

Rpt. 1.

STEEL ~~STEEL~~ MOTORSHIP.

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

30th Jan. 1945

Port of Baltimore, Maryland

No. 8113

Survey held at Baltimore, Maryland

Date First Survey 24th Aug. 1944

Last Survey 17th Dec. 1944

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

Single Screw "POZA RICA"

Machinery aft

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

Full Scantling

State Type of Erections

P. B. & F.

TONNAGE under Tonnage Deck...

CLASS 100 A1
C.P.B.

State if with freeboard as condition of Class No FEET.

Built at Genoa

Launched 1940

Yard No. 335

Builders Ansaldo S.A.

Owners -

Managers Anglo Saxon Petroleum Co.

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

Residence London

Port of Registry -

If surveyed while building, afloat, or in dry dock

Afloat and in Drydock

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

Total

Gross Tonnage 7599

Register Tonnage

REGISTERED DIMENSIONS.

FEET.

th 443.6

dth 62.8

h 32.0

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 434.72

Breadth (greatest moulded) B 63.00

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 31.84

1st Longitudinal Number (L x D) =

2nd Numeral L x (B + D) =

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel Do. Long Bridge to top of keel

Draught Moulded

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. m/m	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. m/m	Any Departure from Approved Plans to be Noted.
IES, Spacing amidships	725		Bracket Floors, Frame	-	
" from $\frac{1}{2}$ length amidships to Collision bulkhead	685		" " Reversed Frame	-	
" in peaks	610		" " Vertical Struts	-	
FRAMING.			Centre Girder, depth and thickness amidships	-	
ne Amidships, Angle [or]	254 89 11.68		" " top Angles	-	
" Extends up to	upper deck		" " bottom Angles	-	
ersed Frame Amidships, Angle	-		Side Girders, No. each side and thickness	-	
" Extends up to	-		Margin Plate depth (excl. of flange) and thickness	-	
th of Framing Girder	-		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem	-	
mes in Uppermost Continuous 'tween Decks, Angle, [or]	-		" " Vertical Angle to Tank side Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area	-	
" Second 'tween Decks, Angle, [or]	-		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	-	
" Third " " "	-		" " Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area	-	
from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	-		Tank Side Brackets, height above base line at toe of Frame and thickness	-	
in Peaks, Angle or [203 89 8.6	B.A. on plan	INNER BOTTOM PLATING.		
meter and Spacing of Rivets through Frame and Shell Plating amidships	152 152 11.1	See letter 18.5.45	Breadth and thickness of Middle Line Strake	-	
if Frame Joggled	Yes		Thickness of remainder in Holds	-	
the scantlings and arrangements in the framing Area in accordance with the Rules and/or as approved?	-		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?	-	
the scantlings and arrangements in way the Bottom Forward in accordance with the Rules and/or as approved?	-		BEAMS.		
DOUBLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, [or]	Longt1.	
rs, Depth and thickness at mid-line in Holds	-		" " in way of Bridge, Angle, [or]	-	
Height of Brackets at side above base line at toe of frame	-		Spacing	-	
He Line Keelson, on Floors, Angles, [or]	-		Second Deck, amidships, Angle, [or]	-	
" " Through Plate or Intercoastal Plate	-		Spacing	-	
" " Foundation Plate on Floors	-		Third Deck, amidships, Angle, [or]	-	
" " Flat Plate Keel Angles	-		Spacing	-	
Keelsons, No. each side	-		Fourth Deck, amidships, Angle, [or]	-	
" thickness of Intercoastal Plate	-		Spacing	-	
" Angles	-		Poop Deck, Angle, [or]	8 3 .46	
DOUBLE BOTTOM. UNDER MCHY SPACE.			Spacing	610 & 725	
Solid Floors, thickness and spacing	-		Bridge Deck, Angle, [or]	6 3 .42	
" " Are Frame and Reversed Frame joggled?	-		Spacing	725	
Bracket Floors, breadth and thickness at middle line	-		Forecastle Deck, Angle, [or]	8 3 .46	
" " breadth and thickness at margin plate	-		Spacing	610 & 685	

PILLARS AND DECKS.

