

## STEEL STEAMER or MOTORSHIP.

Received at London Office 24 APR 1930

State if Report has been sent on the Freeboard of the Vessel

State if Report is sent on the Machinery of the Vessel

Date of completion of report

Port of *Yokohama*No. *4501*Survey held at *Yokohama*Date First Survey *17 June 1929*Last Survey *28 March 1930*

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

*Single Screw Motorship "MELBOURNE MARU"*

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

*Complete Superstructure*State Type of Erections *Bridge & Forecastle*

TONNAGE under Tonnage Deck

*3620.10*CLASS *100 A1*State if with freeboard as condition of Class *Yes*Built at *Yokohama*

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

*1334.99*

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

L *380.00*Launched *15th Dec. 1929* Yard No. *144*

Total

*4955.09*

Breadth (greatest moulded)

B *54.50*Builders *Yokohama Dock Co.*

Gross Tonnage

*5437.51*

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

D *34.25*Owners *Osaka Shosen K. K.*

Register Tonnage

*3237.38*1st Longitudinal Number (L x D) = *13210*

Managers

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

2nd Numeral L x (B + D) = *33910*

Residence

Port of Registry *Osaka*

Surveyed while building, afloat, and in dry dock

## REGISTERED DIMENSIONS.

FEET.

Length

*380.00*

Breadth

*54.50*

Depth

*34.25*

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

*14.26*

Proportions—Depth to Length—Uppermost continuous deck to top of keel

*11.09*

Do. Long Bridge to top of keel

Draught Moulded *24 ft 1.3 inches*

## 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. |
|--|--|--|--|------------------|--|
| FRAMES, Spacing amidships  | 30   |  | Bracket Floors, Frame  | 6 3/4 .42        |  |
| " " from 3/4 length to Collision bulkhead                                | 27   |  | " " Reversed Frame   | 6 3 .36          |  |
| " " in peaks   | 24   |  | " " Vertical Struts  | 6 3 .36          |  |
| SIDE FRAMING.  |  |  | Centre Girder, depth and thickness amidships   | 42 .54           |  |
| Frame Amidships, Angle, [ or [   | 9 3/4 .42  |  | " " top Angles   | 3 1/2 3/4 .52    |  |
| " " Extends up to  | 3rd deck   |  | " " bottom Angles  | 4 4 .58          |  |
| Reversed Frame Amidships, Angle  | ✓  |  | Side Girders, No. each side and thickness  | One .48          | Do   |
| " " Extends up to  | ✓  |  | Margin Plate depth (excl. of flange) and thickness   | 33 1/2 .52       |  |
| Depth of Framing Girder  | ✓  |  | " " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem   | 3 1/2 3/4 .42    |  |
| Frames in Uppermost Continuous 'tween Decks, Angle, [ or [               | 7 3/4 .38 alternate fr.                                  |  | " " Vertical Angle to Tank side Bracket forward 1/4 len. from stem   | 3 1/2 3/4 .42    |  |
| " " Second 'tween Decks, Angle, [ or [                                   | 7 3/4 .38 every fr.                                      |  | " " Gussets, spacing and scantling abaft 1/4 len. from stem  | Continues 18 .42 |  |
| " " Third " " " "  | ✓  |  | " " Gussets, spacing and scantling forward 1/4 len. from stem  | Continues 18 .40 |  |
| Framing in Peaks, Angle, [ or [  | 7 3 .42  |  | Tank Side Brackets, height above base line at toe of Frame and thickness   | 79 .44           |  |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 7/8 5 1/2 inches   |  | INNER BOTTOM PLATING.  |                  |  |
| State if Frame Joggled   | Yes  |  | Breadth and thickness of Middle Line Strake  | 51 .50           |  |
| PANTING ARRANGEMENTS (Sec. 7), state system and particulars              | the frames & stringers as per approved plans.            |  | Thickness of remainder in Holds  | .42              |  |
| STRENGTHENING OF BOTTOM FORWARD. State Particulars                       | Bottom plating maintain thickness to collision bulkhead. |  | 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.             |  |
| SINGLE BOTTOM.   |  |  | BEAMS.   |                  |  |
| Floors, Depth and thickness at mid-line in Holds                         | ✓  |  | Uppermost Continuous Deck, amidships in Wells, Angle, [ or [   | 8 3 .44          |  |
| Height of Brackets at side above base line at toe of frame               | ✓  |  | " " in way of Bridge, Angle, [ or [  | 8 3 .44          |  |
| Middle Line Keelson, on Floors, Angles, [ or [                           | ✓  |  | Spacing  | Every frame      |  |
| " " Through Plate or Intercostal Plate                                   | ✓  |  | Second Deck, amidships, Angle, [ or [  | 9 3/4 .38        |  |
| " " Foundation Plate on Floors   | ✓  |  | Spacing  | Every frame      |  |
| " " Flat Plate Keel Angles   | ✓  |  | Third Deck, amidships, Angle, [ or [   | 9 3/4 .44        |  |
| Side Keelsons, No. each side   | ✓  |  | Spacing  | Every frame      |  |
| " " thickness of Intercostal Plate                                       | ✓  |  | Fourth Deck, amidships, Angle, [ or [  | ✓                |  |
| " " Angles   | ✓  |  | Spacing  | ✓                |  |
| DOUBLE BOTTOM.   |  |  | Poop Deck, Angle, [ or [   | ✓                |  |
| Solid Floors, thickness and spacing                                      | every 40 3rd frame                                       |  | Spacing  | ✓                |  |
| " " Are Frame and Reversed Frame joggled?                                | frame joggled rev. fr. not                               |  | Bridge Deck, Angle, [ or [   | 7 3 .32          |  |
| Bracket Floors, breadth and thickness at middle line                     | 34 .40   |  | Spacing  | Every frame      |  |
| " " breadth and thickness at margin plate                                | 51 .40   |  | Forecastle Deck, Angle, [ or [   | 8 3 .34          |  |
|  |  |  | Spacing  | Every frame      |  |



