

STEEL STEAMER or MOTORSHIP.

Received at London Office

-4 MAY 1935

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 *19th of April 1935.*Port of *Hamburg.*No. *21508*Survey held at *Hamburg*Date First Survey *27th of March 1935*Last Survey *10th of April*19 *35.*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Full sc.**"GENOTA"*Machinery fitted *af.*

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

*Full Scantling, longitudinal framing at bottom and deck, carrying Perolem in bulk.*State Type of Erections *Poop, bridge and fore-castle.*TONNAGE under Tonnage Deck... *7233.28*CLASS *+100 A1*State if with freeboard as condition of Class *no*Built at *Hamburg.*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 460.00*Launched *15.12.1934* Yard No. *156*Total *✓*Breadth (greatest moulded) *B 59.00*Builders *Deutsche Werft A.G.*Gross Tonnage *7986.86*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 34.00*Owners *Peroleum Maats. "de Torona"*Register Tonnage *4753.97*1st Longitudinal Number (L x D) *= 15640*Managers *Anglo-Saxon Pol. Co. Ltd.*
(Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) *= 42780*Residence *Rotterdam.*

REGISTERED DIMENSIONS.

FEET.

Length *463.00*Framing Depth "d," at middle of length. See Sec. 3 (1d) *✓*Breadth *59.32*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.52*Depth *33.86*Do. Long Bridge to top of keel *✓*Draught Moulded *27.44*Port of Registry *The Hague.*

