

RETAIN

Rpt. 1.

STEEL STEAMER or MOTORSHIP.

Received at London Office

20158^a

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.

14 MAR 1931

Date of completion of report 4th of March 1931. Port of Rotterdam. No.
Survey held at Rotterdam Date First Survey 23rd of October 1929 Last Survey 28th of February 1931.
On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) steel single screw motorvessel "MIDDRECHT" Machinery fitted aft.
State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling. State Type of Erections Poop. Forecastle

TONNAGE under Tonnage Deck 6720.23

CLASS $\times 100A1$

State if with freeboard as condition of Class 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 438.0
post on summer L.W.L. See Sec. 3 (1a)

Launched 3-12-1930 Yard No. 172.

Total

Breadth (greatest moulded) B 58.5

Builders Rotterdamsche Droogdok Maats.

Gross Tonnage 7492.97

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 34.92

Owners Stoomvaart Maats. "De Maas"

Register Tonnage 4397.52

1st Longitudinal Number (L \times D) = 15295

Managers Phs. van Ommen's Scheep. Bedrijf.
(Where necessary to be entered in Reg. Book.)

2nd Numeral L \times (B + D) = 40918

Residence Rotterdam.

REGISTERED DIMENSIONS.

FEET.

Length 440.38

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel 12.54

Port of Registry Rotterdam.

Breadth 58.7

Do. Long Bridge to top of keel

If surveyed while building, afloat, or in dry dock

Depth 35.0

Draught Moulded 25'-9"

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 | 27 3/4 | | Bracket Floors, Frame | | |
| " " from 3/4 length to Collision bulkhead | 27 | | " " Reversed Frame | | |
| " " in peaks | 24 | | " " Vertical Struts | | |
| For longitudinal framing at bottom and at decks see separate slip. | | | Centre Girder, depth and thickness amidships | 50 | 57 |
| SIDE FRAMING. | | | " " top Angles double | 3 1/2 | 3 1/2 54 |
| Frame Amidships, Angle E or C | 10 3 1/2 .44 | | " " bottom Angles double | 5 | 5 .60 |
| " " Extends up to | upperdeck | | Side Girders, No. each side and thickness | three | 75 .42 |
| Reversed Frame Amidships, Angle | | | Margin Plate depth (excl. of flange) and thickness horizontal | | 54 |
| " " Extends up to | | | " " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem | 6 1/2 | 6 1/2 .50 |
| Depth of Framing Girder | alt. bull angle framing | | " " Vertical Angle to Tank side Bracket forward 1/4 len. from stem | | |
| Frames in Uppermost Continuous Deck, Angle E or C | 9 3 1/2 .44 | see plan | " " Gussets, spacing and scantling abaft 1/4 len. from stem | | |
| " " Second Deck, Angle E or C | 9 3 1/2 .44 | | " " Gussets, spacing and scantling forward 1/4 len. from stem | | |
| " " Third " " " " | 9 3 1/2 .48 | | Tank Side Brackets, height above base line at toe of Frame and thickness | 36 | 44 above TT |
| Framing in Peaks, Angle or C | 9 3 1/2 .44 | | INNER BOTTOM PLATING. | | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 7/8 4 7/8 | | Breadth and thickness of Middle Line Strake | see plan | .52 |
| State if Frame Joggled | Yes. | | Thickness of remainder in Holds | | |
| PANTING ARRANGEMENTS (Sec. 7), state system and particulars | Panting Stringers with beams at alternate frames in peak and webframes. | | 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? | as per plan. see approved plan of motor space. | |
| STRENGTHENING OF BOTTOM FORWARD. State Particulars | Double riveted frames and side keelsons all as per plan. | | BEAMS. | | |
| SINGLE BOTTOM. | | | Uppermost Continuous Deck, amidships in Walls, Angle E or C | 9 3 1/2 .46 | |
| Floors, Depth and thickness at mid-line in Holds in forward displacement | 37 x .40 | | " " in way of Bridge, Angle, C or C | 8 1/2 3 .46 | |
| Height of Brackets at side above base line at toe of frame | | | Spacing | 27 & 24 | |
| Middle Line Keelson, on Floors, Angles, in cargo tanks. E or C | 3 1/2 3 1/2 .44 | | Upper Second Deck, amidships, Angle E or C | 8 3 .38 | |
| " " Through Plate or Intercostal Plate | | | Spacing | 27 1/2 & 24 | |
| " " Foundation Plate on Floors | 12 x .60 | see plan | Third Deck, amidships, Angle, C or C | | |
| " " Flat Plate Keel Angles | 4 4 .50 | | Spacing | | |
| Side Keelsons, No. each side | one forward as per plan. | | Fourth Deck, amidships, Angle, C or C | | |
| " " thickness of Intercostal Plate | .44 | | Spacing | | |
| " " Angles | 6 6 .52 | | Poop Deck, Angle E or C | 8 3 .38 | |
| DOUBLE BOTTOM. in Motorspace. | | | Spacing | 27 1/2 & 24 | |
| Solid Floors, thickness and spacing | .46 .42 .27 1/2 | | Bridge Deck, Angle, C or C | | |
| " " Are Frame and Reversed Frame joggled? | frames not joggled. w. frames joggled. | | Spacing | | |
| Bracket Floors, breadth and thickness at middle line | | | Forecastle Deck, Angle E or C | 9 3 1/2 .44 | |
| " " breadth and thickness at margin plate | | | Spacing | 24 & 27 | |