PILLARS, No. of Rows.....	INCHES IN SHIP. or m/m	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
Stringer Plate, breadth and thickness in way of Bridge	-		-	
Thickness of Plating abreast Deck openings in way of Wells	-		-	
Thickness of Plating abreast Deck openings in way of Bridge	-		-	
Thickness of Plating within line of openings...	-		-	
If Sheathed, material and thickness	-		-	
Third Deck. Stringer Plate, breadth and thickness.....	-		-	
If Plated, state thickness.....	-		-	
Fourth Deck. Stringer Plate, breadth and thickness.....	-		-	
If Plated, state thickness	-		-	
Poop Deck. Stringer Plate, breadth and thickness	51	40	51	40
Plating, Sheathing, material and thickness ...	Comp. 2 3/4		Comp. 2 3/4	
Bridge Deck. Stringer Plate, breadth and thickness.....	All	.46	All	.46
Plating, Sheathing, material and thickness ...	3 1/2 Pine		3 1/2 Pine	
Forecastle Deck. Stringer Plate, breadth and thickness.....	.40		.40	
Plating, Sheathing, material and thickness40	No	.40	No

NOTE

LONG. BIDS IN ACCORDANCE WITH PLANS
FORWARDED WITH RPT. SEE LETTER 18.5.45

STRINGERS AND DECKS.

Uppermost Continuous Deck.

Stringer Plate, breadth and thickness in Wells

Stringer Plate, breadth and thickness in Wells

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SHELL PLATING.

STRAKES.	AS IN VESSEL.	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.	RIVETING.
	AMIDSHIPS.	FORWARD.	AFT.	
	Breadth.	Thickness.	Thickness.	Thickness.
	Inches.	Inches.	Inches.	Inches.
	m/m	m/m	m/m	m/m
FLAT PLATE KEEL	2160	20.64	19.05	19.05
" DBLG. (if any)	-	-	-	-
BOTTOM PLATING, No. of Strakes	4	15.88	12.70	16.67
BILGE PLATING, No. of Strakes	1	15.88	15.08	15.08
SIDE PLATING, No. of Strakes	3	15.08	11.91	11.91
UPPER DECK, Sheer- strake in Wells.....	1750	23.02	11.91	11.91
UPPER DECK, Sheer- strake in Bridge ...	-	-	-	-
STRAKE BELOW SHEER- strake in Wells.....	1750	20.64	11.91	11.91
STRAKE BELOW SHEER- strake in Bridge ...	-	-	-	-
POOP SIDE PLATING	-	11.91	-	-
BRIDGE SIDE PLATING ...	-	10.32	-	-
FORECASTLE SIDE PLATING	-	-	10.32	-

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	FORGINGS and CASTINGS.
Extending to Upper Deck (Sec. 3 c) 16 11 BH FOR RECORD SEE LETTER 18.5.45	KEEL, Bar
" Deck next below	STEM
As per Rule	STERN FRAME
	Speed of Vessel
	RUDDER—Type
	A x D
	Diam. of head
	Mainpiece at top pintle
	" heel
	how constructed
	double or single plate
	coupling, vertical or
	horizontal

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).	Not Discernible
Has the Steel been tested as required by the Rules?	

EQUIPMENT No. 4005.99 Metric

LETTER 67

ANCHORS.

169	172	171	1st Bower ...	2nd " ...	3rd " ...	WEIGHT, EX. STOCK	WEIGHT OF STOCK	TEST, PER CERTIFICATE	WEIGHT REQUIRED BY TABLE 53	Description of Anchor.	Makers.	Where and when tested and Superintendent.
3825	3825	3820						57290	3505	Ansaldo	Societa	Genoa 5/9/40 A.S. Mantelli
57290	57290	57240						57290	3505	"	Italiana	" 5/9/40 "
57240	57240	57240						57240	3505	"	Acciaierie	" 5/9/40 "

"POZA RICA"

Balto. Rept. No. 3113

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. Spang.		Inches.		Number. Diameter. Inches.		
g of L, L or C																			
s in Bridge 'tween Decks ...																			
s from Uppermost Continuous Deck																			
No. 1																			
" 2																			
" 3																			
" 4																			
" 5																			
" 6																			
" 7																			
" 8																			
" 9																			
" 10																			
" 11				381 89 13.2/16.2			381 89 13.2/16.2			7/8 5 1/4			3"		17		7/8		
Bottom																			
Longitudinals																			
in																			
Centre Tanks																			
(Channels)																			
" 16																			
Amidships				760			760			760									
At Ends																			
Tank Top Longitudinals																			
Bottom																			
Longitudinals																			
At Ends...																			
Transverses.																			
Depth and Thickness																			
Face Angles																			
Lugs to Shell*																			
Depth and Thickness																			
Face Angles																			
Lugs to Shell*																			
Depth and Thickness				1350 11.9			1350 11.9												
Face Angles				double 254 89 16.26			254 89 16.26												
Lugs to Shell*				152 152 12.7			152 152 12.7												
" " Back Bars				89 89 12.7			89 89 12.7												
Brackets				11.1			11.1												
Transverse Frames																			
if jogged or liners.																			
Bridge Deck																			
Upper Cr. Tanks				178 89 11.18			178 89 11.18			760									
Side tanks				203 89 10.16			203 89 10.16			845									
Third																			

