

STEEL STEAMER or MOTORSHIP.

Received at London Office 20 JUN 1927

State if Report has been sent on the Freeboard of the Vessel *NO*State if Report is sent on the Machinery of the Vessel *Yes*Date of completion of report *13th June 1927.*Port of *BREMEN.*No. *967.*Survey held at *BREMEN.*Date First Survey *6th June 1926*Last Survey *10th June 1927*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *STEEL SINGLE SC. M.V. "MITTELMEER"*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Longitudinal framing, Carrying Petroleum in Bulk*State Type of Erections *Forecastle Bridge & Prop.*TONNAGE under Tonnage Deck... *5783 h.*CLASS *+ 100 A 1*State if with freeboard as condition of Class *NO*Built at *BREMEN.*

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

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 411' 9"*Breadth (greatest moulded) *B 54' 11 1/2"*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 32' 9 1/2"*1st Longitudinal Number (L x D) *= 13541*2nd Numeral L x (B + D) *= 36257*Framing Depth "d," at middle of length. See Sec. 3 (1d) *12.62*Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.62*
Do. Long Bridge to top of keel *25' 3 3/8"*Draught Moulded *25' 3 3/8"*Launched *5th April 1927.* Yard No. *863*Builders *DEUTSCHE SCHIFF & MASCHINENBAU-
GES. WERK: A.G. WESER.*Owners *BREMER-OEL-TRANSPORT GES.*Managers *ATLANTIC TANK REEDEREI,
HAMBURG.*Residence *BREMEN.*Port of Registry *BREMEN*

If surveyed while building, afloat, and in dry dock

Yes, during construction.

REDUCED DIMENSIONS.

FEET.	
5.82 m	412.80
6.81 m	55.15
9.02 m	32.87

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.
Spacing amidships	<i>112</i>		Bracket Floors, Frame		
from 1/2 length to Collision bulkhead	<i>Longitud.</i>		Reversed Frame		
in peaks	<i>610 7/8</i>		Vertical Struts		
FRAMING.			Centre Girder, depth and thickness amidships	<i>1100 x 15.5</i>	
Amidships, Angle, [or]			top Angles	<i>2.7 90 x 90 x 13</i>	
Extends up to	<i>112</i>		bottom Angles	<i>2.7 100 x 100 x 14</i>	
Side Frame Amidships, Angle	<i>Longitud.</i>		Side Girders, No. each side and thickness	<i>3 12-10 7/8</i>	
Extends up to			Margin Plate depth (excl. of flange) and thickness	<i>950 x 13</i>	
of Framing Girder	<i>framing.</i>		Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>2 130 x 130 x 11</i>	
Decks in Uppermost Continuous 'tween Decks, Angle, [or]			Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>X</i>	
Second 'tween Decks, Angle, [or]			Gussets, spacing and scantling abaft 1/2 len. from stem	<i>645 x 10 on bulk frame</i>	
Third " " " "			Gussets, spacing and scantling forward 1/2 len. from stem	<i>800 x 11.5</i>	
ing in Peaks, Angle, [<i>all 190 x 85 x 12</i>	<i>190 x 25 x 12</i>	Tank Side Brackets, height above base line at toe of Frame and thickness		
eter and Spacing of Rivets through Frame and Shell Plating	<i>with rivets 90 x 90 x 13</i>		INNER BOTTOM PLATING.		
if Frame Joggled	<i>NO</i>		Breadth and thickness of Middle Line Strake	<i>1840 x 12.5</i>	
NG ARRANGEMENTS (Sec. 7), state system and particulars	<i>3 stringer 950 x 10 x 90 flange with beams on way 2nd frame L 240 x 90 x 13</i>		Thickness of remainder in <i>HOLD ENGINE ROOM</i>	<i>12.5</i>	
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	<i>Space of Longitudinals 760 to 600 No. angles 90 x 90 x 12</i>		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? <i>Yes</i>		
DOUBLE BOTTOM.			BEAMS.		
rs, Depth and thickness at mid-line in Holds	<i>Web frames 1062 x 11.5</i>		Uppermost Continuous Deck, amidships in Wells, Angle, [or]	<i>112</i>	
Height of Brackets at side above base line at toe of frame	<i>2570</i>		" " in way of Bridge, Angle, [or]	<i>Longitud.</i>	
le Line Keelson, on Floors, Angles, [or]	<i>112</i>		Spacing	<i>framing</i>	
" " Through Plate or Intercoastal Plate	<i>Centre line</i>		Second Deck, amidships, Angle, [or]		
" " Foundation Plate on Floors	<i>Bulkhead</i>		Spacing		
" " Flat Plate Keel Angles	<i>2 x 100 x 100 x 14.5 to 14.</i>		Third Deck, amidships, Angle, [or]		
Keelsons, No. each side	<i>X</i>		Spacing		
" thickness of Intercoastal Plate	<i>X</i>		Fourth Deck, amidships, Angle, [or]		
" Angles	<i>X</i>		Spacing	<i>Frame 1-18 = 6180 x 75 x 10.5 19-29 = 190 x 75 x 11 30-37 = 200 x 75 x 11 38-45 = 150 x 70 x 8</i>	
DOUBLE BOTTOM. AFT. MOTOR SPACE.			Poop Deck, Angle, X or [<i>610 to 700 7/8</i>	
Solid Floors, thickness and spacing	<i>10 x 700</i>		Spacing		
" " Are Frame and Reversed Frame joggled? <i>frames only</i>	<i>2 90 x 90 x 11</i>		Bridge Deck, Angle, X or [<i>170 x 75 x 8.5</i>	
Bracket Floors, breadth and thickness at middle line	<i>1000 x 12</i>		Spacing	<i>770 7/8</i>	
" " breadth and thickness at margin plate	<i>700 x 14</i>		Forecastle Deck, Angle, X or [<i>180 x 75 x 10.5</i>	
			Spacing	<i>700 to 610 - 500</i>	