If surveyed while building, afloat, or in dry dock

whilst building afloat + dry dock.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	mm. IN SHIP.	Any Departure from Approved Plans to be Noted.	mm. IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	<i>781.</i>	<i>✓</i>	Bracket Floors, Frame	<i>✓ ✓ ✓</i>
" " from $\frac{3}{8}$ length to Collision bulkhead	<i>781-686.</i>	<i>✓</i>	" " Reversed Frame	<i>✓ ✓ ✓</i>
" " in peaks	<i>610.</i>	<i>✓</i>	" " Vertical Struts	<i>✓ ✓ ✓</i>
IDE FRAMING.			Centre Girder, depth and thickness amidships	<i>152.5 x 14.5 ✓</i>
Frame Amidships, <i>Keels, E or C</i>	<i>250 x 90 x 11.</i>	<i>✓</i>	" " top Angles <i>DOUBLE</i>	<i>90 x 90 x 14 ✓</i>
" " Extends up to	<i>UPPER DECK.</i>	<i>✓</i>	" " bottom Angles <i>DOUBLE</i>	<i>100 x 100 x 16 ✓</i>
LONGITUDINAL BOTTOM FRAMES <i>E</i>	<i>431.8 x 12.2 x 101.6 x 17.3.</i>	<i>✓</i>	Side Girders, No. each side and thickness	<i>15-12.5-11. ✓</i>
Reversed Frame <i>Keels, E or C</i>	<i>837-762.</i>	<i>✓</i>	Margin Plate depth (excl. of flange) and thickness	<i>13.7-13.2 ✓</i>
" " <i>SPACED</i>	<i>837-762.</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem	<i>✓ ✓ ✓</i>
Depth of Framing Girder	<i>250</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem	<i>✓ ✓ ✓</i>
DEEP TANK.			" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	<i>✓ ✓ ✓</i>
Frames in Uppermost Continuous Deck <i>Keels, E or C</i>	<i>280 x 90 x 14.5</i>	<i>✓</i>	" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	<i>✓ ✓ ✓</i>
" " <i>Second Upper Deck, Keels, E or C</i>	<i>230 x 90 x 10.5</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness in way of cargo tanks	<i>1815 x 10.7 ✓</i>
" " <i>FROM DEEP TANK TO 2nd DECK</i>	<i>250 x 90 x 14.5</i>	<i>✓</i>	INNER BOTTOM PLATING, IN ENG. SPACE	
" " <i>"MOTOR" SPACE</i>	<i>250 x 90 x 14.5</i>	<i>✓</i>	Breadth and thickness of Middle Line Strakes	<i>21.70 x 28. ✓</i>
Framing in Peaks, <i>Keels, E or C</i>	<i>200 x 90 x 12.5</i>	<i>✓</i>	Thickness of remainder in <i>ENG. SPACE</i>	<i>13.7-13.2 ✓</i>
" " <i>FORE PEAK</i>	<i>230 x 90 x 11.</i>	<i>✓</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>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>22. - 120.</i>	<i>✓</i>	BEAMS, LONGITUDINAL.	
State if Frame Joggled	<i>NO.</i>	<i>✓</i>	Uppermost Continuous Deck, amidships in <i>Keels, E or C</i>	<i>200 x 90 x 12.5 ✓</i>
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	<i>2 WEB FRAMES, 3 SIDE STRINGERS, 3 TIERS OF BEAMS.</i>	<i>✓</i>	" " in way of <i>Keels, E or C</i>	<i>200 x 90 x 12. ✓</i>
LENGTHENING OF BOTTOM FORWARD. State Particulars	<i>3 BOTTOM STRAKES MIDSHIP THICKNESS TO COLLIS. BULKHEAD. BOTTOM FRAMES DOUBLE. 1 EXTRA INTERCOSTALE.</i>	<i>✓</i>	Spacing	<i>837-762. ✓</i>
DOUBLE BOTTOM.			Second Deck, <i>Keels, E or C</i>	<i>200 x 75 x 9.5-11. ✓</i>
Centre Tanks, Depth and thickness at <i>Keels, E or C</i>	<i>1015 x 11.2 ✓</i>	<i>✓</i>	Spacing	<i>180 x 75 x 10.5. ✓</i>
Side Tanks, Depth and thickness at <i>Keels, E or C</i>	<i>940 x 11.2. ✓</i>	<i>✓</i>	Third Deck, amidships, Angle, <i>E or C</i>	<i>✓ ✓ ✓</i>
Height of Brackets at side above base line at toe of frame	<i>1815.</i>	<i>✓</i>	Spacing	<i>✓ ✓ ✓</i>
Middle Line Keelson, <i>Keels, E or C</i>	<i>1015 x 10.7. ✓</i>	<i>✓</i>	Fourth Deck, amidships, Angle, <i>E or C</i>	<i>✓ ✓ ✓</i>
" " Through Plate or Intercostal Plate	<i>INTERCOSTALE ✓</i>	<i>✓</i>	Spacing	<i>✓ ✓ ✓</i>
" " Foundation Plate on Floors	<i>✓ ✓ ✓</i>	<i>✓</i>	Poop Deck, <i>Keels, E or C</i>	<i>180 x 75 x 10.5 ✓</i>
" " Flat Plate Keel Angles	<i>100 x 100 x 13. ✓</i>	<i>✓</i>	Spacing	<i>200 x 75 x 12.5. ✓</i>
Side Keelsons, No. each side	<i>✓ ✓ ✓</i>	<i>✓</i>	Bridge Deck, <i>Keels, E or C</i>	<i>200 x 75 x 12. ✓</i>
" " thickness of Intercostal Plate	<i>✓ ✓ ✓</i>	<i>✓</i>	Spacing	<i>EVERY FRAME. ✓</i>
" " Angles	<i>✓ ✓ ✓</i>	<i>✓</i>	Fore-castle Deck, <i>Keels, E or C</i>	<i>250 x 90 x 11. ✓</i>
DOUBLE BOTTOM, IN ENGINE SPACE			Spacing	<i>200 x 75 x 9.5. ✓</i>
Solid Floors, thickness and spacing	<i>152.5 x 11.5. ✓</i>	<i>✓</i>		<i>EVERY FRAME. ✓</i>
" " Are Frame and Reversed Frame joggled?	<i>JOGGLED.</i>	<i>✓</i>		
Bracket Floors, breadth and thickness at middle line	<i>✓ ✓ ✓</i>	<i>✓</i>		
" " breadth and thickness at margin plate	<i>✓ ✓ ✓</i>	<i>✓</i>		

PILLARS AND DECKS.