Transverse framing from deck to side f & a Bhd.

Back bars fitted at ends of Longitudinals.

Outside shell doublings about 5' long on A&B strakes at Bhd's.

NOTE :- BOTTOM TRANSVERSES IN SIDE CARGO TANKS IN ACCORDANCE WITH PLANS FORWARDED WITH REPORT. SEE LETTER 18.5.45

In Ship.				As approved.			
Plate. Angles.				Plate. Angles.			
760-80089x152				760-80089x152			
x11.1 x 11.1				x11.1 x11.1			
760 x 89x152				760 x 89x152			
10.3 x11.1				10.3 x11.1			

The particulars of framing in peaks (if ordinary), Floors, Centre Girders, Side Girders, and Main Girders.

Transverse framing from deck to side f & a End.

Back bars
fitted at ends
of Longitudinals.
Outside shell
doublings about
5' long on A&B
strakes at Ends.NOTE: - BOTTOM TRANSVERSES IN SIDE CARGO
TANKS IN ACCORDANCE WITH PLANS
FORWARDED WITH REPORT, SEE LETTER 18.5.45The particulars of framing in peaks (if ordinary), Floors, Centre Girders and Margin Plate and their angle attachments, etc., to be entered in their
respective places provided for on the Report Forms.

NOTE: - This ship to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

100 A1 Bar. hel. in bulk
12.44 Bal
S.S. 403-12-44
S(CCL) 10.44 DBS 12.44
2 DBS (WT) - 18.06

005301-005306-0023 2/2

2 DBS (WT) - 18.06

L.M.C. CS 645

2 DBS (WT) - 18.06

2 DBS (WT) - 18.06

EQUIPMENT No. 4005.9 ⁹⁴ Metric		LETTER 67		ANCHORS.				
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK. Kg.	WEIGHT OF STOCK. Cwts. qrs. lbs.	TEST, PER CERTIFICATE. Kg.	WEIGHT REQUIRED BY TABLE 53. Cwts.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
169	1st Bower ...	3825 ✓	-	57290 ✓	3505	Ansaldo	Societa	Genoa 5/9/40 A.S. Mantelli
172	2nd „ ...	3825 ✓	-	57290 ✓	3505	“	Italiana	“ 5/9/40 “
171	3rd „ ...	3820 ✓	-	57240 ✓	3505	“	Acciaierie	“ 5/9/40 “
	Collective weight.	11470	-		10515 ✓			
70	Stream	1355 ✓		26550 ✓	1040 (ex stock)	“	Cornigliana	“ 5/9/40 “ ✓

CHAIN CABLES

CHAIN CABLES.										HAWSERS AND WARPS.							
Number of Certificate.	Length and size of cable.		Test per Certificate. Statutory. Tons.	Break- ing. Tons.	WEIGHT OF CHAIN CABLE.		Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size of Cable.		Breaking Test of Steel Wire. Tons.	Length and Size per Table 53.	
	Length.	Diam.			Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
78	549.9	60.3	103350 Kg.	144255 Kg.	45159 Kg.	42560	550	60	Mild Steel Stud Link	Laminatoio di Arlenico A.S. Mantelli S.A. - Lecco	Lecco 8/3/40	TOWLINE...	120	5	130	5	
	495% see below											HAWSERS & WARPS	2090	3 1/2	20100	2 3/4	
	120	5					120	5	Steel Wire	-	-	"	4090	3	20100	2 3/4	

Steering Gear, Type (Power or hand) **Electric Hydraulic** ✓ Alternative Means of Steering **Hand pedestal** ✓

Steering Chains (Size and Test) **Windlass** **Steam - Atlas Werke** ✓ Boats **4 @ 26' x 8' x 3.3 Steel**

Lying in Holds, thickness and material **On deep tank top forward** ✓ Cargo Battens, thickness, material and spacing **6 x 1 1/2 dry cargo space fwd.**

Cargo Hatchways.-(Upper Deck) **O.T. Oval with steel hinged covers** ✓ Thickness of Hatches **-**

Dry Cargo of Hatchways No. 1 (Fwd.) **10'3x13'9** ✓ No. 2 **-** No. 3 **-** No. 4 **-** No. 5 **-** No. 6 **-**

Number of Shifting Beams and/or Fore and Afters **None - Steel hinged W.T. cover.** ✓

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 **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).

