	<i>3/4</i>	<i>Lapped</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	<i>17.</i>
Extending to Upper Deck (Sec. 3 c)	<i>16.</i>
" Deck next below	<i>1.</i>
As per Rule	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar		<i>Flat plate keel</i>		
STEM	<i>forging</i>	<i>254 x 70</i>	<i>rolled bar</i>	✓
STERN FRAME	Propeller Post	<i>Casting</i>	<i>as per approved plan.</i>	
	Rudder "		<i>Stahlwerk Krueger, A.G.</i>	
Speed of Vessel		<i>12 knots</i>		✓
RUDDER—Type		<i>Simplex Balance Rudder</i>		
" A x D		<i>387</i>		
" Diam. of head	<i>forging</i>	<i>280 1/2</i>	<i>Werkspoor N.V.</i>	
" Mainpiece at top pintle		<i>254 1/2</i>	<i>Gutehoffnungshutte</i>	
" TURNING SHAFT				
" heel ...				
" how constructed		<i>electric welded</i>	<i>Deutsche</i>	
" double or single plate		<i>Simplex</i>	<i>balance rudder</i>	
" coupling, vertical or		<i>15 1/2</i>	<i>Werft. A.G.</i>	
" horizontal		<i>horizontal coupling</i>		

STIFFENERS.

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper two decks					
" " <i>Second</i> " "					
" " <i>Third</i> " "		<i>12.5-13.</i>	<i>250 x 90 x 10 BA</i>	<i>762</i>	<i>840 x 10</i>
" " <i>Holds</i>		<i>10.-11.</i>	<i>further all as approved</i>	<i>837</i>	<i>813 x 10</i>
" " <i>above FP</i>					<i>and as approved.</i>
COLLISION " (in Hold)		<i>12.10-9.8.</i>	<i>200 x 75 x 10.5 BA</i>	<i>610</i>	<i>spacing stringers & W.T. flat F.P.T.</i>
AFTER PEAK " "		<i>7.5-6.5</i>	<i>180 x 75 x 10 BA</i>	<i>610</i>	
		<i>11.8-7.5</i>	<i>250 x 90 x 10 BA</i>	<i>610</i>	
			<i>150 x 75 x 9 BA</i>	<i>610</i>	
			<i>130 x 75 x 9 BA</i>		

STEEL.

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

Collville Ltd; Gutehoffnungshutte; Dortmunder Hoerder Huttenverein; Thyssenhutte; Vereinigte Stahlwerke.

Has the Steel been tested as required by the Rules? *Yes, by Surveyors at Steel Works.*

Lloyd's Register Foundation

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.	
		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																		
	" 2	- Steel Single Screw Motor Tank Vessel.																
	" 3																	
	" 4	"C L A U S I N A"																
	" 5																	
	" 6	Upper Stringer in Wingtanks.																
	" 7	to Shell	660	10.5	✓	to long bulkheads	660	10	✓									
	" 8	face bar	90	90	11	✓	face bar	90	90	10.5	✓							
	" 9																	
	" 10	Second Stringer in Wingtanks.																
	" 11	to Shell	762	11	✓	to long bulkheads	762	10.5	✓									
	" 12	face bar	90	90	11	✓	face bar	90	90	11	✓							
	" 13																	
	" 14																	
	" 15																	
	" 16																	
Spacing of Longitudinal Frames		For ordinary side framing see first entry report.																
Double Bottoms																		
Tank Top Longitudinals																		
Bottom		17 x 4 x 4 x .52/1.68 ✓																
Spacing of Longitudinals		837 ^s ✓																
Centre Amidships		762 ✓																
Wings At Ends...		762 ✓																
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		1016 x 11 ✓ 940 x 11 ✓ 1016 x 11 ✓ 940 x 11 ✓																
Face Angles		D 150 100 15 ✓ S 150 100 15 ✓ D 150 100 15 ✓ S 150 100 15 ✓																
Lugs to Shell*		150 150 11 ✓ 150 150 11 ✓ 150 150 11 ✓ 150 150 11 ✓																
In Hold.																		
Lugs to Shell*		90 90 11 ✓ 90 90 11 ✓ 90 90 11 ✓ 90 90 11 ✓																
Joggled Back Bars ...		as per plan ✓ as per plan.																
Brackets																		
Spacing of Transverse Frames		3200 ✓ 3200 ✓ 3200 ✓ 3200 ✓																
* State if joggled or liners.																		
Longitudinal Beams of L, L & C																		
Bridge Deck ...																		
Upper centre		230 90 11 ✓ Transverse 230 90 11 ✓ Transverse 837 ^s 736 x 10.5 150 x 90 x 11 736 x 10.5 150 x 90 x 11																
Second wings,		230 90 11 ✓ framing. 230 90 11 ✓ framing 762 ^s 736 x 10.5 150 x 90 x 11 736 x 10.5 150 x 90 x 11																
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.

EQUIPMENT No.												LETTER of ✓		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.					
3224	1st Bower ...	78	2	10	✓	Stockless.		58	2	2	0	✓	77-0-0	Gusson Stockless.	Otto Gusson & Co	Magdeburg Buckau 10.5.38 H. Stolk.	
3223	2nd „ ...	77	2	3	✓	„		57	12	2	0			„	„	„	
3222	3rd „ ...	77	0	15		„		57	8	3	0			„	„	„	
	Collective weight.	233	1	0	✓							✓	219-2-0				
3225	Stream	22	1	13	✓	5	2	23	22	13	0	14	✓	22-0-0	Ordinary	Otto Gusson & Co	Magdeburg Buckau 10.5.38 H. Stolk.

