

## STEEL STEAMER or MOTORSHIP.

Received at London Office NOV 1 1939

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 *18<sup>th</sup> of October 1939*Port of *Rotterdam*No. *28020<sup>a</sup>*Survey held at *Rotterdam & Schiedam*. Date First Survey *22<sup>nd</sup> of December 1938* Last Survey *17<sup>th</sup> of October 1939*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Steel twin screw steam tanker "SAIDJA"* Machinery fitted aft.State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling Trunk deck.*State Type of Erections *Poop Trunk Forecastle.*TONNAGE under Tonnage Deck... *5045.82*CLASS *100 A1.*State if with freeboard as condition of Class *No.*Built at *Schiedam*

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

Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a) *L 430.0*Breadth (greatest moulded) *B 62.5*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 24.5*1st Longitudinal Number (L x D) *= 10535*2nd Numeral L x (B + D) *= 37410*Framing Depth "d," at middle of length. See Sec. 3 (1d) *17.55*Proportions—Depth to Length—Uppermost continuous deck to top of keel *17.55*Draught Moulded *20' 10 1/4"*Launched *9<sup>th</sup> of Sept. 1939* Yard No. *213*Builders *Rotterdamsche Droogdok Maatschappij N.V.*Owners *Nederlandsch-Indische Tankstoomboot Maatschappij.*Managers *(Where necessary to be entered in Reg. Book.)*Residence *S Gravenhage.*Port of Registry *S Gravenhage.*If surveyed while building, afloat, or in dry dock *Building.*

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
S, Spacing amidships	762		Bracket Floors, Frame		
" from $\frac{1}{2}$ length amidships to Collision bulkhead	762 & 685		" " Reversed Frame		
" in peaks	610		" " Vertical Struts		
FRAMING.			Centre Girder, depth and thickness amidships	1800 x 12.11	
Amidships, Angle, E or F	250 90 10.5	Further as approved.	" " top Angles	90 90 13.5	751.5 x 12.5
" Extends up to	upper deck	for longit. framing see separate slip.	" " bottom Angles	100 100 12	
Side Frame Amidships, Angle			Side Girders, No. each side and thickness	two 11.5 x 10	
" Extends up to			Margin Plate depth (excl. of flange) and thickness	straight to ship's side 13.5	
of Framing Girder	all bulbangle framing		" " Vertical Angle to Tank side		
in Uppermost Continuous 'tween Decks, Angle, E or F			Bracket abaft $\frac{1}{2}$ len. from stem		
" Second 'tween Decks, Angle, E or F			" " Vertical Angle to Tank side		
" Third " " "			Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area		
from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	180 90 11.5	see plan	Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem		
in Peaks, Angle or F	FP AP 165 75 10.5	180 x 90 x 10.5	Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area		
ter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" - 5/16" d	and as approved	Tank Side Brackets, height above base line at toe of Frame and thickness		
Frame Joggled	Yes.		INNER BOTTOM PLATING.		
scantlings and arrangements in the ing Area in accordance with the Rules as approved?	Yes.		Breadth and thickness of Middle Line Strake	1220 x 13.5	
scantlings and arrangements in way of Bottom Forward in accordance with Rules and/or as approved?	Yes.		Thickness of remainder in Holds E & B SPACE	BEDEPLATE 25 13.5 & 12.5	
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?	Yes.	
Depth and thickness at mid-line in Holds	1425 x 12.5		BEAMS.		
Height of Brackets at side above base line at toe of frame			Uppermost Continuous Deck, FORWARD	230 90 10.	
Line Keelson, on Floors, Angles, E or F	Centre line bulkhead in deep tank forward		" " in Way, Angle, E or F	180 75 10.	
CARGO TANKS Through Plate or Intercoastal Plate	1475 x 12.		" " in way of Bridge, Angle, E or F	100 75 11.5	
" " Foundation Plate on Floors			Spacing FORWARD	685 & 610.	
" " Flat Plate Keel Angles	100 100 13.5		" " AFT	762 & 610.	
Keelsons, No. each side			Second Deck, amidships, Angle, E or F		
" thickness of Intercoastal Plate			Spacing		
" Angles			Third Deck, amidships, Angle, E or F		
BOTTOM, IN ENGINE & BOILER SPACE.			Spacing		
Floors, thickness and spacing	11.5 & 9.5 762		Fourth Deck, amidships, Angle, E or F		
" Are Frame and Reversed Frame joggled?	Yes.		Spacing		
Bracket Floors, breadth and thickness at middle line			Poop Deck, Angle, E or F	200 90 11.5	
" " breadth and thickness at margin plate			Spacing	180 75 10.	
			Spacing	762 & 610	
			Bridge Deck, Angle, E or F		
			Spacing		
			Forecastle Deck, Angle, E or F	230 90 10	
			Spacing	200 75 10	
			Spacing	685 & 610	



