

STEEL STEAMER or MOTORSHIP.

APR 24 1937
22296
Received at London OfficeState 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 *17th April, 1937.*Port of *Hamburg*

No.

Survey held at *Kiel*Date First Survey *18th May, 1936*Last Survey *2nd April, 1937*

1937

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Steel Single Sc. Motor Tanker "Henry Dundas" Machinery aft.*State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling, Longit. Framing, Pin in Bulk.* State Type of Erections *Prop. Bridge, etc.*TONNAGE under Tonnage Deck... *9642.15*CLASS *100 A1.*State if with freeboard as condition of Class *No.*Built at *Kiel*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 485'0"**147.825*Launched *14th Jan. 1937.* Yard No. *567.*Breadth (greatest moulded) *B 69'9"**21.259*Builders *Fried. Krupp Germaniawerft A.G.*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 37'0"**11.277*Owners *Oriental Tankers Limited.*Total *%*Gross Tonnage *10448.36*Register Tonnage *6054.58*1st Longitudinal Number (L x D) *= 17945*Managers *Do.*

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

2nd Numeral L x (B + D) *= 51773.75*Residence *Hong Kong*REGISTERED DIMENSIONS.
FEET.Length *490.10'*Framing Depth "d," at middle of length. See Sec. 3 (1d) *%*Breadth *70.05'*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.108*Port of Registry *London*Depth *37.00'*Do. Long Bridge to top of keel *%*