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.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
4264	300	2 7/16	106 9/10	149 5/8	924.0	-13.		890-1-0	300	2 7/16	stud	Kon. Ned. Grofsm Leiden 16.6.38		TOWLINE...	130	5 1/4	77.5	130	5 1/4
												a. c. Buyze.		HAWSERS & WARPS	2x100	3 1/4	21.7	2x100	3 1/4
														"	2x100	3 1/4	21.7	2x100	3 1/4

Steering Gear, Type (Power or hand) *Steam, hydraulic direct acting* Alternative Means of Steering *relieving tackle fitted.*

Steering Chains (Size and Test) *✓* Windlass *Steam patent* Boats *4 lifeboats.*

Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *✓*

Cargo Hatchways.—(Upper Deck) *Oil tight hatches.* Thickness of Hatches *Steel covers.*

Size of Hatchways No. 1 (Fwd.) *✓* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams *✓*
and/or Fore and Afters *✓*

Builder's Signature

DE ROTTERDAMSCH E DROOGDOX MIL.

Directeur

[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 *Motor.*

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *✓* 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).

The Workmanship has been found good and the vessel has been built in accordance with the approved plans, copies of which are being retained in the London Office for record, in agreement with the instructions contained in Secretary's letters respecting this case, detailed on other side and in general conformity with the Society's Rules. ✓

Main cargo tanks, wing tanks, fuel bunkers, settling tanks, deplanks, fore and afterpeak tanks, cofferdams and double bottom tanks in Motorspace have been tested by a head of water as required by the Rules and found sound and tight. ✓

Freeboard has been marked on the vessel's sides, verified and cut in.

Certificates of Sternframe and Rudder and Interim Certificate are enclosed herewith. —

The amount of Entry Fee £ 132.00

Special Survey Fee.... £ 72.13.00

Travelling Expenses, if any £ 29.00

State whether the Vessel has been built under Special Survey *Yes*

Fees applied for,

12.11.1938

Received by me,

2/12 1938

MR 3/12

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

I am of opinion the Vessel should be Classed *+100 A 1.*
"Carrying Petroleum in Bulk"
"Longitudinal Framing at Bottom and at Deck."

Signature

[Signature]

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Rotterdam Surveyors* Date of issue *1/12/38*

Committee's Minute

Character assigned

FRI 18 NOV 1938

+100 A 1

Carrying Petroleum in Bulk
Lloyd's A & CR

+LMC 10.38

JB Roll

Cal Eng

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Lloyd's Register Foundation

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.)

Sister Vessel M. S. "CORYDA" Rotterdam Report No 27299.

Secretary's letters M. 23/11; 25/11; 2/12; 10/12; 17/12; 22/12 - 1936;
13/1; 26/1; 9/2; 15/2; 10/4; 17/4 - 1937.

Plans	approved for this vessel..
Date of Approval	Description of plans..
23-11-36	Midship Section
23-11-36	Outline bulkheads, stringers & upper deck.
23-11-36	List of framespacing
2-12-36	Oil fuel bunkers and aftercofferdam
10-12-36	Simplex balanced rudder
10-12-36	Steinframe
10-12-36	Midship oil tight bulkhead.
17-12-36	Sections in wing tanks.
22-12-36	Framing etc. in wing tanks.
13-1-37	Forward Cofferdam
26-1-37	Details of Riveting
9-2-37	Oil tight longitudinal bulkhd. Part. 1.
22-2-37	Oil tight longitudinal bulkhd. Part. 2.
15-2-37	Bulkhead of forward cofferdam.
26-2-37	Lengths of framing, Parts 1-4.
26-2-37	Shell Expansion. Parts 1-3.
10-4-37.	Forepeak.
17-4-37	Deep tank.

PARTICULARS OF ELECTRIC WELDING (if employed)

Simplex Rudder electrically welded.. ✓

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

Longitudinal framing at Bottom and at Deck.. ✓
Rudder electrically welded.. leave out

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower Head 52-2-7 NS 2007 Stettin 20.4-38; Shank 21-1-1 NS 2009 Stettin 20.4-38. 2nd „ „ 51-3-12 NS 2006 „ 20.4-38; „ 21-2-13 NS 2011 „ 20.4-38. 3rd „ „ 51-3-14 NS 2005 „ 20.4-38; „ 21-1-12 NS 2010 „ 20.4-38.
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PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 90.3 ft., R.Q.D. ✓ ft., Bridge 43.0 ft., Forecastle 48.3 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 _____ Extreme Breadth over Belting ✓ no belting ✓ Over-all Length 483.3 ✓
(Circ. 1611) (Circ. 1703)

No. and Material of Decks One Dk (stl) 2nd Dk (stl) clear of cargo tanks. ✓ Mchry aft. ✓

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,	2.2	135. ✓
Double bottom, under Engines and Boilers,			After peak tank,	16	83. ✓
Double bottom, if under Engines only,	64. ✓	156. ✓	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	24.8	262. ✓
Double bottom, forward,			Other tanks, if fitted, Fuel Bunker		393. ✓
Total length (if continuous) and Capacity		156. ✓	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 899

Date 7-6-1937

Dates of Surveys held while building { 17-27-28/12-1937; 13-17-22-24-25-27-29/1; 2-8-14-21/2; 2-5-8-11-28-30/3;
2-6-11-13-19-22-27-29/4; 4-6-12-13-16-17-19-20-23-25-30-31/5; 2-10-15-15-16-17-18-20-21-23-28-30/6
1-2-5-6-8-12-13-15-18-19-20-21-23-26-28-29/7; 1-3-4-6-8-9-11-12-16-17-26/8;
1-2-3-7-12-13-14-20-22-27-30/9; 4-6-10-14-18-19-20-22-25/10-1938

Lloyd's Register Foundation