## PILLARS AND DECKS.

	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.
<b>PILLARS</b> , No. of Rows.....	one				Stringer Plate, breadth and thickness in way of Bridge .....	✓			
„ <b>FORECASTLE</b> in 'Green Decks, Size and Spacing..	Longitudinal division bulkheads				Thickness of Plating abreast Deck openings) in way of Wells .....	✓	18.	✓	
„ „ „ „ „					Thickness of Plating abreast Deck openings) in way of Bridge .....	✓			
„ in Holds <b>1 PILLAR IN</b> <b>EACH CENTRE TANK</b>	12 x 4 x 4	.50	✓		Thickness of Plating within line of openings...		14.5	✓	
„ <b>TWO LONGITUDINAL BULKHEADS</b> <b>Centre Line Bulkhead. IN CARGO SPACE</b>	3 = 25.12			(3/4 = 21.33) 230 x 90 x 12.5 spaced 762	If Sheathed, material and thickness .....	✓			
Stiffeners and Spacing.....	250	90	11.5	spaced 762	<b>Third Deck.</b>				
Plating, thickness of .....	280	90	11.5	" 762	Stringer Plate, breadth and thickness.....	✓			
	10 x 15				If Plated, state thickness.....				
<b>STRINGERS AND DECKS.</b>					<b>Fourth Deck.</b>				
<b>Uppermost Continuous Deck.</b>					Stringer Plate, breadth and thickness.....	✓			
Stringer Plate, breadth and thickness in Wells	2200 x	15.	✓		If Plated, state thickness .....				
„ „ „ „ in way of Bridge	✓				<b>Poop Deck.</b>				
„ Angle in Wells .....	150	150	15.	✓	Stringer Plate, breadth and thickness .....		21	✓	
Thickness of Plating abreast Deck openings) in way of Wells .....	✓				Plating, Sheathing, material and thickness ...	25.9	✓	65 m/m	✓
Thickness of Plating abreast Deck openings) in way of Bridge .....	✓				<b>Bridge Deck.</b>				
Thickness of Plating within line of openings...	15			✓	Stringer Plate, breadth and thickness.....	✓			
If Sheathed, material and thickness .....	✓				Plating, Sheathing, material and thickness ...				
<b>TRUNK</b> <b>Second Deck.</b>					<b>Forecastle Deck.</b>				
Stringer Plate, breadth and thickness in Wells...	20.			✓	Stringer Plate, breadth and thickness.....		9.5	✓	
					Plating, Sheathing, material and thickness ...	8.5	✓	65 m/m	✓