# 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>Ride of pillars</i>                   |  | Stringer Plate, breadth and thickness in way of Bridge .....      | <i>47</i> <i>.40</i>                |  |
| "    in 'tween Decks, Size and Spacing.....                       | <i>and girders as per approved plan.</i> |  | Thickness of Plating abreast Deck openings in way of Wells .....  | <i>.36</i>                          |  |
| "    "    "    "    "   |  |  | Thickness of Plating abreast Deck openings in way of Bridge ..... | <i>✓</i>                            |  |
| "    in Holds    "    "   |  |  | Thickness of Plating within line of openings...                   | <i>.34</i>                          |  |
| "    "    "    "    "   |  |  | If Sheathed, material and thickness .....                         | <i>✓</i>                            |  |
| <b>Centre Line Bulkhead.</b>                                      |  |  | <b>Third Deck.</b>  |                                     |  |
| Stiffeners and Spacing.....                                       | <i>✓</i>                                 |  | Stringer Plate, breadth and thickness.....                        | <i>47</i> <i>.34</i>                |  |
| Plating, thickness of .....                                       | <i>✓</i>                                 |  | If Plated, state thickness.....                                   | <i>.30</i>                          |  |
| <b>STRINGERS AND DECKS.</b>                                       |  |  | <b>Fourth Deck.</b>   |                                     |  |
| <b>Uppermost Continuous Deck.</b>                                 |  |  | Stringer Plate, breadth and thickness.....                        | <i>✓</i>                            |  |
| Stringer Plate, breadth and thickness in Wells.....               | <i>57</i> <i>.46</i>                     |  | If Plated, state thickness .....                                  |                                     |  |
| "    "    "    "    in way of Bridge.....                         | <i>57</i> <i>.60</i>                     |  | <b>Poop Deck.</b>   |                                     |  |
| "    Angle in Wells .....   | <i>6</i> <i>6</i> <i>.56</i>             |  | Stringer Plate, breadth and thickness .....                       | <i>✓</i>                            |  |
| Thickness of Plating abreast Deck openings in way of Wells .....  | <i>.42</i>                               |  | Plating, Sheathing, material and thickness ...                    |                                     |  |
| Thickness of Plating abreast Deck openings in way of Bridge ..... | <i>✓</i>                                 |  | <b>Bridge Deck.</b>   |                                     |  |
| Thickness of Plating within line of openings...                   | <i>.38</i>                               |  | Stringer Plate, breadth and thickness.....                        | <i>39</i> <i>.40</i>                |  |
| If Sheathed, material and thickness .....                         | <i>✓</i>                                 |  | Plating, Sheathing, material and thickness ...                    | <i>.28</i> <i>2 1/2</i> <i>O.P.</i> |  |
| <b>Second Deck.</b>   |  |  | <b>Forecastle Deck.</b>   |                                     |  |
| Stringer Plate, breadth and thickness in Wells...                 | <i>47</i> <i>.40</i>                     |  | Stringer Plate, breadth and thickness.....                        | <i>34</i> <i>.34</i>                |  |
|   |  |  | Plating, Sheathing, material and thickness ...                    | <i>.28</i> <i>3</i> <i>O.P.</i>     |  |

