

## STEEL STEAMER or MOTORSHIP.

16 FEB 1928

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 *8th February 1928* Port of *BREMEN* No. *1848*

Survey held at *VEGESACK* Date First Survey *30th November 1926* Last Survey *14th February 1928*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *TWIN SCREW MOTOR VESSEL "C.O. STILLMAN."*

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *LONGITUDINAL FRAMING BRACKETLESS SYSTEM* State Type of Erections *BRIDGE & FORECASTLE*

TONNAGE under Tonnage Deck... *15664.79* CLASS *+100 A1* State if with freeboard as condition of Class *yes* Built at *VEGESACK*

Do. of space or spaces between Tonnage Dk. and Upper Dk. *1* Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 565.0* Launched *24th November 1927* Yard No. *646*

Total *15664.79* Breadth (greatest moulded) *B 75.33* Builders *MESSRS. BREMER-VULKAN*

Gross Tonnage *16436.38* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 44.50* Owners *INTERNATIONAL PETROLEUM CO. LD.*

Register Tonnage *9642.90* 1st Longitudinal Number (L x D) *1336* Managers *Mr. W.B. ELSWORTH* (Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D) *6290* Residence *TORONTO*

REGISTERED DIMENSIONS. FEET. Port of Registry *TORONTO*

Length *565.7* Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.7* If surveyed while building, afloat, *and* in dry dock *yes, during construction.*