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled? <i>no.</i>	SINGLE OR DOUBLE.	RIVETS.		No. of ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	<i>Breadth. m/m</i>	<i>Thickness. m/m</i>	<i>Thickness. m/m</i>	<i>Thickness. m/m</i>			<i>Breadth. m/m</i>	<i>Thickness. m/m</i>		<i>Breadth. m/m</i>	<i>Thickness. m/m</i>		
FLAT PLATE KEEL .....	<i>1450</i>	<i>20.</i>	<i>16.</i>	<i>16.</i>		<i>double</i>	<i>22</i>	<i>88</i>	<i>4-3</i>	<i>25</i>	<i>100</i>	<i>lapped</i>	
<del>DECK (if any)</del>	<i>A. 2090</i>	<i>15.</i>	<i>16</i>	<i>12.5</i>									
	<i>B. 1090</i>	<i>15.</i>	<i>11.5</i>	<i>12.5</i>									
BOTTOM PLATING, No. of of Strakes <i>four</i> ....	<i>C. 2220</i>	<i>15.</i>	<i>12</i>	<i>13</i>		<i>double</i>	<i>22</i>	<i>88</i>	<i>4-3</i>	<i>22</i>	<i>88</i>	<i>lapped</i>	
	<i>D. 2170</i>	<i>15.</i>	<i>12.5</i>	<i>12.</i>									
BILGE PLATING, No. of Strakes <i>one</i> ....	<i>E. 2140</i>	<i>15.</i>	<i>13.</i>	<i>13.5</i>		<i>double</i>	<i>22</i>	<i>88</i>	<i>4-3</i>	<i>22</i>	<i>88</i>	<i>lapped</i>	
	<i>F. 2230</i>	<i>15.</i>	<i>11.5</i>	<i>11.5</i>		<i>double</i>	<i>22</i>	<i>88</i>	<i>3.</i>	<i>22</i>	<i>77</i>	<i>lapped</i>	
	<i>G. 1870</i>	<i>15.</i>	<i>11.5</i>	<i>11.5</i>									
UPPER DECK, Sheer- strake in Wells.....	<i>H. 1875</i>	<i>15.</i>	<i>11.5</i>	<i>11.5</i>					<i>3.</i>	<i>22</i>	<i>77</i>	<i>lapped</i>	
UPPER DECK, Sheer- strake <i>in Bridge</i> ... <i>AT BREAK</i>				<i>20.</i>					<i>4</i>	<i>25</i>	<i>100</i>	<i>lapped</i>	
STRAKE BELOW Sheer- strake in Wells.....													
STRAKE BELOW Sheer- strake in Bridge ...													
POOP SIDE PLATING ..... <i>AT BREAK 15</i>			<i>10</i>						<i>2</i>	<i>19</i>	<i>67</i>	<i>lapped</i>	
BRIDGE SIDE PLATING ...													
FOREC'TLE SIDE PLATING			<i>10.5</i>			<i>single</i>	<i>19</i>	<i>76</i>	<i>2</i>	<i>19</i>	<i>67</i>	<i>lapped</i>	

## WATERTIGHT BULKHEADS.

Total No. of <sup>0.</sup>W.T. BULKHEADS in Vessel— 13 ✓  
 Extending to Upper Deck (Sec. 3 c) 13 ✓  
 „ Deck next below ✓  
 As per Rule

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
KEEL, Bar .....		Flat plate keel		
STEM .....	forging	9 x 2 3/8	rolled bar	Rule L12 = 10000
STERN FRAME				
{ Propeller Post .....		as per approved plan.	Bochumer Verein A.S.	
{ Rudder .....	Casting			
Speed of Vessel .....		12 knots		
RUDDER—Type .....		Simplex balanced rudder		
" A x D .....		15.093		
" Diam. of head .....		330 mm	Wilton Tysenord	
" Mainpiece at top pintle .....		225 mm		
TURNING SHAFT				
" " heel .....				
" how constructed .....		electric welded simplex balanced rudder	Deutsche Werft A.S.	
" double or single plate .....		15 mm		
" coupling, vertical or .....				
" horizontal .....		horizontal coupling		

			Plating Thickness.	STIFFENERS.			
				VERTICAL.		HORIZONTAL.	
				Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks							
"	"	Second	"		✓	✓	✓
"	"	Third	"	12.5 ✓ 10. ✓	150 x 90 x 10.5 BA ✓ further all as approved. ✓	718 ✓ 737 ✓	660 x 10 ✓ 865 x 10.5 ✓ and as approved ✓
"	"	Holds	"	✓	in dup tank ✓		
COLLISION				10.9.5-8 ✓	230 x 90 x 11 BA ✓	✓	Flat fresh plank ✓
"	"	(in Hold)	"	7.5-7 ✓	200 x 90 x 11 BA ✓ 180 x 75 x 9.5 BA ✓	610 ✓	Flat dup tank ✓
AFTER PEAK				above dup tank ✓	140 x 75 x 8 A ✓	610 ✓	
"	"	"	"	10.5. 10.75 ✓	300 x 90 x 16 BA ✓ 180 x 90 x 10 BA ✓	610 ✓	Flat fresh- water tank ✓