# SHELL PLATING.

| SCANTLINGS.                             |   |            |            |            | RIVETING.                                      |                   |                         |                        |                         |                    |                     |
|---|---|------------|------------|------------|--|-------------------|-------------------------|------------------------|-------------------------|--------------------|---------------------|
| STRAKES.                                | AS IN VESSEL.                                   |            |            |            | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES.            |                         | 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. |                     |
|   | Inches.   | Inches.    | Inches.    | Inches.    |  |                   | Inches.                 | Inches.                | Inches.                 | Inches.            |                     |
| FLAT PLATE KEEL .....                   | <i>50</i>                                       | <i>.74</i> | <i>.64</i> | <i>.64</i> |  | <i>Double</i>     | <i>1</i> <i>4</i>       | <i>4R-3R</i>           | <i>1</i> <i>4</i>       | <i>Lapped</i>      |                     |
| "    DBLG. (if any)                     |   | <i>✓</i>   |            |            |  | <i>✓</i>          |                         |                        |                         |                    |                     |
| BOTTOM PLATING, No. of Strakes .....    | <i>20 7/8</i><br><i>10 7/4</i><br><i>10 7/4</i> | <i>.56</i> | <i>.48</i> | <i>.48</i> |  | <i>Double</i>     | <i>7/8</i> <i>3 1/2</i> | <i>3</i>               | <i>7/8</i> <i>3 1/2</i> | <i>Lapped</i>      |                     |
| BILGE PLATING, No. of Strakes .....     | <i>6 1/2</i><br><i>10 6 1/2</i>                 | <i>.56</i> | <i>.48</i> | <i>.48</i> |  | <i>"</i>          | <i>7/8</i> <i>3 1/2</i> | <i>3</i>               | <i>7/8</i> <i>3 1/2</i> | <i>"</i>           |                     |
| SIDE PLATING, No. of Strakes .....      | <i>20 7/8</i><br><i>10 7/4</i>                  | <i>.56</i> | <i>.46</i> | <i>.46</i> |  | <i>"</i>          | <i>7/8</i> <i>3 1/2</i> | <i>3</i>               | <i>7/8</i> <i>3 1/2</i> | <i>"</i>           |                     |
| UPPER DECK, Sheer-strake in Wells.....  | <i>50</i>                                       | <i>.66</i> | <i>.46</i> | <i>.46</i> |  | <i>"</i>          | <i>7/8</i> <i>3 1/2</i> | <i>4R-3R</i>           | <i>7/8</i> <i>3 1/2</i> | <i>"</i>           |                     |
| UPPER DECK, Sheer-strake in Bridge ...  | <i>50</i>                                       | <i>.86</i> |            |            | <i>.84 APPROVED</i>                            | <i>"</i>          | <i>1</i> <i>4</i>       | <i>4R</i>              | <i>1</i> <i>4</i>       | <i>"</i>           |                     |
| STRAKE BELOW Sheer-strake in Wells..... | <i>62</i>                                       | <i>.62</i> | <i>.46</i> | <i>.46</i> |  | <i>"</i>          | <i>7/8</i> <i>3 1/2</i> | <i>4R-3R</i>           | <i>7/8</i> <i>3 1/2</i> | <i>"</i>           |                     |
| STRAKE BELOW Sheer-strake in Bridge ... | <i>✓</i>  |            |            |            |  |                   |                         |                        |                         |                    |                     |
| POOP SIDE PLATING .....                 | <i>10 48</i>                                    |            |            |            |  | <i>Single</i>     | <i>3/4</i> <i>3</i>     |                        |                         |                    |                     |
| BRIDGE SIDE PLATING ...                 | <i>10 41</i>                                    | <i>.40</i> |            |            |  | <i>"</i>          | <i>3/4</i> <i>3</i>     | <i>One</i>             | <i>3/4</i> <i>2 3/8</i> |                    |                     |
| FORECASTLE SIDE PLATING                 |   | <i>✓</i>   | <i>.40</i> |            |  |                   |                         |                        |                         |                    |                     |