Breadth *75.6* Draught Moulded *32.33*

Depth *44.5*

## 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.
FRAMES, Spacing amidships	<i>see longitudinal</i>		Bracket Floors, Frame	<i>see longitudinal</i>	
" " from 1/2 length to Collision bulkhead	<i>diagonal</i>		" " Reversed Frame	<i>see longitudinal</i>	
" " in peaks	<i>framing</i>		" " Vertical Struts	<i>see longitudinal</i>	
DE FRAMING.			Centre Girder, depth and thickness	<i>AFT 1322-2134x17.5</i>	
Frame Amidships, Angle, [ or ]	<i>see longitudinal</i>		" " top Angles	<i>90x90x14</i>	
" " Extends up to	<i>longitudinal</i>		" " bottom Angles	<i>100x100x14.5</i>	
Reversed Frame Amidships, Angle	<i>diagonal</i>		Side Girders, No. each side and thickness	<i>8 12.5</i>	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	<i>330-350x16.5</i>	
Depth of Framing Girder	<i>framing</i>		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]			" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem		
" " Second 'tween Decks, Angle, [ or ]			" " Gussets, spacing and scantling abaft 1/2 len. from stem		
" " Third " " " " " "			" " Gussets, spacing and scantling forward 1/2 len. from stem		
Framing in Peaks, Angle	<i>FORWARD 5280x90x13.5</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>IN HEIGHT OF ENGINE BEARERS ONLY AFT</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating	<i>22.5 1162</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>NO</i>		Breadth and thickness of Middle Line Strake	<i>22 1255x16.5</i>	
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	<i>180x130x11.3</i> <i>102x90x12 FLANGE</i> <i>1280x95x10x15 (replan)</i>		Thickness of remainder in <i>ENG. ROOM</i>	<i>16.5</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>AMIDSHIPS THICKNESS OF SHELL</i> <i>SPACE OF LONGITUDINALS REDUCED, DOUBLE RIVETING WITH SHELL</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.		
Floors, Depth and thickness at mid-line in Holds	<i>see longitudinal</i>		Uppermost Continuous Deck, in Wells, Angle, [ or ]	<i>240x85x9.5x13</i>	
Height of Brackets at side above base line at toe of frame	<i>see longitudinal</i>		" " in way of Bridge, Angle, [ or ]	<i>see longitudinal</i>	
Middle Line Keelson, on Floors, Angles, [ or ]	<i>see centre line</i>		Spacing	<i>6102</i>	
" " Through Plate or Intercostal Plate	<i>bulkhead</i>		Second Deck, amidships, Angle, [ or ]	<i>220x85x10.5x14</i>	
" " Foundation Plate on Floors	<i>100x100x16</i>		Spacing	<i>610ft 609ft</i>	
" " 2-Flat Plate Keel Angles			Third Deck, amidships, Angle, [ or ]	<i>190x75x10</i>	
Side Keelsons, No. each side			Spacing	<i>609</i>	
" " thickness of Intercostal Plate			Fourth Deck, amidships, Angle, [ or ]		
" " Angles			Spacing		
DOUBLE BOTTOM. ONLY AFT.			POOP DECK, Angle, [ or ]	<i>100x75x9.5</i>	
Solid Floors, thickness and spacing	<i>14.5-14.5</i>		Spacing	<i>600-7602</i>	
" " Are Frame and Reversed Frame joggled?	<i>yes</i>		Bridge Deck, Angle, [ or ]	<i>see longitudinal</i>	
Bracket Floors, breadth and thickness at middle line			Spacing	<i>framing</i>	
" " breadth and thickness at margin plate			Forecastle Deck, Angle, [ or ]	<i>230x90x12</i>	
			Spacing	<i>610</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.
<b>PILLARS, No. of Rows.</b> <i>off 1, 2, 3, 4</i>				Stringer Plate, breadth and thickness in way of Bridge		<i>2000 x 12,5</i>	
<i>FORM 2.</i>				Thickness of Plating abreast Deck openings in way of Wells		<i>12,5</i>	
in 'tween Decks, Size and Spacing		<i>1-4 [120 x 85-105</i>		Thickness of Plating abreast Deck openings in way of Bridge		<i>12,5</i>	
"		<i>5-6 [140 x 85 x 9,5 x 13</i>		Thickness of Plating within line of openings...		<i>10,5-11,5</i>	
"		<i>7-8 [160 x 90 x 10 x 14</i>		If Sheathed, material and thickness			
"		<i>8-9 [305 x 89 x 10 x 12,7</i>		<b>Third Deck. ONLY AFT</b>			
in Holds		<i>9-10 [305 x 89 x 10 x 12,7</i>		Stringer Plate, breadth and thickness		<i>2000 x 12,25</i>	
"		<i>10-11 [300 x 100 x 10 x 16,7</i>		If Plated, state thickness		<i>12,25-8,75</i>	
"		<i>11-12 " " " "</i>		<b>Fourth Deck.</b>			
<b>Centre Line Bulkhead.</b>		<i>13-16 [381 x 86 x 10 x 16,7</i>		Stringer Plate, breadth and thickness			
Stiffeners and Spacing				If Plated, state thickness			
Plating, thickness of		<i>14, 12,25, 11,75, 11,25, 10,75, 9,75, 11,75, 15,25</i>	<i>low plank 14,25</i>	<b>House Poop Deck.</b>			
<b>STRINGERS AND DECKS.</b>				Stringer Plate, breadth and thickness		<i>1500 x 6,5</i>	
<b>Uppermost Continuous Deck.</b>				Plating, Sheathing, material and thickness		<i>6,5 Oregon pine 6,5</i>	
Stringer Plate, breadth and thickness in Wells		<i>2060 x 28,5</i>		<b>Bridge Deck.</b>			
" " " " in way of Bridge		<i>2060 x 33,5</i>		Stringer Plate, breadth and thickness		<i>1194 x 12,5</i>	
" Angle in Wells		<i>200 x 200 x 35 - 150 x 150 x 18</i>		Plating, Sheathing, material and thickness		<i>11,5</i>	
Thickness of Plating abreast Deck openings in way of Wells		<i>21</i>		<b>Forecastle Deck.</b>			
Thickness of Plating abreast Deck openings in way of Bridge		<i>24</i>		Stringer Plate, breadth and thickness		<i>965 x 10,5</i>	
Thickness of Plating within line of openings		<i>19</i>		Plating, Sheathing, material and thickness		<i>9,5</i>	
If Sheathed, material and thickness		<i>off 15-42 Oregon pine 6,5</i>		Plating, Sheathing, material and thickness		<i>9,5</i>	
<b>Second Deck.</b>				Plating, Sheathing, material and thickness		<i>9,5</i>	
Stringer Plate, breadth and thickness in Wells		<i>2000 x 12,25</i>				<i>TEAK 100 x 100</i>	