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>2 in engine room</i>	<i>340 x 14</i>		Stringer Plate, breadth and thickness in way of Bridge	<i>1690 x 11</i>	
„ in 'tween Decks, Size and Spacing	<i>1 L 250 x 90 x 11</i>	<i>250 x 90 x 10</i>	Thickness of Plating abreast Deck openings in way of Wells	<i>10,5</i>	
„ „ „ „	<i>2 L 130 x 90 x 11</i>	<i>250 x 90 x 11</i>	Thickness of Plating abreast Deck openings in way of Bridge	<i>10,5</i>	
„ „ „ „	<i>3 L 220 x 85 x 11</i>	<i>220 x 75 x 10</i>	Thickness of Plating within line of openings	<i>x</i>	
„ in Holds „ „	<i>4 L 220 x 85 x 11</i>	<i>220 x 75 x 10</i>	If Sheathed, material and thickness	<i>not</i>	
„ „ „ „	<i>5 L „ „ „</i>	<i>220 x 75 x 9,5</i>	Third Deck.		
„ „ „ „	<i>6 L 200 x 75 x 10,5</i>	<i>220 x 75 x 10</i>	Stringer Plate, breadth and thickness	<i>x</i>	
„ „ „ „	<i>7 L 200 x 75 x 10</i>	<i>200 x 75 x 9,5</i>	If Plated, state thickness	<i>x</i>	
„ „ „ „	<i>8 L 180 x 75 x 10</i>	<i>180 x 75 x 9,5</i>	Fourth Deck.		
Centre Line Bulkhead.			Stringer Plate, breadth and thickness	<i>x</i>	
Stiffeners and Spacing	<i>595 to 960 L</i>	<i>9 L 170 x 75 x 9</i>	If Plated, state thickness	<i>x</i>	
Plating, thickness of	<i>9,5 to 12,5 L</i>	<i>150 x 75 x 9</i>	Poop Deck.		
	<i>10 L „ „ „</i>	<i>150 x 75 x 9</i>	Stringer Plate, breadth and thickness	<i>1490</i>	
	<i>11 L „ „ „</i>			<i>1140 x 21 - 10,5</i>	
	<i>12 L „ „ „</i>			<i>heel 10 - 7,5</i>	
	<i>13 L „ „ „</i>		Plating, Sheathing, material and thickness	<i>wood 75 L Oregon pine.</i>	
STRINGERS AND DECKS.			Bridge Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness	<i>1450 x 10,5</i>	
Stringer Plate, breadth and thickness in Wells	<i>1510 x 26 - 18,5 - 10,5</i>		Plating, Sheathing, material and thickness	<i>heel 7,5</i>	
„ „ „ „ in way of Bridge	<i>1625 x 18,5</i>			<i>2 to 35/50</i>	
„ „ „ „ „ „	<i>150 x 150 x 15,5</i>		Forecastle Deck.		
Thickness of Plating abreast Deck openings in way of Wells	<i>26 - 12,5</i>		Stringer Plate, breadth and thickness	<i>1500 x 8</i>	
Thickness of Plating abreast Deck openings in way of Bridge	<i>12,5</i>			<i>heel 8,5</i>	
Thickness of Plating within line of openings	<i>12,5</i>		Plating, Sheathing, material and thickness	<i>wood 75 L Oregon pine</i>	
If Sheathed, material and thickness	<i>x</i>			<i>under windlass 90 L pitch pine</i>	
Second Deck.					
Stringer Plate, breadth and thickness in Wells	<i>1690 x 11</i>				