# WATERTIGHT BULKHEADS.

|  |   |                     |             |          |             |          |   |
|--|---|---------------------|-------------|----------|-------------|----------|---|
| Total No. of W.T. BULKHEADS in Vessel— |   | Six                 |             |          |             |          |   |
| Extending to Upper Deck (Sec. 3 c)     |   | Collision b'head.   |             |          |             |          |   |
| " Deck next below                      |   | Remaining bulkheads |             |          |             |          |   |
| As per Rule                            |   |                     |             |          |             |          |   |
|  |   | Plating Thickness.  | STIFFENERS. |          |             |          |   |
|  |   |                     | VERTICAL.   |          | HORIZONTAL. |          |   |
|  |   |                     | Scantlings. | Spacing. | Scantlings. | Spacing. |   |
| MIDSHIP BULKH'D, Upper tween decks     |   |                     | ✓           |          |             |          |   |
| "                                      | " | Second              | ✓           | .28-.26  | 5x3x.34     | 30       | ✓ |
| "                                      | " | Third               | ✓           |          |             |          |   |
| "                                      | " | Holds               |             | .38-.28  | 9x3x.38     | 28       | ✓ |
| COLLISION                              | " | (in Hold)           |             | .38-.32  | 9x3x.38     | 24       | ✓ |
| AFTER PEAK                             | " | "                   |             | .62-.26  | 8x3x.36     | 24       | ✓ |

# FORGINGS and CASTINGS.

|  | Casting or Forging.            | Scantlings.           | Maker's Name.                     | Any departure from approved plans to be noted. |
|--|--------------------------------|-----------------------|-----------------------------------|--|
| <b>KEEL, Bar .....</b>                     | <i>Rolled steel</i>            | <i>10x2 3/8</i>       |                                   |  |
| <b>STEM .....</b>                          | <i>Cast</i>                    | <i>10x2 3/8</i>       | <i>Sumitomo Steel Works Osaka</i> |  |
| <b>STERN FRAME</b>                         | Propeller Post .....           | <i>3 1/2</i>          | <i>ditto</i>                      |  |
|  | Rudder .....                   | <i>3 1/2</i>          | <i>ditto</i>                      |  |
| <b>RUDDER—AxD.....</b>                     | <i>537</i>                     | <i>11 1/4 dia</i>     | <i>ditto</i>                      |  |
| <b>Speed of Vessel.....</b>                |                                | <i>13 KNOTS</i>       |                                   |  |
| <b>RUDDER mainpiece at head ...</b>        | <i>Cast</i>                    | <i>12x11 1/4</i>      | <i>ditto</i>                      |  |
| "    "    heel ...                         |                                | <i>7 1/2 x 11 1/4</i> | <i>ditto</i>                      |  |
| "    how constructed .....                 | <i>rows cast to main piece</i> |                       |                                   |  |
| "    double or single plate                | <i>Double plates .50</i>       |                       |                                   |  |
| "    coupling, vertical or horizontal..... | <i>Vertical</i>                |                       |                                   |  |

# STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Asano Shipbuilding Co. Nippon Kahan L.H. Pease & Partners Ltd. Lanarkshire Steel Co Ltd. David Colville & Co. Cargo Fleet Iron Co. Dorman Long & Co. Cleveland Steel Works. T. Roddingham & S. Co. Corsett Iron Co.*

Has the Steel been tested as required by the Rules? *Yes.*

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| EQUIPMENT No. 33725    |                   |                   |      |      |                 |      |      |                       |       | LETTER Y | ANCHORS. |   |
|------------------------|-------------------|-------------------|------|------|-----------------|------|------|-----------------------|-------|----------|----------|---|
| Number of Certificate. | Anchor.           | WEIGHT, EX. STOCK |      |      | WEIGHT OF STOCK |      |      | TEST, PER CERTIFICATE |       |          |          | Where and when tested and Superintendent. |
| 964                    | 1st Bower         | Cwts.             | qrs. | lbs. | Cwts.           | qrs. | lbs. | Tons.                 | cwts. | qrs.     | lbs.     | Stockless Agles                           |
| 968                    | 2nd "             | 56                | 3    | 18   |                 |      |      | 46                    | 10    | 3        | 21       | Hob Steel Wks Kobe 16/4/29 A Watt         |
| 969                    | 3rd "             | 56                | 3    | 14   |                 |      |      | 46                    | 10    | 3        | 21       | "   |
|                        | Collective weight | 57                | 0    | 10   |                 |      |      | 46                    | 14    | 0        | 7        | "   |
| 976                    | Stream            | 170               | 3    | 14   |                 |      |      | 170                   | 1     | 27       |          | "   |
|                        |                   | 16                | 1    | 17   | 4               | 0    | 12   | 17                    | 14    | 0        | 7        | Ordinary Type                             |

| 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.  | Statur.               | Break.  | Supplied.              | Per Rule. |      |       | Length.                       | Diam.              |              |                        |  |                 | Length.                   | Cir.  |                              | Length.                       | Cir.  |
|                                 | Fathoms.                  | Ins.   | Tons.                 | Tons.   | Cwts.                  | qrs.      | lbs. | Cwts. | Fathoms.                      | Ins.               |              |                        |  |                 | Fathoms.                  | Ins.  | Tons.                        | Fathoms.                      | Ins.  |
| 1679                            | 270 2/3                   | 2 3/16 | 86 1/2                | 120 1/2 | 688-0-19               | 645 3/4   |      |       | 270                           | 2 3/16             | Stud Link    | Osaka Kikan Works Ltd. | Osaka 16/4/29 J. S.                        | TOWLINE         | 120                       | 4 3/4 | 75-62                        | 120                           | 4 3/4 |
|                                 |                           |        |                       |         |                        |           |      |       |                               |                    |              |                        |  | HAWSERS & WARPS | 1090                      | 8     |                              | 90                            | 8     |
|                                 |                           |        |                       |         |                        |           |      |       |                               |                    |              |                        |  |                 | 1090                      | 8     |                              | 90                            | 8     |
|                                 |                           |        |                       |         |                        |           |      |       |                               |                    |              |                        |  |                 | 1090                      | 7     |                              | 90                            | 7     |
|                                 |                           |        |                       |         |                        |           |      |       |                               |                    |              |                        |  |                 | 1090                      | 7     |                              | 90                            | 7     |
| Iron Stream Chain or Steel Wire | 90                        | 4 3/4  |                       | 71-18   |                        |           |      |       | 90                            | 4 3/4              | Spec. flex.  | TOKYO SEIKO KAISHA     | KAWASAKI 1/10/29 J. F. Nicholas            |                 |                           |       |                              |                               |       |