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <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.		
	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>		<i>Inches.</i>	<i>Inches.</i>		<i>Inches.</i>	<i>Inches.</i>			
FLAT PLATE KEEL .....	<i>1422</i>	<i>32.5</i> ✓	<i>30</i>	<i>22</i> ✓	<i>forward 31 appr.</i>	<i>double</i>	<i>28</i>	<i>112</i>	<i>3</i>	<i>28</i>	<i>98</i>	<i>double strapped</i>	
„ DBLG. (if any)	<i>2348</i>	<i>21</i>	<i>21.25</i>	<i>16.25</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 ... <i>5</i> .....	<i>1925</i>	<i>21.25</i>	<i>18</i>	<i>13</i>		<i>double</i>	<i>25</i>	<i>100</i>	<i>2 STRAKES LONG OVERL. 3 STR. QUINT. FOR T.L. QUADR. AT ENDS.</i>	<i>25</i>	<i>100</i>	<i>Lapped</i>	
BILGE PLATING, No. of Strakes ... <i>1</i> .....	<i>2135</i>	<i>19</i>	<i>19.5</i>	<i>20</i>		<i>double</i>	<i>25</i>	<i>100</i>	<i>BILGE STR. do</i>	<i>25</i>	<i>100</i>	<i>Lapped</i>	
SIDE PLATING, No. of Strakes ... <i>5</i> .....	<i>2100</i>	<i>21.5</i>	<i>20</i>	<i>16.5</i>		<i>double</i>	<i>25</i>	<i>100</i>	<i>4 STRAKES TREBLE BETW. PEAK BULKH. DOUBLE AT ENDS. 1 STR. double</i>	<i>25</i>	<i>100</i>	<i>Lapped</i>	
UPPER DECK, Sheer-strake in Wells.....	<i>2160</i>	<i>19.25</i>	<i>17</i>	<i>16.25</i>		<i>double</i>	<i>28</i>	<i>112</i>	<i>LIME</i>	<i>28</i>	<i>98</i>	<i>double strapped</i>	
UPPER DECK, Sheer-strake in Bridge ...	<i>2080</i>	<i>14.25</i>	<i>15.5</i>	<i>14.5</i>		<i>double</i>	<i>28</i>	<i>112</i>	<i>one plate</i>	<i>28</i>	<i>98</i>	<i>double strapped</i>	
STRAKE BELOW Sheer-strake in Wells.....	<i>2025</i>	<i>14.20</i>	<i>14.5</i>	<i>14.5</i>		<i>double</i>	<i>28</i>	<i>112</i>	<i>one plate</i>	<i>28</i>	<i>98</i>	<i>double strapped</i>	
STRAKE BELOW Sheer-strake in Bridge ...	<i>2110</i>	<i>14.25</i>	<i>14.5</i>	<i>14.5</i>		<i>double</i>	<i>28</i>	<i>112</i>	<i>one plate</i>	<i>28</i>	<i>98</i>	<i>double strapped</i>	
POOP SIDE PLATING .....	<i>2145</i>	<i>30.5</i>	<i>30</i>	<i>22</i>		<i>double</i>	<i>28</i>	<i>112</i>	<i>one plate</i>	<i>28</i>	<i>98</i>	<i>double strapped</i>	
BRIDGE SIDE PLATING ...	<i>1735</i>	<i>26</i>	<i>26</i>	<i>26</i>		<i>double</i>	<i>28</i>	<i>112</i>	<i>one plate</i>	<i>28</i>	<i>98</i>	<i>double strapped</i>	
FOREC'TLE SIDE PLATING	<i>1835</i>	<i>26</i>	<i>26</i>	<i>26</i>		<i>double</i>	<i>28</i>	<i>112</i>	<i>one plate</i>	<i>28</i>	<i>98</i>	<i>double strapped</i>	

## WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Welding or Forging.	Stantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c) <i>17</i>					
,, Deck next below <i>x</i>					
As per Rule <i>yes</i>					
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Stantlings.	Spacing.	Stantlings.	Spacing.
SUNNERTANK BULKHEADS 63, 64, 68, 69, 77, 85, 88, 96, 97, 105, 106.	9/16	100x40x15	3300	240x85x10x13	815
MIDSHIP BULKHEAD, Upper between decks	1/16, 1/8, 1/4	100x40x15	3300	240x85x10x13	815
CARGO ROOMS 73, 77, 81, 85, 88, 97, 104.	1/16, 1/8, 1/4	100x40x15	3300	240x85x10x13	815
COFFERD. BULKHEADS 63, 64, 68, 69, 96, 97, 105, 106.	1/16, 1/8, 1/4	100x40x15	3300	240x85x10x13	815
,, Second	1/16, 1/8, 1/4	100x40x15	3300	240x85x10x13	815
,, Third	1/16, 1/8, 1/4	100x40x15	3300	240x85x10x13	815
,, Holds	1/16, 1/8, 1/4	100x40x15	3300	240x85x10x13	815
COLLISION	(in Hold) 113	100x40x15	3300	240x85x10x13	815
AFTER PEAK	15	100x40x15	3300	240x85x10x13	815
KEEL, Bar					
STEM					
STERN FRAME					
RUDDER—A x D					
Speed of Vessel					
RUDDER mainpiece at head					
,, heel					
,, how constructed					
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)

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture). *Open hearth*  
*Phoenix, Düsseldorf, Charlottenhütte, Niederschelden, Lauridshütte, Hettlingen, Hiltz-Stein-Grube, Thyssen*  
*Kaiserslautern, Bismarckhütte - Siegen, Mannesmann, Carlsruhe, Harkort & Co.*

Has the Steel been tested as required by the Rules?

Has the Steel been tested as required by the Rules? Yes by the Society's Inspectors.