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>no</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		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.		
	Inches.	Inches.	Inches.	Inches.		<i>inches</i> Ends 25	<i>inches</i> 100		<i>inches</i> 25	<i>inches</i> 80			
FLAT PLATE KEEL	1300	23.5	18.5	18.5		<i>double</i>	28	112	4		28	100	<i>double straps</i>
„ DBLG. (if any)	<i>x</i>	<i>x</i>	<i>x</i>	<i>x</i>		<i>x</i>	<i>x</i>	<i>x</i>	<i>x</i>	<i>x</i>	<i>x</i>	<i>x</i>	<i>x</i>
BOTTOM PLATING, No. of Strakes ...3.....	2045	15.5	16-15.5	15.5-15.5		<i>double</i>	22	90	4 ends 3		22	90	<i>lapped</i>
						"	22	90	4 " 3		22-19	90-66	"
BILGE PLATING, No. of Strakes2.....	2045	15.5	12.5	12.5		"	22	90	4 " 3		22-19	90-66	"
	1350					"	22-19	90-76	3	<i>whole</i>	22-19	76-66	"
SIDE PLATING, No. of Strakes ...3.....	1980	15	11.5	11.5		"	22-19	90-76	3	<i>length</i>	22-19	76-66	"
	1960					"	22-19	90-76	3		22-19	76-66	"
UPPER DECK, Sheer-strake in Wells. 1...	2200	<i>x</i>	18	26.5		<i>double</i>	28	112	4		28	112	"
	2170					"	28	112	3		28	98	<i>double straps</i>
UPPER DECK, Sheer-strake in Bridge ...	1900	26.5	<i>x</i>	<i>x</i>	<i>plan person letter</i>	"	22	90	3		22	76	<i>lapped</i>
STRAKE BELOW Sheer-strake in Wells.....	21950	<i>x</i>	11.5	<i>x</i>		"	22	90	3		22	76	"
	1985					"	28	112	4		25	100	"
STRAKE BELOW Sheer-strake in Bridge ...	1980	15	<i>x</i>	<i>x</i>		<i>double</i>	22	90	3		22	76	"
						<i>single</i>	22	90	4		22	90	"
POOP SIDE PLATING	2330	<i>x</i>	<i>x</i>	22-11.5		<i>single</i>	19	76	3		19	66	"
BRIDGE SIDE PLATING ...	2310	11	<i>x</i>	<i>x</i>		<i>double</i>	19	76	2		19	66	"
FORECASTLE SIDE PLATING	2600	<i>x</i>	10.5	<i>x</i>		<i>single</i>	19	76	2		19	66	"