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens Martin process*  
*Scottish Iron & Steel Co., Colvilles, Ltd.; Dorman Long & Co Ltd; Steel Comp. of Scotland Ltd; Lanarkshire Steel Co.;*  
*Carnegie Illinois Steel Corp.; Skinningrove Iron & Steel Works; Appleby Fawcotton Steel Co.; Gutehoffnungshütte*  
Has the Steel been tested as required by the Rules? *Yes by Surveyors at Steel Works.*



## 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, L 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.													
Side (in 'tween Decks)	Depth and Thickness												
	Face Angles												
	Lugs to Shell*												
Side (in Hold)	Depth and Thickness												
	Face Angles												
	Lugs to Shell*												
Bottom	Depth and Thickness												
	Face Angles												
	Lugs to Shell*												
	Back Bars												
	Brackets												
Spacing of Transverse Frames													
	State if joggled or liners.												
Longitudinal Beams of L, L & K	Bridge Deck												
	Upper												
	TRUNK												
	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. 40.009 ✓										LETTER af ✓		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.				
✓ 3332.	1st Bower ...	67	1	22 ✓	stockless.			52	7	2	0 ✓	68 - 0 - 0 ✓	Gruzon	Otto Gruzon	Magdeburg Stettin 11.4.39 N. Stolte. ✓
✓ 3334.	2nd „ ...	67	1	9 ✓	„			52	7	2	0 ✓	68 - 0 - 0 ✓	„	Magdeburg-	„ 11.4.39 „ ✓
✓ 3333.	3rd „ ...	67	0	15 ✓	„			52	5	0	0 ✓	58 - 2 - 0 ✓	„	Buckau	„ 11.4.39 „ ✓
	Collective weight.	201	3	18 ✓								194 - 2 - 0 ✓			
✓ 3335.	Stream .....	19	2	6 ✓	5	0	2 ✓	20	8	1	21 ✓	19 - 0 - 0 ✓	Common Stock.	Otto Gruzon. ✓	Magdeburg Stettin 11.4.39 N. Stolte. ✓

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.	Statutory.	Breaking.	Supplied.	Per Rule.			Length.	Diam.					Length.	Ins.		Length.	Ins.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
✓ 4438	✓ 270	✓ 2 <sup>5</sup> / <sub>16</sub>	✓ 96 <sup>1</sup> / <sub>4</sub>	✓ 134 <sup>3</sup> / <sub>4</sub>	✓ 782-2-7	✓ 720-3-0			✓ 270	✓ 2 <sup>5</sup> / <sub>16</sub>	stud.	Kon. red. Grofsmieding Leiden.	Leiden 6.7.39 A.C. Buyze.	TOWLINE...	✓ 120	✓ 4 <sup>3</sup> / <sub>4</sub>	✓ 64.6	✓ 120	✓ 4 <sup>3</sup> / <sub>4</sub>
														HAWSERS & WARPS }	2 x 90	3 <sup>1</sup> / <sub>4</sub>	21.7	2 x 90	2 <sup>3</sup> / <sub>4</sub>
														"	2 x 90	3	18.6	2 x 90	2 <sup>1</sup> / <sub>2</sub>
														</					

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 *2 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 *[Signature]* **P.P. DE ROTTERDAMSCH E DRUGGDOEK M.B.** *[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 *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 (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, deep tanks, fore and after-peak tanks, cofferdams and double bottom tanks in engine and boilerspace 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 Stowpam and under and Interim certificate are enclosed herewith.—*

The amount of Entry Fee ..... £ 120.00  
 Freeboard 216.00  
 Special Survey Fee.... £ 6600.00  
 Travelling Expenses, if any £ 40.00

Fees applied for, 24/10/39  
 Received by me, 28/11/39 R.S.F.

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

I am of opinion the Vessel should be Classed **\* 100 A1**—  
*"Carrying Petroleum in Bulk"*  
*"Longitudinal framing at bottom in centre tanks and at deck"*

State whether the Vessel has been built under Special Survey *Yes* Signature *[Signature]*  
 Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Rotterdam Surveyors* Date of issue *15/11/39*

Committee's Minute  
 Character assigned *+ 100 A1*  
*Carrying petroleum in bulk*  
*Fitted for oil fuel 10.39 J.L. above 150° F.*  
*Lloyd's ascl.*  
*of B.S.D.*

*Write Off*  
*Any*

**FRI 10 NOV 1939**

**Lloyd's Register Foundation**

005397-005402-023134



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.)