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>one</i> | | | Stringer Plate, breadth and thickness in way of Bridge | | | | | |
| " in <i>forecastle</i> Decks, Size and Spacing..... | | | <i>2 5/8 x 48</i> | | | Thickness of Plating abreast Deck openings in way of Wells | | | | | |
| " " " " " " | | | | | | Thickness of Plating abreast Deck openings in way of Bridge | | | | | |
| " in Holds <i>Cargo tanks I 100 x 100 x 10/16</i> | | | <i>one pillar in each centre tank</i> | | | Thickness of Plating within line of openings... | | | | | |
| " <i>Side</i> " " " " " | | | | | | If Sheathed, material and thickness | | | | | |
| Centre Line Bulkhead. | | | <i>B.A. 11 3 1/2 .48</i> | | | Third Deck. | | | | | |
| Stiffeners and Spacing..... | | | <i>2 horizontal girders as per plan spaced 27 3/4</i> | | | Stringer Plate, breadth and thickness..... | | | <i>✓</i> | | |
| Plating, thickness of | | | <i>vertically .42</i> | | | If Plated, state thickness..... | | | | | |
| STRINGERS AND DECKS. | | | | | | Fourth Deck. | | | | | |
| Uppermost Continuous Deck. | | | | | | Stringer Plate, breadth and thickness..... | | | <i>✓</i> | | |
| Stringer Plate, breadth and thickness in Wells..... | | | <i>76 1/2 x .64</i> | | | If Plated, state thickness | | | | | |
| " " " " " <i>pump room</i> | | | <i>in way of Bridge .84</i> | | | Poop Deck. | | | | | |
| " Angle in Wells | | | <i>6 6 .64</i> | | | Stringer Plate, breadth and thickness | | | <i>67 x .36</i> | | |
| Thickness of Plating abreast Deck openings in way of Wells | | | <i>.64</i> | | | Plating, Sheathing, material and thickness ... | | | <i>.34</i> | | |
| Thickness of Plating abreast Deck openings in way of Bridge | | | <i>✓</i> | | | Bridge Deck. | | | | | |
| Thickness of Plating within line of openings... | | | <i>.53</i> | | | Stringer Plate, breadth and thickness..... | | | <i>✓</i> | | |
| If Sheathed, material and thickness | | | <i>✓</i> | | | Plating, Sheathing, material and thickness ... | | | | | |
| Second Deck. | | | | | | Forecastle Deck. | | | | | |
| Stringer Plate, breadth and thickness in Wells... | | | <i>✓</i> | | | Stringer Plate, breadth and thickness..... | | | <i>54 x .36</i> | | |
| | | | | | | Plating, Sheathing, material and thickness ... | | | <i>.36</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>not jogged.</i> | | RIVETS. | | NO. OF ROWS OF RIVETS. | STRAPPED OR LAPPED. |
| | Breadth. | Thickness. | Thickness. | Thickness. | | SINGLE OR DOUBLE. | | Diam. | Spacing cr. to cr. | | |
| | Inches. | Inches. | Inches. | Inches. | | | | Inches. | Inches. | | |
| FLAT PLATE KEEL | <i>53</i> | <i>.98</i> | <i>.78</i> | <i>.78</i> | | <i>Double</i> | <i>1</i> | <i>4</i> | <i>5 to 4</i> | <i>1 1/8 5 1/8</i> | <i>lapped.</i> |
| " DBLG. (if any) | | | | | | | | | | | |
| BOTTOM PLATING, No. of Strakes | <i>A. 80</i> | <i>.64</i> | <i>A. 50</i> | <i>A. 54</i> | | <i>Double</i> | <i>7/8</i> | <i>3 1/2</i> | <i>4 to 3</i> | <i>7/8 3 1/2</i> | <i>lapped.</i> |
| BILGE PLATING, No. of Strakes | <i>C. 80</i> | <i>.60</i> | <i>C. 56</i> | <i>C. 52</i> | | " | <i>7/8</i> | <i>3 1/2</i> | <i>4</i> | <i>7/8 3 1/2</i> | " |
| SIDE PLATING, No. of Strakes | <i>D. 72</i> | <i>.60</i> | <i>D. 54</i> | <i>D. 56</i> | | " | <i>7/8</i> | <i>3 1/2</i> | <i>3</i> | <i>7/8 3 1/8</i> | " |
| UPPER DECK, Sheer-strake in Wells..... | <i>E. 80</i> | <i>.60</i> | <i>.56</i> | <i>.60</i> | | " | <i>7/8</i> | <i>3 1/2</i> | <i>3</i> | <i>7/8 3 1/8</i> | " |
| UPPER DECK, Sheer-strake in Bridge ... | <i>F. 71</i> | <i>.60</i> | <i>.48</i> | <i>.48</i> | | " | <i>7/8</i> | <i>3 1/2</i> | <i>3</i> | <i>7/8 3 1/8</i> | " |
| STRAKE BELOW Sheer-strake in Wells..... | <i>G. 83</i> | <i>.60</i> | <i>.48</i> | <i>.48</i> | | " | <i>7/8</i> | <i>3 1/2</i> | <i>3</i> | <i>7/8 3 1/8</i> | " |
| STRAKE BELOW Sheer-strake in Bridge ... | <i>H. 83</i> | <i>.60</i> | <i>.48</i> | <i>.48</i> | | " | <i>7/8</i> | <i>3 1/2</i> | <i>3</i> | <i>7/8 3 1/8</i> | " |
| POOP SIDE PLATING | <i>K. 71</i> | <i>.90</i> | <i>.48</i> | <i>.48</i> | | " | <i>7/8</i> | <i>3 1/2</i> | <i>3</i> | <i>7/8 3 1/8</i> | " |
| BRIDGE SIDE PLATING ... | <i>J. 83</i> | <i>.60</i> | <i>.48</i> | <i>.48</i> | | " | <i>7/8</i> | <i>3 1/2</i> | <i>3</i> | <i>7/8 3 1/8</i> | " |
| FORECASTLE SIDE PLATING | | <i>.42</i> | | | | " | <i>7/8</i> | <i>3 1/2</i> | <i>3</i> | <i>7/8 3 1/8</i> | " |