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) 18

„ Deck next below 5

As per Rule yes

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
SOONERTANK-BULKHEAD	8,5	5 1/2 x 75 x 8	6 1/2 x 720	—	—
CARGO ROOMS - 44, 49, 52, 55, 58.		150 x 150 x 13	1050 x 10	250 x 90 x 15	5 1/2
MIDSHIP BULKHEAD, Upper tween deck	8,5 12,5	5 1/2 x 110 x 10	2280	5 1/2 x 70 x 11	7 1/2
59, 62, 65, 68, 71, 74, 77		840 x 12			
" Second		5 1/2 x 150 x 13		5 2 1/2 x 90 x 14	
COFFER " 45, 46, 79 x 80	"	1050 x 10,5		10	7 1/2
" Third	"	8,5-13	2605	5 1/2 x 70 x 11	
" Holds	"				
"	"	5 1/2 x 70 x 10		350 x 8	1980
COLLISION	"	12-6,5	5 1/2 x 65 x 7,5	7-7,5	1850
	"		5 1/2 x 75 x 10		1650
AFTER PEAK	"	12-7,5	5 1/2 x 70 x 9,5	500 x 9,5	2100
	"			8,5	1900

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	lower part casting two upper parts forging	250 x 75 350	RONBACHER-KÜTTE. GEORGSMARIEN-HÜTTE.	one upper part.
STERN FRAME {	Propeller Post casting	210 x 232	RONBACHER-HÜTTE.	
{	Rudder			
RUDDER—A x D				
Speed of Vessel 10.5	forging	255 x 2 1/2	BOCHUMER-VEREIN.	(Rupke)
RUDDER mainpiece at head	casting in			
" " heel	connection with			Ortho Rudder as per
" " how constructed	steel			Approved plans
" " double or single plate				
" " coupling, vertical or				
" " horizontal				

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open hearth*
Kruppel & Sohn, Gleditschschiede, Klotzschwerke, Borsigwerke, Vereinigte Hüttenwerke Mittelm-Herde-Siedling, Ostel-Luxemburgische
Bergwerks- & Hütten-f.G., Mannesmann-Ludwig, Gutehoffnungshütte, Thyssen-Hamborn, Dortmunder-Union.
Has the Steel been tested as required by the Rules? *yes by the Society's Surveyors.*

20 JUN 1927

EQUIPMENT No.				LETTER				ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	
853	1st Bower	72	1	7				55	0	0	Gruen Hein O. Gruen Magdeburg 7.6.22 H. HAWES
854	2nd "	72	1	7				55	0	0	
852	3rd "	63	3	26				50	10	0	
	Collective weight.	208	2	26							" " " " "
302	Stream	15	0	2				16	12	0	182. 21945 19 H. R. - Anchor O. Gruen Magdeburg 24.5.23 H. BERG.

See under revised 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.
38	270	2 5/16	97800	13610	41490 Rg		34460 Rg		270	2 5/16	Had hind Porting. H. R.		3.5.22. Porting. H. R.		220	5	130 Rg	220	5
Iron Stream Chain or Steel Wire		Oir.								Oir.			H. JUNG.	TOWLINE ...	220	5			
														HAWSERS & WARPS	2x165	3	"		
	165	4 3/4		20,54					165	4 3/4	Had wire			"	2x165	8	219 H	2x165	8

Steering Gear, Steam *Electric Atlas. Works L. G. Bremen* Steering Gear, Hand *complete Atlas. Works.*

Boats *2 life boats 7.5 x 2.55 x 1.02 m. and two others* Steering Chains, Size and Test *X* Windlass *Ham for 59 m cable.*

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

Cargo Hatchways.-(Upper Deck) *only one forward* Thickness of Hatches *90 mm*

Size of No. 1 Hatchway (Forward) *2010 x 2200* No. 2 *all other* No. 3 *hatches* No. 4 *1800 x 1200* No. 5 No. 6

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

Deutsche Schiff- und Maschinenbau Aktiengesellschaft
Werk: Act. Ges. „Weser“

Builder's Signature

Hein

GENERAL DECLARATION *This vessel has been built in accordance with the approved and amended plans, the requirements embodied in the Surveyor's Letter and other reports in conformity with the Rules and Society's Requirements for carrying Oil in Bulk with Longitudinal Framing.*