	mm. INCHES	IN SHIP.	Any Departure from Approved Plans to be Noted.	mm. INCHES	IN SHIP.	Any Departure from Approved Plans to be Noted.
TWO LONGITUDINAL BULKHEAD IN WAY OF OIL TANKS.						
VERTICAL STIFFENERS	250x90x11	✓		Stringer Plate, breadth and thickness in way of Bridge	✓	✓
" IN KEEL DECK, SIDE AND SPACING	FORM. 280x90x11.5	✓	LOWER STIFFENER.	Thickness of Plating abreast Deck openings in way of Wells	✓	✓
TWO HORIZONTAL STIFFENERS.	EVERY FRAME	✓	PLATE 760x10.7	Thickness of Plating abreast Deck openings in way of Bridge	✓	✓
" " " " " "	4x9x9x10.5	✓	90x10x11	Thickness of Plating within line of openings	FORM. 8.0-8.5	✓
" in Holds	PLATE 660x10.2	✓	150x90x10	"	8.5-9.	
PLATING, THICKNESS OF.	10.9-9.9	1		If Sheathed, material and thickness	NO.	
" " " " " "	FORM. 11.5-10.0	1				
Centre Line Bulkhead. IN DEEPTANK.				Third Deck.		
Stiffeners and Spacing	230x90x10	✓		Stringer Plate, breadth and thickness	✓	✓
Plating, thickness of	10.			If Plated, state thickness	✓	✓
STRINGERS AND DECKS.				Fourth Deck.		
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness	✓	✓
Stringer Plate, breadth and thickness	2420x19.8	✓		If Plated, state thickness	✓	✓
" " " " in way of Bridge	2420x22.2-19.8	1		Poop Deck.		
" Angle in Wells	180x180x17.5	1		Stringer Plate, breadth and thickness	1050x9.5	1
Thickness of Plating abreast Deck openings	14.7	1		Plating, Sheathing, material and thickness	6.5	1
Thickness of Plating within line of openings	19.0	1		Bridge Deck.		
Thickness of Plating within line of openings	14.7	1		Stringer Plate, breadth and thickness	11.0	
If Sheathed, material and thickness	NO.	1		Plating, Sheathing, material and thickness	8.5	1
Second Deck.				Forecastle Deck.		
Stringer Plate, breadth and thickness	940x9.5	✓		Stringer Plate, breadth and thickness	1200x9.5	1
	9.5-10.0	✓		Plating, Sheathing, material and thickness	7.5	1

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	No.	No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.					SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.
	<i>Thickness mm.</i>	<i>Thickness mm.</i>	<i>Thickness mm.</i>	<i>Thickness mm.</i>			<i>Thickness mm.</i>	<i>Thickness mm.</i>		<i>Thickness mm.</i>	<i>Thickness mm.</i>	
FLAT PLATE KEEL	2200	22	19.8	19.8	✓	DOUBLE.	28	100	5.	28	112.	LAPPED.
„ DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
BOTTOM PLATING, No. of Strakes	1810 2200 2425	17.0 16.3	18.8 18.8	13.5 13.2	✓ ✓ ✓	DOUBLE.	22.	88	4.	22	88.	LAPPED.
BILGE PLATING, No. of Strakes	2400	16.3	14.0	15.3	✓	„	22.	88.	4.	22	88.	„
SIDE PLATING, No. of Strakes	1580 2300 2300	16.0 16.0 16.0	12.2 12.2 12.2	12.7 12.7 12.7	✓ ✓ ✓	„	22.	88	4.	22	88.	„
UPPER DECK, Sheer- strake in Wells.....	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
UPPER DECK, Sheer- strake in Bridge ...	1700	26	14.5	12.7.	✓	DOUBLE.	25	100	5.	28	112	LAPPED.
UPPER DECK STRAKE BELOW Sheer- strake in Bridge.....	1700	31.5	✓	✓	✓	„	25	100	6	28	125	STRAPPED
UPPER DECK STRAKE BELOW Sheer- strake in Bridge ...)	1700	31.5	✓	✓	✓	„	28	112.	6	28	125	„
POOP SIDE PLATING	2230	✓	✓	10.0	✓	SINGLE	22	88	2	19	67	LAPPED.
BRIDGE SIDE PLATING ...	2230	11.0	✓	✓	✓	DOUBLE.	22	88	2	19	67	„
FORE'C'TLE SIDE PLATING	1120 1300	✓	11.0	✓	✓	SINGLE	19.	76.	2	19	67.	„

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 15.