Secretary's letters - M. 25/10; 4/11; 16/11; 2/12; 16/12; 22/12; 23/12; 29/12; 30/12 - 1938;  
M. 17/1; 2/1; 30/1; 4/2; 6/2; 6/2; 14/2; 27/2; 1/3; 17/3; 5/4; 11/4; 26/4 - 1939;  
F. 17/11; 31/12 - 1938; 13/1; 18/5; 7/6 - 1939.

Plans approved for this vessel:

Midship Section	appr. 25-10-38	Openings in long. bulkhead pump room	appr. 28-2-39
Profile and decks	" 25-10-38	" " " " "	" 13-2-39
Fore end Sections.	" 25-10-38	Pooside modified.	" 17-3-39
Aft end Sections.	" 25-10-38	Sanitary & other discharges afterbody	" 18-5-39
Midship Oil tight bulkhead.	" 25-10-38	" " " forebody.	" 7-6-39
Shell plating at peak.	" 16-11-38		
Aft end sections modified.	" 2-12-38		
Double bottom in E & B space.	" 16-12-38		
Peak and Counter framing	" 22-12-38		
Oil tight transverse Bulkheads.	" 23-12-38		
Simplex balanced rudder	" 24-12-38		
Stern frame & propeller brackets.	" 30-12-38		
Pooside plating	" 30-12-38		
Bulkhead on frame 137.	" 14-1-39	A plan of midship Section of the vessel as built is attached to this report.	
Webframes in E & B space.	" 21-1-39		
Simplex balanced rudder arm.	" 13-1-39		
Aft peak & Cruiser stern.	" 4-2-39		
Webframe 30	" 4-2-39		
Cut frame in pump room	" 6-2-39		
Bulkheads 149 x 150.	" 6-2-39		
Pooside plating	" 28-2-39		

PARTICULARS OF ELECTRIC WELDING (if employed)

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

"Carrying Petroleum in Bulk." "Filled for oil fuel 10,39, F.P. etc."  
"Longitudinal framing at bottom in centre tanks and at deck."  
Wireless (Radio Holland) Echo sounding device fitted.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower Head 44-3-6 NS. 2199. 29-3-39. Shank 18-1-9. NS. 2204. 29-3-39.
	2nd " " 45-0-18 NS. 2201. 29-3-39. " 17-3-23. NS. 2205. 29-3-39.
	3rd " " 45-0-5 NS. 2200. 29-3-39. " 18-0-4. NS. 2203. 29-3-39.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 104.9 ft., R.Q.D. ft., Bridge 266 ft., Forecastle 62.3 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated Poop & forecastle joined to trunk

Official No. Signal Letters P.H.H.E. Extreme Breadth over Belting (Circ. 1611) Over-all Length 450.2' (Circ. 1703)

No. and Material of Decks One Dk. (etc)

Parts of Bottom of Vessel coated with cement or approved composition cement in fore and afterpeaks and in double bottom tanks in engine and boilerspace

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,	21.	100.
Double bottom, under Engines and Boilers,	50.	253.	After peak tank,	16.	113.
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	36.	472.
Double bottom, forward,			Other tanks, if fitted, Fuel Bunker	9.	482.
Total length (if continuous) and Capacity			(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 953

Date 5-1-1939.

Dates of Surveys held while building

22/12-1938; 3-16-19-24-25/1; 1-4-13-20-21-22-23-27-28/2;  
3-8-10-13-14-16-17-18-21-22-23-28-29-31/3; 3-5-7-12-21-24-25-26-27-28/4;  
2-4-5-10-13-22-25-26-30-31/5; 2-8-9-14-15-17-21-23-29/6; 1-3-11-18-19-20-22-24-26-28-31/7;  
1-3-5-9-12-21-22-24-28-30-31/8; 1-2-6-7-9-13-14-18-19-20-25-26-28-30/9;  
4-6-10-11-12-14-16-17/10-1939.

Total No. of Visits 102.