## 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. Spacing.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			Number.	Diameter. Inches.
Framing of $L$ , $C$ <sup>and</sup> $C$ .....																	
Frames in Bridge 'tween Decks.		170x75x8.5						✓						22 5 1/2			
Frames from Uppermost Continuous Deck		220x85x10.5			180x85x9.5			✓						25 6			
No. 1		"			"			✓						" 6			
" 2		"			"			✓						" 6			
" 3		"			"			✓						" 6			
" 4		240x85x9.5			"			✓						" 6			
" 5		"			"			✓						" 6			
" 6		150x150x13 (2nd DECK)						✓						" 5			
" 7		260x90x10x14			240x85x9.5x13			240x85x9.5x13						" 4	10 rivets 4 1/2 d on each side of transverses.		
" 8		305x89x10x12.7			"			280x95x10x15						" 4			
" 9		"			"			"						" 6	10 rivets 4 1/2 d on each side of transverses.		
" 10		300x100x10x16.7			260x40x10x14									" 6	10 rivets 3 1/2 d "		
" 11		381x87x11x14.3			"									" 7	10 rivets 3 1/2 d "		
" 12		"			280x90x10x15									" "	"		
" 13		"			TANK DECK									" "	"		
" 14		"			100x90x12.5			14.						" "	"		
" 15		325x100x90x14.5			280x11			22						" "	"		
" 16		90x90x11.5			100x90x12.5			76			381x87x11x10.3			" "	11 rivets 3 1/2 d on each side of transverses.		
Spacing of Longitudinal Frames		17-29			100x90x12.5			23-			17-29			" 6	"		
Amidships		262...			478x11			29						" 4	in way of long butts.		
At Ends		813			150x150x11												
At Ends		825...															
Double Bottoms		Tank Top Longitudinals			300x100x10x10									22 6	10 rivets on each side of webframes.		
Bottom		"			as above										22 6 in 3 1/2 d.		
Spacing of Longitudinals		Amidships			TANK TOP			813-825									
At Ends					BOTTOM												
Transverses.																	
In Bridge 'tween Decks		Depth and Thickness			690x50x14.5			✓									
		Face Angles			150x90x14			✓						22 4 1/2			
		Lugs to Shell*			90x90x11.5			✓									
In Upper 'tween Decks.		Depth and Thickness			1066x11.25			do									
		Face Angles			130x90x11			"						25 4 1/2			
		Lugs to Shell*			150x150x11.5			"									
In Hold.		Depth and Thickness			1626/2362x12.25			"									
		Face Angles			150x90x12.5			"						25 4 1/2			
		Lugs to Shell*			150x150x11.5			"									
Brackets		2134 from bulkhead			"			"									
Spacing of Transverse Frames		3048 " with no web			lugs joggled												
* State if joggled or liners.																	
Longitudinal Beams of $L$ , $C$ or $C$		Bridge Deck			170x75x8.5			813-825			825			Transverse		As approved.	
		Upper			200x85x11.5			170x85x8.5								Plate. Angles.	
		Second			260x90x10x14			220x85x10 lb.						Beams.		Plate. Angles.	
		Third aft only			5170x75x8.5 aft											Plate. Angles.	
																Plate. Angles.	

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 fourth page.



EQUIPMENT No. 6392				LETTER K+				ANCHORS.			
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.
1089	1st Bower	113	0	16				22	10	0	0
1088	2nd "	113	0	14				22	10	0	0
1087	3rd "	112	1	23				22	2	2	0
	Collective weight.	338	1	25							
1086	Stream	43	3	26				38	12	2	0

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.	Statury.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.	
	Fathoms.	Ins.	Fms.	Ins.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.			Fathoms.	Ins.	Fms.	Ins.		
43	330	2 15/16	143600	201000	78720		Lb	1440	330	2 15/16	STUD LINK	Portuguese R.S.	TOWLINE...	256	7 1/2	177600	256	7 1/2
								73260				Portuguese R.S.		220	2 3/4	215000	220	2 3/4
													HAWSERS & WARPS	220	2 3/4	215000	220	2 3/4
													"	220	2 3/4	215000	220	2 3/4
													"	220	2 3/4	215000		
from Stream Chain Steel Wire	275	6 1/2	115000						275	6 1/2								

Steering Gear, *Electric Motor, Atlas-Walke A.S.* Steering Gear, Hand *complete.*  
 2 LIFEBOATS: 24' x 8' x 3.05' Boats 2 " 26' x 8' x 3.1' Steering Chains, Size and Test *Windlass Electric, Atlas-Walke.*  
 1 MOTORBOAT, 1 BOAT. Ceiling in Holds, thickness and material *Cargo Battens, thickness, material and spacing*  
 Cargo Hatchways. (Upper Deck) *only one forward 3252 x 3048 x 800 x 11 Thickness of Hatches steel cover 10 mm.*  
 Size of No. 1 Hatchway (Forward) *all other No. 2 hatches No. 3 1830 x 1200 x 800 x 11. No. 5 steel cover No. 6 10 mm.*  
 Number of Shifting Beams and/or Fore and Afters *BREWER VULKAN Schiffbau und Maschinenfabrik*  
 Builder's Signature *Ernst H. Grauer*

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 *no* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.  
*This vessel has been built in accordance with the approved and amended plans, the requirements embodied in the Secretary's letters 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 are forming 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 Copper-dams, innermost tanks, Oil tanks, Gas and Fuel oil tanks have been filled and tested with a pressure of 8 feet 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 and 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*  
 P.T.O.