If surveyed while building, afloat, or in dry dock

Draught Moulded *29'-8 5/8"**While building, afloat, or in dry dock.*

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 <i>Longit.</i>			Bracket Floors, Frame <i>%</i>		<i>%</i>
" " from 1/2 length to Collision bulkhead <i>665</i> ✓	<i>665</i> ✓	<i>%</i>	" " Reversed Frame <i>%</i>		<i>%</i>
" " in peaks <i>610</i> ✓	<i>610</i> ✓	<i>%</i>	" " Vertical Struts <i>%</i>		<i>%</i>
" " aft and Motor space <i>750</i> ✓	<i>750</i> ✓	<i>%</i>	Centre Girder, depth and thickness amidships <i>1800 x 15.5</i>		<i>%</i>
SIDE FRAMING.			" " top Angles <i>E.W.</i>		<i>%</i>
Frame Amidships, Angle, [or] <i>Longit.</i>	<i>%</i>	<i>%</i>	" " bottom Angles <i>130 130 16</i>		<i>%</i>
" " Extends up to <i>%</i>	<i>%</i>	<i>%</i>	Side Girders, No. each side and thickness <i>2</i>	<i>15</i>	<i>%</i>
Reversed Frame Amidships, Angle <i>%</i>	<i>%</i>	<i>%</i>	Margin Plate depth (excl. of flange) and thickness <i>500 x 14</i>		<i>%</i>
" " Extends up to <i>%</i>	<i>%</i>	<i>%</i>	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem <i>E.W.</i>		<i>%</i>
Depth of Framing Girder <i>%</i>	<i>%</i>	<i>%</i>	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem <i>%</i>		<i>%</i>
Frames in Uppermost Continuous 'tween Decks, Angle, [or] <i>230 90 12</i>	<i>230 90 12</i>	<i>%</i>	" " Gussets, spacing and scantling abaft 1/2 len. from stem <i>%</i>		<i>%</i>
" " <i>Below</i> 'tween Decks, Angle, [or] <i>220 90 12.5</i>	<i>220 90 12.5</i>	<i>%</i>	" " Gussets, spacing and scantling forward 1/2 len. from stem <i>%</i>		<i>%</i>
" " <i>Below</i> Boiler-flat <i>250 90 13.5</i>	<i>250 90 13.5</i>	<i>%</i>	Tank Side Brackets, height above base line at toe of Frame and thickness <i>%</i>		<i>%</i>
Framing in Peaks, Angle or [<i>230 90 12</i>	<i>230 90 12</i>	<i>%</i>	INNER BOTTOM PLATING, Motor-space:		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships <i>Longit.</i>	<i>%</i>	<i>%</i>	Breadth and thickness of Middle Line Strake <i>4260 x 30</i>		<i>%</i>
State if Frame Joggled <i>Ordinary</i>	<i>%</i>	<i>%</i>	Thickness of remainder in <i>Holds</i> <i>14</i>		<i>%</i>
PANTING ARRANGEMENTS (Sec. 7), state system and particulars <i>2 extra Tiers of Beam 5 280 x 90-14</i>	<i>2 extra Tiers of Beam 5 280 x 90-14</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>		<i>%</i>
STRENGTHENING OF BOTTOM FORWARD. State Particulars <i>Bottom pl. 20</i>	<i>Bottom pl. 20</i>	<i>%</i>	BEAMS.		
SINGLE BOTTOM. Forw. Deep tank <i>3500 x 11</i>	<i>3500 x 11</i>	<i>%</i>	Uppermost Continuous Deck, amidships in Wells, Angle, [or] <i>Longitud.</i>		<i>%</i>
Floors, Depth and thickness at mid-line in Holds <i>1870 x 12.5</i>	<i>1870 x 12.5</i>	<i>%</i>	" " in way of Bridge, Angle, <i>E or [</i>	<i>200 75 11</i>	<i>%</i>
Height of Brackets at side above base line at toe of frame <i>2167 x 12.5</i>	<i>2167 x 12.5</i>	<i>%</i>	Spacing <i>610</i>		<i>%</i>
Middle Line Keelson, on Floors, Angles, [or] <i>180 90 10</i>	<i>180 90 10</i>	<i>%</i>	Second Deck, amidships, Angle, [or] <i>230 90 11</i>		<i>%</i>
" " Through Plate or Intercostal Plate <i>1400 x 11.5</i>	<i>1400 x 11.5</i>	<i>%</i>	Spacing <i>610</i>		<i>%</i>
" " Foundation Plate on Floors <i>%</i>	<i>%</i>	<i>%</i>	Third Deck, amidships, Angle, [or] <i>%</i>		<i>%</i>
" " 2 Flat Plate Keel Angles <i>100 100 15</i>	<i>100 100 15</i>	<i>%</i>	Spacing <i>%</i>		<i>%</i>
Side Keelsons, No. each side <i>one</i>	<i>one</i>	<i>%</i>	Fourth Deck, amidships, Angle, [or] <i>%</i>		<i>%</i>
" " thickness of Intercostal Plate <i>%</i>	<i>%</i>	<i>%</i>	Spacing <i>%</i>		<i>%</i>
" " Angles <i>%</i>	<i>%</i>	<i>%</i>	Poop Deck, Angle, [or] <i>Longitud.</i> <i>150 75 8</i>		<i>%</i>
DOUBLE BOTTOM, in Motor-space:			Spacing <i>760</i>		<i>%</i>
Solid Floors, thickness and spacing <i>13 x 750</i>	<i>13 x 750</i>	<i>%</i>	Bridge Deck, Angle, [or] <i>Longitud.</i> <i>150 75 9.5</i>		<i>%</i>
" " Are Frame and Reversed Frame joggled? <i>Ordinary</i>	<i>Ordinary</i>	<i>%</i>	Spacing <i>1030</i>		<i>%</i>
Bracket Floors, breadth and thickness at middle line <i>%</i>	<i>%</i>	<i>%</i>	Forecastle Deck, Angle, [or] <i>200 90 12</i>		<i>%</i>
" " breadth and thickness at margin plate <i>%</i>	<i>%</i>	<i>%</i>	Spacing <i>610</i>		<i>%</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 Longitud. Buttheads</i>			<i>✓</i>				
Stiffeners horizontal	<i>10</i>	<i>14.5</i>	<i>✓</i>				
" in 'tween Decks, Size and Spacing...	<i>200 90 10</i>	<i>380 100 14.5</i>	<i>✓</i>				
" Transverses, vertical	<i>915 x 11</i>	<i>3050 x 3660</i>	<i>✓</i>				
" " " " " "	<i>Face Angl. 150 75 12</i>	<i>Face Angl. 150 75 12</i>	<i>✓</i>				
" in Holds	<i>150 x 11</i>	<i>E.W. 760</i>	<i>✓</i>				
" " " " " "	<i>Connect. E.W.</i>		<i>✓</i>				
Centre Line Bulkhead. Girders	<i>1946 x 10</i>		<i>✓</i>				
Stiffeners and Spacing...	<i>150 150 11</i>		<i>✓</i>				
" " " " " "	<i>170 150 11</i>		<i>✓</i>				
Plating, thickness of	<i>230 90 11</i>		<i>✓</i>				
STRINGERS AND DECKS.							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness in Wells	<i>2150 x 22-20</i>		<i>✓</i>				
" " " " in way of Bridge	<i>2150 x 25</i>		<i>✓</i>				
" Angle in Wells	<i>180 180 20</i>		<i>✓</i>				
Thickness of Plating abreast Deck openings in way of Wells	<i>20.5</i>		<i>✓</i>				
Thickness of Plating abreast Deck openings in way of Bridge	<i>20.5</i>		<i>✓</i>				
Thickness of Plating within line of openings...	<i>12.5</i>		<i>✓</i>				
If Sheathed, material and thickness	<i>unsheathed</i>		<i>✓</i>				
Second Deck.							
Stringer Plate, breadth and thickness in Wells	<i>1000 x 10</i>		<i>✓</i>				
Stringer Plate, breadth and thickness in way of Bridge	<i>1000 x 10</i>		<i>✓</i>				
Thickness of Plating abreast Deck openings in way of Wells	<i>20.5</i>		<i>✓</i>				
Thickness of Plating abreast Deck openings in way of Bridge	<i>20.5</i>		<i>✓</i>				
Thickness of Plating within line of openings...	<i>12.5</i>		<i>✓</i>				
If Sheathed, material and thickness	<i>unsheathed</i>		<i>✓</i>				
Third Deck.							
Stringer Plate, breadth and thickness	<i>1000 x 10</i>		<i>✓</i>				
If Plated, state thickness	<i>7 x 8</i>		<i>✓</i>				
Fourth Deck.							
Stringer Plate, breadth and thickness	<i>1000 x 10</i>		<i>✓</i>				
If Plated, state thickness	<i>7 x 8</i>		<i>✓</i>				
Poop Deck.							
Stringer Plate, breadth and thickness	<i>1000 x 10</i>		<i>✓</i>				
Plating, Sheathing, material and thickness	<i>65 Oregon</i>		<i>✓</i>				
Bridge Deck.							
Stringer Plate, breadth and thickness	<i>1220 x 11.5</i>		<i>✓</i>				
Plating, Sheathing, material and thickness	<i>unsheathed</i>		<i>✓</i>				
Forecastle Deck.							
Stringer Plate, breadth and thickness	<i>930 x 10</i>		<i>✓</i>				
Plating, Sheathing, material and thickness	<i>unsheathed</i>		<i>✓</i>				