The workmanship is throughout of the best description for this type of vessel. All parts conforming well with each other without use of any patching and efficiently riveted together. The peak tanks, deep tanks and double bottom tanks have been filled and tested as required by the Rules and Cofferdams, Summer tanks, Oil tanks, Gas and Fuel oil tanks have been filled and tested with a pressure of 8' 0" above the highest point of expansion tanks and were found perfectly tight. Air and sounding pipes of all tanks comply with the Rules. The painting arrangements strengthening of bottom forward have been carried out as approved and to our satisfaction. All steel material used in the construction of this vessel has been made at works approved and tested by the Society's Surveyors in accordance with the Rules.

The anchor & cables have been compared with the Certificates and were found

P. T. O.

The amount of Entry Fee £ 10 : 0 : 0 } Fees applied for,
Special Survey Fee £ 538 : 18 : 0 } 5th June 1927
Bremen Travelling Expenses, if any £ 1 : 10 : 0 } Received by me,
Lamburg " " £ 25 : 0 : 0 } 30/6/27 1927

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

I am of opinion the Vessel should be Classed *+ 100 A1.*

Signature

Christoph Wilh. Meyer

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Bremen-Office*

Date of issue

24/6/27

Committee's Minute

FRI. 24 JUN 1927

Character assigned

+ 100 A1 carrying Petroleum in Bulk

Lloyd's A.C.P.

+ L.M.C. 6:24 C.R. Oil Engines

2 Water Tube S.B. 200hp



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Lloyd's Register Foundation

OIS4 2/3

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. Diam. Speng.	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.			Number.	Diameter. Inches.	
Framing of <i>K</i> , <i>L</i> or <i>C</i>																		
Frames in Bridge 'tween Decks...																		
Frames from Uppermost Continuous Deck No. 1		L 170x85x9,5			L 170x85x9,5			do do do						22 6	6	7-6	22	
" 2		L 170x85x9,5			" " "			" " "						" "	"	" "	"	
" 3		L 170x85x9,5			" " "			" " "						" "	"	" "	"	
" 4		2nd DECK			- - -			- - -						- -	-	-	-	
" 5		L 190x85x10			L 190x85x10			L 180x85x10						22 6	6	7	22	
" 6		L 200x85x10			L 200x85x10			L 200x85x9,5						" "	"	9	"	
" 7		L 200x85x11			L 200x85x11			L 200x85x9,5						" "	8 rivs 4 1/2	9	"	
" 8		L 220x85x10,5			L 220x85x10,5			L 200x85x11,5						" "	" "	10	"	
" 9		L 230x90x11			L 230x90x11			L 220x90x10						" "	" "	10	"	
" 10		L 230x90x11			L 230x90x11			L 230x90x10						" "	" "	10	"	
" 11		L 240x90x11,5			L 240x90x11,5			L 230x90x11						" "	8 rivs. 3 1/2	10,9	"	
" 12		L 250x90x12			L 250x90x12			L 250x90x11						" "	" "	16	"	
" 13		L 280x90x14			L 280x90x14			L 230x90x13						" "	" "	"	"	
" 14		L 300x95x15			L 300x95x15			L 300x95x15						" "	" "	"	"	
15-23 " 15		L 300x102x11x12			L 300x100x11x12			L 300x100x11x12						" "	" "	"	"	
" 16		16-23 300x100x11x12																
Spacing of Longitudinal Frames		Amidships 760			At Ends 760 to 630													
Double Bottoms <i>L</i> , <i>L</i> or <i>C</i>		Tank Top Longitudinals																
		Bottom																
Spacing of Longitudinals		Amidships			At Ends...													
Transverses.														Rivets in Lugs to Shell Diam. Speng.				
In Bridge 'tween Decks		Depth and Thickness 500x10												d				
		Face Angles 90° flange																
		Lugs to Shell 90x90x12												19 6 1/2				
In Upper 'tween Decks.		Depth and Thickness 500x10																
		Face Angles single 90x90x10												22 4 1/2				
		Lugs to Shell joggled 90x90x10																
In Hold.		Depth and Thickness 740x11,5																
		Face Angles single 130x90x15												22 4 1/2				
		Lugs to Shell joggled 150x150x11,5																
		Brackets 10 1/2																
Spacing of Transverse Frames		2310																
		* State if joggled or liners.																
Longitudinal Beams of <i>L</i> , <i>L</i> or <i>E</i>		Bridge Deck			in way of pump room									Spacing.	In Ships.	As approved.		
		Upper			130x75x9			180x75x10,5						760	Transverse	Plate. Angles. 75x75x10,5 75x75x10 420x10		
		Second			170x75x11,5			200x75x10						760	Beams.	Plate. Angles. 90x90x10,5 150x150x15 460x10 130x90x14 460x10		
		Third														flange 1302		