|   |   |  |                                     |                      |
|---|---|--|-------------------------------------|----------------------|
| Steering Gear, <del>Steam</del>                 | <i>Electric Hydraulic</i>                                     | Steering Gear, <del>Hand</del>                 | <i>Efficient</i>                    |                      |
| Boats <i>2 lifeboats 2 dinghys</i>              | Steering Chains, Size and Test                                | <i>Telemotor Gear</i>                          | Windlass <i>Electric, efficient</i> |                      |
| Ceiling in Holds, thickness and material        | <i>2 1/2 O.P.</i>   | Cargo Battens, thickness, material and spacing | <i>6x2 O.P. spaced 4"</i>           |                      |
| Cargo Hatchways.—(Upper Deck)                   | <i>24 x .44 coamings</i>                                      | Thickness of Hatches                           | <i>3" wood</i>                      |                      |
| Size of No. 1 Hatchway (Forward)                | <i>29'3" x 18'0"</i>  | No. 2  | <i>35'0" x 20'0"</i>                |                      |
|   | No. 3   | <i>32'6" x 20'0"</i>                           | No. 4                               | <i>30'0" x 20'0"</i> |
|   | No. 5   |  | No. 6                               |                      |
| Number of Shifting Beams and/or Fore and Afters | <i>Nos 1 &amp; 2, 6 webs each. Nos 3 &amp; 4, 5 webs each</i> |  |                                     |                      |
| Builder's Signature <i>S. Tennematsu</i>        |   |  |                                     |                      |

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel..... (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.

The double bottom is fitted to carry oil fuel with flash point above 150°F (see sketch on)

All weather decks, watertight bulkheads and tunnel were tested and found watertight.

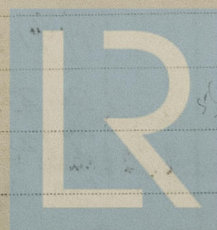
The vessel was built as per approved plans.

The workmanship and materials are good.

A copy of the midship section of the vessel as built also copies of forging casting and steel testing certificates are enclosed.

The vessel is a sister vessel to the "SYDNEY MARU" Y.N. No. 4445.

|  |                     |                   |           |
|--|---------------------|-------------------|-----------|
| The amount of Entry Fee  | Yen 90              | Fees applied for, | 7-4-1930  |
| Freeboard  | 165                 | Received by me,   | 26-4-1930 |
| Special Survey Fee   | 50 38               |                   |           |
| Travelling Expenses, if any  | Yokohama 13 Kobe 10 |                   |           |
| State whether the Vessel has been built under Special Survey Yes.                |                     |                   |           |
| Certificate to be sent to Hull to Yokohama weekly to C.P.N. Date of issue 4/5/30 |                     |                   |           |
| Committee's Minute/ FRI. 2 MAY 1930  |                     |                   |           |
| Character assigned + 100A1 with fad.   |                     |                   |           |
| Write Y.N. Lloyd's A.C.P. + L.M.C. 3.30  |                     |                   |           |
| C.P.N. D.B. 100lb. C.L.  |                     |                   |           |



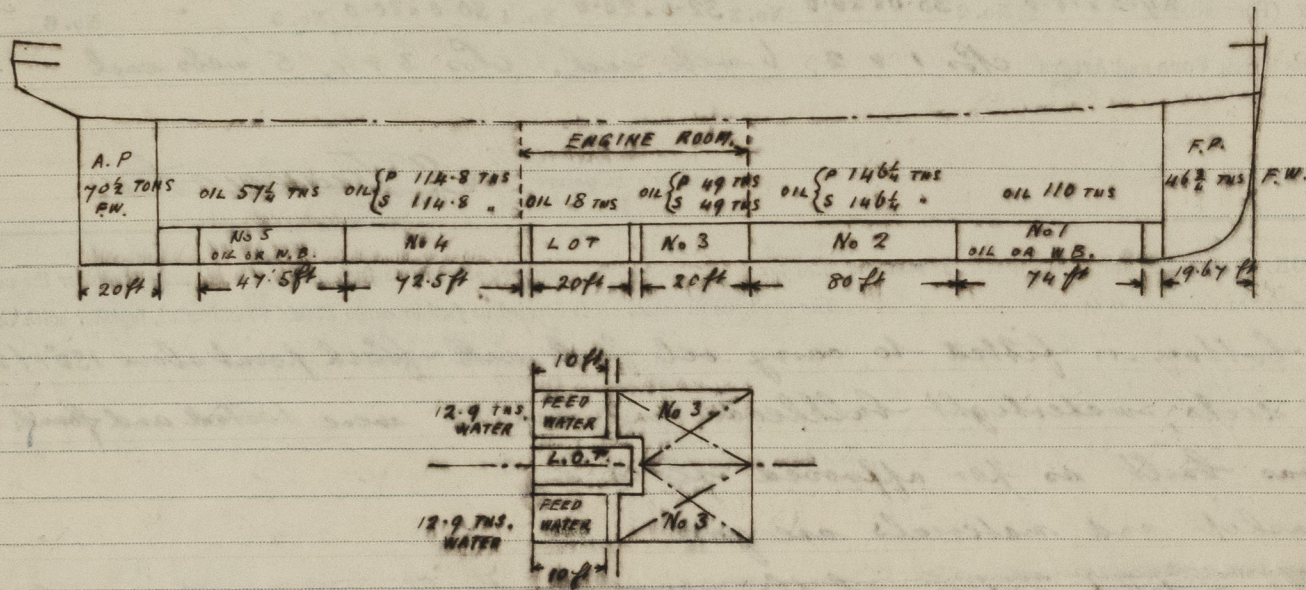
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008186-008200-0014 2/2