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— *12 in all as per plan.*Extending to Upper Deck (Sec. 3 c) *eleven.*" Deck next below *afterpeak bulkhead.*

As per Rule

| | Plating Thickness. | STIFFENERS. | | | |
|---|---------------------|----------------------------------|---|--------------|-----------|
| | | VERTICAL. | | HORIZONTAL. | |
| | | Scantlings. | Spacing. | Scantlings. | Spacing. |
| MIDSHIP BULKHEAD <i>in Cargo tanks</i> | <i>vertical .43</i> | <i>11 x 3 1/2 x</i> | <i>2 horizontal</i> | <i>48 BA</i> | <i>30</i> |
| " " <i>Upperween decks</i> | | <i>1 vertical web at centre</i> | <i>webs 24 x .40</i> | | |
| " " <i>Second</i> | | <i>48 x .44 with double face</i> | <i>bars 6 x 4 x .58</i> | | |
| " " <i>Third</i> | | | | | |
| " " <i>Holds</i> | | | | | |
| COLLISION (in Hold) | <i>.46 .40 .36</i> | <i>11 x 3 1/2 x</i> | <i>semi box beam flat deck</i> | <i>48 BA</i> | <i>24</i> |
| AFTER PEAK | <i>.32 .30 .26</i> | <i>100 x 90</i> | <i>semi box beam flat forepeak tank</i> | <i>48 BA</i> | <i>24</i> |
| | <i>.34 .30</i> | <i>100 x 90</i> | <i>stepped & flanges</i> | | |

FORGINGS and CASTINGS.