THE SURVEYOR IS SATISFIED RE EFFICIENCY OF THE SCANTLING OF THE DOUBLE BOTTOM UNDER THE MACHINERY SPACE. SEE LETTER 18.5.45

Photostat copies of Certificates for 4 anchors and 549.9 metres of chain cable found on board; Test marks compared and found in order.

According to chain certificate there should have been 20 lengths equalling 300 fms. (549.9 metres) there were only 8 lengths, or 270 fms.

Amount of Entry Fee £	\$50.00	Fees applied for, Jan. 30, 1945 Received by me, 19...	(Special notations, where part of class, to be stated.)
Special Survey Fee.... £	\$1180.00		
Travelling Expenses, if any £	30.00		

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

Whether the Vessel has been built under Special Survey **No**

Signature **J. Buchanan**
Surveyor to Lloyd's Register of Shipping.

Date of issue **17/5/45**

Committee's Minute **NEW YORK FEB 7 1945** **TUES. 24 SEP 1946**

Character assigned **100A1 (Class contemplated)**
Carrying Petroleum in bulk.
subject H.

Note - 55 Tons 3 Complete on Hull
x Machinery Survey partly held
AB.S. 12.44 T.S.C. 10.44
2 DB (WT) 180 lb.

5 OCT 1945
100A1 Car. pet. in bulk
12.44 Bal
SS. 12.44
S(C.L) 10.44 DBS 12.44
2 DB (WT) - 180 lb

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.)

It appears plans for the building of this vessel were approved by this Society in 1939, but owing to hostilities the vessel was not built under Special Survey.

The following are photostatic copies of plans found on board.

- 1 Midship Transverse
- 2 Profile of Tanks
- 3 Displacement Scale
- 4 F & A Bulkhead
- 5 Transverse Bulkheads
- 6 Transverse Bulkheads
- 7 Framing in Tanks
- 8 Main Deck
- 9 Bottom Shell Plating.
- 10 Shell Expansion - Midships and Forward
- 11 Shell Expansion - Aft
- 12 Stern Frame
- 13 Stem
- 14 General Arrangements (Profile and Decks).

In 1941 whilst under enemy control, a fire damaged much of the accommodation in and above the poop. Repairs had been effected but several poop deck beams in the passage ways, poop deck plating and mach casings in the poop space remain somewhat buckled and twisted. Owing to the urgency of the vessel and her efficiency not being affected the owners proposal to defer repairs till a more convenient opportunity was a

In Aug. 1942 she sustained extensive damage amidships by British torpedoes., went to Venice for repairs, but before completion of same went to Taranto where she was captured when the allies invaded Italy. Much of these repairs which could only have been considered temporary have now been cut adrift and permanent repairs effected.

A Special Survey No. 3 has been carried out at this time - See Rpt. 8.

Freeboard Reports C 11 and C 11 (comp) have been prepared and forwarded. A freeboard provisional certificate valid for six months has been issued, the freeboards being those assigned by the Registro Italiano. See Freeboard Rpt. & Document

PARTICULARS OF ELECTRIC WELDING (if employed)

Butts of keel, bottom plating, bilge plating and sheerstrake are flush butt welded and have a single treble riveted strap also fitted.

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

Cruiser Stern - Longitudinal beams, longitudinal bottom frames in Centre tanks only.

Machinery aft, 1 deck, Carrying petroleum in bulk, Fitted for oil fuel.

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 98 ft., R.Q.D. - ft., Bridge 36 ft., Forecastle 464 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 -
(Circ. 1611)

Over-all Length
(Circ. 1703)

No. and Material of Decks

One Dk. (Steel)

None

Parts of Bottom of Vessel coated with cement or approved 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.
Double bottom, aft,	cannot	be	Fore peak tank,	-
Double bottom, under Engines and Boilers,	used	for	After peak tank,	-
Double bottom, if under Engines only,	water	Ballast	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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Foundation