Extending to Upper Deck (Sec. 3 c).....14.

Deck next below 1.

As per Rule YES.

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD	IN CENTRE TANKS. FOR THREE PLATES	13.0 10.4	6". } 2.50 x 90 x 11.	838.	TWO IN CENTRE TANK. PLATE 840 REB. 875 x 10.2 ✓	
"	IN SIDE TANKS. SECONDARY	12.7 10.2		762.	1300x90 x 13 R.H. 1300x90 x 11. ✓	
"	"	"			1600x104 ✓	
COLLISION	(in Hold)	"	7.5 x 1300x75x8. 12.0 x 2500x903	610. 570	TWO IN SIDE TANK PLATE 515 x 10.2. 90x90 x 11 S.H. REB.R.H.	
AFTER PEAK	"	"	7.5 x 165 x 75 25.0 x 8	610.		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		FLAT KEEL PLATE.		
STEM		FORGING. 254x20.	DEUTSCHE WERFT.	
STERN FRAME {		TO CASTING SKETCH.	GUTENHOFFNUNGS-HÜTTE.	
Propeller Post				
Rudder „		FORGING. 254x20.	4.	
RUDDER—AxD		387.		
Speed of Vessel		12 KNOTS.		
RUDDER ^{SHAFT.} ANTHONY head ...		FORGING. 279x20.	GUTENHOFFNUNGS-HÜTTE.	
„ „ heel ...				
„ „ how constructed		SIMPLEX BALANCE RUDDER.	DEUTSCHE WERFT.	
„ „ double or single plate coupling, vertical or horizontal		DOUBLE PLATE 60" ELECTRICALLY WELDED.		
See plan		HORIZONTAL, 8 BOLTS 2 3/4" Ø.		

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) S. M. OPEN HEARTH PROCESS.

STEEL.

GUTEHOFFNUNGSHÜTTE, OBERHAUSEN.

Has the Steel been tested as required by the Rules? YES.

Lloyd's Register
Foundation

EQUIPMENT No. 44265												LETTER C. ✓		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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Owts.				
34991	1st Bower ...	82	0	0	✓	✓	✓	59	10	0	0	✓		Pyro Super. Rockless	W. Z. Myers & Co. Switzerland.	Switzerland, 19.10.1934. Butler.
34633	2nd " ...	72	2	0	✓	✓	✓	55	0	0	0	✓		" " "	"	Switzerland, 16.12.1935. Butler.
35005	3rd " ...	65	3	21	✓	✓	✓	51	10	0	0	✓		" " "	"	Switzerland, 25.10.1934. Butler.
	Collective weight.	219	1	21									219 1/2			
48040	Stream	22	1	0	5	2	8	22	11	1	0			Rodgers Forged Swivel Pyro Super.	unknown.	Grady & Heath, 10.10.1934. S. C. Paul.

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.	Cir.		Length.	Cir.		
	Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
36058	285	2 3/4	106 1/2	149 1/2	866.3.21			890 1/4			Stud link.	unknown.	Lardiff. 13.10.1934. R. G. Wright.	TOWLINE...	130	5 1/4	9158.	130.	5 1/4		
36046.	15.	2 3/4.	106 1/2.	149 1/2.	44.3.14.						"	J. Ashwood & Sons.	Lardiff. 13.8.1934. R. G. Wright.	HAWSERS & WARPS }							
														4.2.	100	3 1/4	2484	100	2 3/4		
		Cir.								Cir.				4.2.							
New Stream Chain of Steel Wire	120.	5		655					120	5			Guthoffmungsstahl Gelsenkirchen.	"							

Steering Gear, Steam *steam hydraulic, efficient.* Steering Gear, Hand *rackles & blocks, efficient.*

LIFE Boats *4a. 7.39 x 2.28 x 0.98 m.* Steering Chains, Size and Test *None.* Windlass *steam, efficient.*