| | Casting or Forging. | Scantlings. | Maker's Name. | Any departure from approved plans to be noted. |
|--|---------------------|---|-----------------------------|--|
| KEEL, Bar | | <i>Flat Keelplate</i> | | |
| STEM | <i>forging</i> | <i>260 x 70</i> | <i>Builders</i> | |
| STERN FRAME { Propeller Post | <i>forging</i> | <i>13 1/2 x 8 1/8</i> | <i>Oberbalken Stahlwerk</i> | |
| { Rudder " | | <i>built up as per approved plan.</i> | | |
| RUDDER—A x D | | | | |
| Speed of Vessel | | <i>12 knots</i> | | |
| RUDDER mainpiece at head ... | | <i>11" dia</i> | <i>Gutehoffnungshütte</i> | |
| " " heel ... | | <i>23 1/8" inside dia</i> | | |
| " " how constructed | | <i>3/4" thick</i> | | |
| " " double or single plate | | <i>built up under sheathed with wood, all as per approved plan.</i> | | |
| " " coupling, vertical or horizontal | | <i>5/8"</i> | | |
| | | <i>horizontal coupling</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.**Applety Iron Co.; Vereinigte Stahlwerke August Thyssen Hütte; Dillinger Hüttenwerke; Gutehoffnungshütte; Mannesmann-Wöhler Werke; Vereinigte Stahlwerke Hoerder Verein.*Has the Steel been tested as required by the Rules? *Yes, by Surveyors at Steel Works.*

| EQUIPMENT No. 43171 - | | | | | | | | | | | | LETTER 6+ | | 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. | | | | |
| | 1st Bower ... | 72 | 1 | 5 | | | | | | | | 72 - 2 - 0 | | | | |
| 2254 | 2nd „ ... | 72 | 1 | 5 | stockless | | | 55 | 0 | 0 | 0 | 72 - 2 - 0 | | Gruison Stockless | Otto Gruison & Co. | Magdeburg 7-7-30. M. Berg |
| 2296 | 3rd „ ... | 71 | 0 | 21 | „ | | | 54 | 10 | 0 | 0 | 62 - 0 - 0 | | Gruison Stockless | Magdeburg | „ 4-9-30. K. Hauss. |
| | Collective weight. | 213 | 2 | 5 | | | | | | | | 207 - 0 - 0 | | | | |
| 2275 | Stream | 20 | 1 | 25 | 5 | 2 | 23 | 21 | 3 | 3 | 0 | 20 - 2 - 0 | | Ordinary Stock | Otto Gruison & Co. | Magdeburg 23.8.30. K. Hauss. |

| 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. | | Supplied. | Per Rule. | Supplied. | Per Rule. | Length. | Diam. | | | | | | Length. | Cir. | | Length. | Cir. |
| 3118 | 165 | 2 3/8 | 101 5/10 | 142 2/10 | 517-1-2 | 844-1-0 | 300 | 2 3/8 | 300 | 2 3/8 | Slud. Kon. Ned. Grofsm. | Leiden 4-12-30 | P.H. v. d. Weel. | TOWLINE | 130 | 5 1/2 | 84.4 | 130 | 5 |
| 3143 | 135 | 2 3/8 | 101 5/10 | 142 2/10 | 414-0-9 | | | | | | Slud. Kon. Ned. Grofsm. | Leiden 25-2-31 | P.H. v. d. Weel. | HAWSERS & WARPS | 2x100 | 3 | 18.6 | 2x100 | 2 3/4 |
| | 300 | | | | 931-1-11 | | | | | | | | | | 2x100 | 3 | 18.6 | 2x100 | 2 3/4 |
| | 120 | 5 | | 52.8 | | | | 120 | 5 | | N.V. "H. Hendrik Vedur. | | | | | | | | |

Steering Gear, Steam *direct acting* Steering Gear, Hand *Yes*
 Boats *4 boats.* Steering Chains, Size and Test *r* Windlass *Steel Steam patent.*
 Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *✓*
 Cargo Hatchways.—(Upper Deck) *Virtight Steel hatches.* Thickness of Hatches *✓ Steel covers.*
 Size of No. 1 Hatchway (Forward) *✓* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*
 Number of Shifting Beams and/or Fore and Afters *✓*
 Builder's Signature *[Signature]*

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 *✓* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.
The Workmanship was found good and the vessel has been built in accordance with the approved plans and Secretary's letters M 17/3; 24-27/9; 4-10-7-11-17-21-22-26-28-29-30-31/10; 1-12-20-25-29/11; 5-11-13-16-18-20/12-1929; 1-9-28/1; 17-19/2-1930; 29/1-1931 respecting this case and in general conformity with the Society's Rules.
Cargo tanks; wing tanks; fuel bunkers; deup tank; fore and afterpeak tanks and cooling water and lubricating oil tanks in double bottom motorspace and cofferdams have been tested with a head of water as required by the Rules and found sound and tight.
Freeboard verified and marking cut in on the vessel's sides.
Certificates of forgings of Sternframe and rudderhead enclosed herewith.
For list of plans approved for this vessel, copies of which are being retained in the London Office for record see report of Sister vessel.
Sister vessel: M.S. "Moordrecht" Rotterdam Report No 19937.