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.)



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

1st Bower 964 32-3-9 AW 16/4/29  
2nd „ 968 32-3-5 AW „  
3rd „ 969 33-0-10 AW „  
Stream 976 15-0-27 AW 30/4/29

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 22' 7" N., Forecastle 42' 8" N.  
(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) 3 Dks steel.

Official No. 35918 ; Signal Letters V.F.N.B. Is bottom of Vessel coated with cement ☒ if not give particulars of composition Oil fuel in double bottom.

#### PARTICULARS OF WATER BALLAST.—

| Where Fitted.   | °Length.                        | <sup>01L</sup><br><del>Water</del> Capacity. | Where Fitted.  | °Length. | Water Capacity.                   |
|---|---------------------------------|--|--|----------|-----------------------------------|
|   | Feet.                           | Tons.  |  | Feet.    | Tons.                             |
| Double bottom, aft,   | 120                             | 286 <sup>3</sup> / <sub>4</sub>              | Fore peak tank,  | 19.67    | 46 <sup>3</sup> / <sub>4</sub> FW |
| <del>Double bottom, under Engines and Boilers,</del>            |                                 |  | After peak tank,                                       | 20.00    | 40 <sup>1</sup> / <sub>2</sub> "  |
| Double bottom, if under Engines only,                           | 42.5                            | 116  | Deep tank, aft,  | ✓        |                                   |
| <del>Double bottom, if under Boilers only,</del>                |                                 |  | Deep tank, forward,                                    | ✓        |                                   |
| Double bottom, forward,   | 154                             | 402 <sup>1</sup> / <sub>2</sub>              | Other tanks, if fitted,                                | ✓        |                                   |
|   | Total capacity of double bottom | 805 <sup>1</sup> / <sub>4</sub>              | (If necessary, furnish further information by sketch.) |          |                                   |
| * The wells are not to be included in the lengths of the tanks. |                                 |  |  |          |                                   |
| 316.5   |                                 |  |  |          |                                   |

Order for Special Survey No.

Date

Dates of Surveys held while building

17. 21. 24. 25. 28. JUNE 1929. 2. 4. 8. 10. 12. 15. 19. 23. 24. 25. 30 JULY. 2. 6. 8. 12. 14. 17. 19. 20. 22. 28. 30 AUG. 2. 13. 14. 16. 17. 19. 24. 26. SEPT. 7. 10. 12. 15. 18. 22. 24. 25. 28. OCT. 1. 5. 7. 12. 15. 21. 26. 28. NOV. 3. 6. 7. 9. 12. 16. 23. DECEMBER. 9. 14. 23. 24. JAN. 1930. 1. 4. 14. 22. 25. FEB. 13. 20. 25. 28. MAR.

Total No. of Visits 12.