Ceiling in Holds, thickness and material *None.* Cargo Battens, thickness, material and spacing *None.*

Cargo Hatchways.-(Upper Deck) *Steel plates and angles.* Thickness of Hatches *Steel covers.*

Size of No. 1 Hatchway (Forward) *2750 x 3070 mm. 1125 x 1505 mm. No. 3* No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters *None.*

DEUTSCHE WERFT
AKTIENGESELLSCHAFT

Builder's Signature

Alf. v. Gise

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 *yes.* 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 in all other respects in conformity with the Rules and Society's Requirements for "Carrying Petroleum in bulk."

The workmanship is of the best description for this type of vessels, all parts conforming well with each other without use of any packing and efficiently riveted together.

The peak tanks, double bottom tanks, deep tanks, oil fuel bunkers, oil cargo tanks and cofferdams have been fitted, tested as required by the Rules and were found perfectly tight. The air & sounding pipes of all tanks comply with the Rules. The painting arrangement and strengthening of the bottom forward have been carried out as approved.

The steel material used in the construction of this vessel has been made at works approved by the Committee and tested by the Society's Surveyors. Anchors & cables compared with the certificates and found in accordance.

The amount of Entry Fee £ 10 : 0 : 0 Fees applied for, 29.4.1935

Special Survey Fee.... £ 599 : 10 : 3 Received by me, 24.6.35

FREEBOARD £ 18 0 0

Travelling Expenses, if any £ 19 : 9 : 9 24.7.35

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

Carrying Petroleum in bulk.

Longitudinal framing at bottom & deck.

Reinforced electrically welded.

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

Signature *A. Christen* *Frider. Christen*

Surveyor to Lloyd's Register of Shipping.

Hull Certificate to be sent to *Hamb. Office.* Date of issue *14/5/35*

mach " " *Bremen*

Committee's Minute

Character assigned

TUE 14 MAY 1935

+ 100 F.A.

Carrying petroleum in bulk

Mark B. v.

Alf. v. Gise

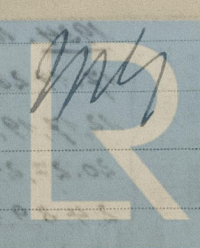
(Horn)

Lloyd's A.C.P.

+ Limb 4.35 - Cl.

S.B. - 180 lb

Oil Sg.



© 2020 Lloyd's Register Foundation

GENERAL REMARKS—(The Surveyor, Chief Engineer, and the Plans should be embodied.)
The vessel has been fitted with a "Simplex Balance Rudder." This rudder has been built in accordance with the approved plan and by the use of electric welding.
The freeboard assigned by the Committee has been marked and cut in on vessels sides verified same and found in order.

Name of sister vessels: Alexia & Gamma
 Surgeons Certificate, 14 Post sheets and the following plans returned herewith:
 Surgeons Certificate, 14 Post sheets and the following plans returned herewith:

1. Examination Certificate, 1/4 test sheets and the following plans:
 No. 1. Midship section (approved.) No. 2. Midship section. No. 3. Sketch to midship section.
 No. 4. Midship section (approved.) No. 5. Profile, decks, stringers &c. No. 6. Profile & deck plan. No. 7.
 No. 1. Midship section, as built.) No. 2. Profile, decks, stringers &c. No. 3. Profile & deck plan. No. 4.
 Sketch to profile & decks. No. 5. Sketch to profile & decks. No. 6. Oiltight Transverse Bulkheads. No. 7.
 Oiltight Transverse Bulkheads. No. 8. Revised plan of Sternframe & Rudder. No. 9. Sternframe & Rudder.
 No. 5. Stem. No. 6. Double bottom & engine seatings. No. 7. Framing
 of after body. No. 8. Sketch to framing in after body. No. 9. Sketch to framing in after body. No. 10.
 Arrangement in way of pump room. No. 11. Alternative arrangement of bottom longitudinal attachments
 in the wings of the pump room. No. 12. Section through pump room frame 93 at side. No. 13. Arrange-
 ments in way of machinery space. No. 14. Oil fuel bunkers. No. 15. Arrangement in way of forward
 body. No. 16. Scantlings in way of fore oil tanks. No. 17. Web frame at mid length of oil tanks. No. 18.
 Forward cofferdam. No. 19. Compensation proposed for the omission of the strong beam in machinery
 space at the level of upper deck. No. 20. Framing in way of poop, bridge, fore-castle. No. 21. Stiffeners
 of poop front bulkhead. No. 22. Masts. No. 23. Riving list. No. 24. Test plan.