The amount of Entry Fee ..... £ 12 : 0 : 0 Fees applied for, 14.2.28  
 Special Survey Fee .... £ 795 : 13 : 6 Received by me, 5.3.28  
 Freeboard 15 : 0 : 0  
 Travelling Expenses, if any £ 40 : 0 : 0  
 Hambley " " 25 : 0 : 0  
 State whether the Vessel has been built under Special Survey *yes* Signature *Christopher With. Major.*  
 Certificate to be sent to *From Office* Date of issue *1/3/28* *Surveyor to Lloyd's Register of Shipping.*

Committee's Minute TUES. 6 MAR 1928  
 Character assigned *+ 100 A1. Carrying Petroleum in Bulk.*  
*Lloyd's A & CP*  
*+ L.M.C. 2:28 Oil Engines*  
*2 WT & B. 250 lb.*  
 © 2021 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.)

accordance with the Rules. The Freeboard approved by the Committee is marked on the vessel's sides, verified and cut in.

General equipment examined and were found satisfactory.

The anchors and cables have been compared with certificates and were found in order. But the vessel lost 15 fathoms of chainable while anchoring in the river. Were a new length of 15 fms should be placed on board at Owner's convenience.

Attached: 10 forging & casting certificates.  
1 table with longitudinal framing  
1 interior certificate  
1 builders capacity plan.

With Meyer.

Chisholm.

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

1st Bower 1089 HEAD, 72:3:2 nuts, drop test 12 feet, bend test satisfactory Y.L. 18.8.27.  
2nd " 1088 " 72:1:27 " " 12 " " " Y.L. 18.8.27.  
3rd " 1087 " 71:3:19 " " 12 " " " H.H. 26.8.27.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 39.91 ft., Forecastle 45.2 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

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 not known yet. Is bottom of Vessel coated with cement no if not give particulars of composition Bituminous in peaks & double-bottom tanks, nothing in cofferdams and oil holds.

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet	Water Capacity. Tons.	Where Fitted.	*Length. Feet	Water Capacity. Tons.
Double bottom, aft, 29-47	40.51	195	Fore peak tank,	28.03	444
Double bottom, under Engines and Boilers, 47-62	33.29	236	After peak tank,	29.12	337
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward, 106-113 for fuel oil	68.01	1040
Double bottom, forward,			Other tanks, if fitted, (If necessary, furnish further information by sketch.)		
Total capacity of double bottom		431			

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

Order for Special Survey No. 27

Date 2nd Nov. 1926.

Dates of Surveys held while building

30.11.1926. 6/9/12/12. 1928. 4/1, 2/1, 2/2, 14/2, 18/3, 26/3, 6/4, 11/4, 7/5, 19/5, 24/5, 15/6, 23/6, 30/6, 5/7, 12/7, 8/8, 11/8, 16/8, 23/8, 29/8, 30/8, 31/8, 6/9, 8/9, 13/9, 13/9, 16/9, 17/9, 21/9, 22/9, 23/9, 26/9, 27/9, 28/9, 30/9, 3/10, 6/10, 8/10, 10/10, 11/10, 13/10, 14/10, 19/10, 20/10, 26/10, 23/10, 24/10, 26/10, 27/10, 28/10, 1/11, 4/11, 5/11, 7/11, 8/11, 9/11, 10/11, 11/11, 12/11, 14/11, 15/11, 17/11, 18/11, 20/11, 24/11, 29/11, 1/12, 2/12, 3/12, 6/12, 9/12, 15/12, 21/12, 24/12, 1928. 5/1, 12/1, 19/1, 25/1, 24/1, 24/1, 30/1, 31/1, 1/2. 1928.

Total No. of Visits 88