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachment, to be given in the 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.

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.)

found in order. General equipment examined and were found satisfactory.
The approved plans are being retained for use in connection with the sister vessel No 864. Copies of approved plans are in the London Office.
This vessel is a sister vessel to the Motor Vessel "BISCAYA" Bremen. Rpt No 946.

Attached: Table with Longitudinal Framing.
7 Test Certificates of castings and forgings.
Ynter. Certificate.

Chrislohn With. Meyer.

Rpt. 1*.

PARTICULARS OF LONGITUDINAL FRAMING.

B.N. REPORT No 967.
H.S. "MITTELMEER."

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.
Framing of <u>K</u> , <u>L</u> or <u>C</u>	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	Diam. Speng.	inches.	Number.

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower 853. HEAD = 46:2:0 wt. SHANK = 21:1:0 wt. drop test 12 feet, bend test satisfactory K.H. 29.3.22 M.B. 13.5.22
2nd „ 854. „ = 46:2:0 wt. „ 21:0:5 „ „ 12 „ „ „ K.H. 26.4.22 M.B. 13.5.22.
3rd „ 852. „ = 42:2:3 „ 18:0:4 „ „ 12 „ „ „ M.B. 13.5.22 K.H. 27.5.22.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 121.87 ft., R.Q.D. X ft., Bridge 22.88 ft., Forecastle 40.52 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated X

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 Steel decks.

Official No. _____; Signal Letters _____ Is bottom of Vessel coated with cement no. if not give particulars of composition Nothing in cofferdams & oilholds, cement in water ballast tank aft.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,	21.0	171
Double bottom, under Engines and Boilers,	50.52	98	After peak tank,	18.0	151
Double bottom, if under Engines only,	13.78	44	Deep tank, aft, <u>Cofferdam aft</u>	3.45	169
Double bottom, if under Boilers only,			Deep tank, forward,	25.25	164
Double bottom, forward,			Other tanks, if fitted, <u>Cofferd. forward</u>	3.45	144
Total capacity of double bottom	142		(If necessary, furnish further information by sketch.)	TOTAL	799

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

Order for Special Survey No. 26.

Date 22nd June 1926

Dates of Surveys held while building

10.6, 17.6, 22.6, 16.7, 7.8, 9.8, 14.8, 16.8, 2.9, 9.9, 22.9, 22.9, 30.9, 4.10, 8.10, 11.10, 21.10, 25.10, 5.11, 19.11, 24.11, 25.11, 29.11, 3.12, 11.12, 15.12, 16.12, 22.12, 23.12, 19.26.
5.1, 20.1, 22.1, 27.1, 31.1, 3.2, 7.2, 8.2, 12.2, 21.2, 27.2, 1.3, 3.3, 4.3, 8.3, 11.3, 12.3, 15.3, 21.3, 22.3, 24.3, 25.3, 29.3, 31.3, 1.4, 2.4, 4.4, 5.4, 12.4, 14.4, 16.4, 20.4, 22.4, 28.4, 30.4, 3.5, 10.5, 12.5, 16.5, 18.5, 21.5, 27.5, 1.6, 7.6, 10.6, 19.27.

Total No. of Visits 74.