1st Bower
2nd „
3rd „

	Weight	Cast.	Gun.	Loc.	Length	Remarks
Head:	38	2	14	12 feet	L.R. 241. F.D. 12.10.34.	Sunderland. Cal.
"	41	0	21	12 feet	L.R. 9676. M.B. 29.4.32.	Swissdorf. M. Parg
"	47	1	0	12 feet	L.R. 9607. M.H. 24.2.32.	" H. Haug

Bank of all anchors Forged Open Hearth Ingot Steel.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *1 DK. (516) 2nd dk. (516) clear of cargo*
hanks. *of Vessel coated with cement partly* *11/10/16*

Official No. 1 ; Signal Letters P.E.H.L.

Is bottom of Vessel coated with cement *partly* *in some*

Official No. ✓ ; Signal Letters ✓ E. H. L.
 particulars of composition Copperdams peaks + double bottom tanks coated with cement. Oil tanks not coated.

PARTICULARS OF WATER BALLAST.—			Where Fitted.			°Length.	Water Capacity.		
Where Fitted.			°Length.	Water Capacity.	Where Fitted.			°Length.	Water Capacity.
			Feet.	Tons.				Feet.	Tons.
Double bottom, aft, <i>COOLING WATER</i>			<i>23½"</i>	<i>20.3</i>	Fore peak tank,			<i>23½"</i>	<i>135.8</i>
Double bottom, under Engines and Boilers , <i>LURR OIL</i>			<i>7½"</i>	<i>13.5</i>	After peak tank,			<i>16½"</i>	<i>83.0</i>
Double bottom, if under Engines only , <i>FUEL OIL</i>			<i>33½"</i>	<i>103.0</i>	Deep tank, aft,			<i>✓</i>	<i>✓</i>
Double bottom, if under Boilers only,			<i>✓</i>	<i>✓</i>	Deep tank, forward,			<i>24½"</i>	<i>270.0</i>
Double bottom, forward,			<i>✓</i>	<i>✓</i>	Other tanks, if fitted,			<i>✓</i>	<i>✓</i>
Total capacity of _____			<i>744.8</i>		(If necessary, furnish further information by sketch.)			<i>✓</i>	<i>✓</i>

Order for Special Survey No. 148.

Date 3.4.1934.

Dates of Surveys

* The wells are not to be included in the list.

1934. March 27. April 4, 12. May 4, 11, 15, 22, 28. June 1, 11, 15, 19, 22, 27, 29. July 4, 6, 10, 16, 17, 19, 26, 31. August 10, 17, 15, 22, 28, 31. September 4, 5, 7, 11, 13, 18, 21, 25, 28. October 2, 5, 12, 17, 19, 23, 25, 30, 31. November 2, 5, 6, 8, 9, 13, 15, 22, 23, 27, 29. December 3, 4, 5, 7, 11, 12, 15, 20, 27, 29. 1935. January 2, 3, 4, 10, 17, 22, 28, 30. February 1, 4, 7, 13, 19, 22, 23, 25, 26, 27. March 2, 4, 8, 9, 19. April 1, 5, 10.

Total No. of Visits 94.

Total No. of Visits

PARTICULARS OF LONGITUDINAL FRAMING.

-4 MAY 1935

21508

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 Brackets to Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Number.		Diameter. Inches.	
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																	
Bottoms																	
Bottom																	
Spacing of Longitudinals																	
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*																	
Bottom Transverses																	
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																	
Lower																	
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.

1m, 10.29, T.

006160-006174-0072313

seamless

Material S.M. Steel

Range of tensile strength

58 kg/cm²

Working pressure by Rules

35 kg/cm²