The amount of Entry Fee *f 120.00* Fees applied for, *4/3 1932*
 Special Survey Fee.... *f 6972.00* Received by me, *21.3.1932*
 Travelling Expenses, if any *f 76.00*
 State whether the Vessel has been built under Special Survey *Yes.*
 Certificate to be sent to *Rotterdam Surveyors* Date of issue *24/3/31*
 I am of opinion the Vessel should be Classed *+100A1.*
"Carrying Petroleum in bulk"
"Longitudinal framing at Bottom and at Deck"
 Signature *[Signature]* Surveyor to Lloyd's Register of Shipping.

Committee's Minute, *TUE. 24 MAR 1931* *TUE. 6 OCT 1931*
 Character assigned *+100A1 subject*
Carryng petrol. in bulk
+ L.M.C. 2.31 C.L.
Lloyd's A & C.P.
Write Gls.
Oil Eng. 2 SR. 142 lb.

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 Braces to Bulkheads. | |
| | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Diam. | Spang. | Number. | | Diam. | |
| Framing of L, C or C | | | | | | | | | | | | | | | | | |
| Frames in Bridge 'tween Decks ... | | | | | | | | | | | | | | | | | |
| Frames from Uppermost Continuous Deck No. 1 | | | | | | | | | | | | | | | | | |
| " 2 | | | | | | | | | | | | | | | | | |
| " 3 | | | | | | | | | | | | | | | | | |
| " 4 | | | | | | | | | | | | | | | | | |
| " 5 | | | | | | | | | | | | | | | | | |
| " 6 | | | | | | | | | | | | | | | | | |
| " 7 | | | | | | | | | | | | | | | | | |
| " 8 | | | | | | | | | | | | | | | | | |
| " 9 | | | | | | | | | | | | | | | | | |
| " 10 | | | | | | | | | | | | | | | | | |
| " 11 | | | | | | | | | | | | | | | | | |
| " 12 | | | | | | | | | | | | | | | | | |
| " 13 | | | | | | | | | | | | | | | | | |
| " 14 | | | | | | | | | | | | | | | | | |
| " 15 | | | | | | | | | | | | | | | | | |
| " 16 | | | | | | | | | | | | | | | | | |
| Spacing of Longitudinal Frames | | | | | | | | | | | | | | | | | |
| Amidships | | | | | | | | | | | | | | | | | |
| At Ends | | | | | | | | | | | | | | | | | |
| Double Bottoms | | | | | | | | | | | | | | | | | |
| 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* | | | | | | | | | | | | | | | | | |
| In Hold. | | | | | | | | | | | | | | | | | |
| Depth and Thickness | | | | | | | | | | | | | | | | | |
| Face Angles | | | | | | | | | | | | | | | | | |
| Lugs to Shell* | | | | | | | | | | | | | | | | | |
| " " Back Bars ... | | | | | | | | | | | | | | | | | |
| Brackets | | | | | | | | | | | | | | | | | |
| Spacing of Transverse Frames | | | | | | | | | | | | | | | | | |
| * State if joggled or liners. | | | | | | | | | | | | | | | | | |
| Longitudinal Beams of | | | | | | | | | | | | | | | | | |
| 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.

5c.11.23. 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.

0153 3/3

Double bottom, if under Engines only,
Double bottom, if under Boilers only,
Double bottom, forward,

Total capacity of double bottom

89.

Deep tank, aft,
Deep tank, forward,
Other tanks, if fitted,
(If necessary, furnish further information by sketch.)

24.7

243.

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 784

Date 3-9-1929

Dates of Surveys held while building

23/10; 10-16/12 - 1929. -

2-14-21-27-31/1; 7-13-17-20-25-26/2; 6-11-17-20-24-25-28-31/3; 3-4-9-11-16-17-23-28/4;

1-6-8-10-13-15-17-20-26-27/5; 6-16-20-21-23-24-26/6; 1-4-7-14-15-18-21-22-24-25-26-29/7;

7-12-14-15-18/8; 2-3-5-6-9-15-17-25-26-27-29-30/9; 1-2-3-4-7-8-10-13-15-16-18-20-21-23-25-27-28-29-30-31/10

4-5-7-8-12-13-14-15-17-19-21-22-25-27-28/11; 3-9-11-17-23-29/12 - 1930; 3-5-6-12-15-24-29-31

10-11-16-18-19-24-28/12 - 1931

Total No. of Visits 132.