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?		RIVETS.	NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
FLAT PLATE KEEL	<i>2040</i>	<i>24</i>	<i>21</i>	<i>21</i>	<i>✓</i>	<i>Double</i>	<i>25</i>	<i>100</i>	<i>3</i>	<i>25</i>	<i>100</i>	<i>Strapped & E.W.</i>
" DBLG. (if any)	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
BOTTOM PLATING, No. of Strakes	<i>2000</i>	<i>19</i>	<i>20</i>	<i>14</i>	<i>✓</i>	<i>Double</i>	<i>25</i>	<i>100</i>	<i>3</i>	<i>25</i>	<i>100</i>	<i>Strapped & E.W.</i>
BILGE PLATING, No. of Strakes	<i>1900</i>	<i>19</i>	<i>13.5</i>	<i>14</i>	<i>✓</i>	<i>"</i>	<i>25</i>	<i>100</i>	<i>3</i>	<i>25</i>	<i>100</i>	<i>Strapped & E.W.</i>
SIDE PLATING, No. of Strakes	<i>2100</i>	<i>17</i>	<i>13.5</i>	<i>12.5</i>	<i>✓</i>	<i>Treble</i>	<i>22</i>	<i>88</i>	<i>4</i>	<i>22</i>	<i>88</i>	<i>Lapped.</i>
UPPER DECK, Sheer-strake in Wells	<i>2000</i>	<i>23.5</i>	<i>13</i>	<i>12.5</i>	<i>✓</i>	<i>Double</i>	<i>25</i>	<i>100</i>	<i>3</i>	<i>25</i>	<i>100</i>	<i>Double Strap.</i>
UPPER DECK, Sheer-strake in Bridge ends	<i>2000</i>	<i>27</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>"</i>	<i>28</i>	<i>112</i>	<i>3</i>	<i>28</i>	<i>125</i>	<i>Double Strap.</i>
STRAKE BELOW Sheer-strake in Wells	<i>2000</i>	<i>21</i>	<i>13</i>	<i>12.5</i>	<i>✓</i>	<i>"</i>	<i>25</i>	<i>100</i>	<i>5</i>	<i>25</i>	<i>100</i>	<i>Lapped.</i>
STRAKE BELOW Sheer-strake in Bridge	<i>2000</i>	<i>21</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>"</i>	<i>25</i>	<i>100</i>	<i>5</i>	<i>25</i>	<i>100</i>	<i>"</i>
POOP SIDE PLATING	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>12.5 x 10.5</i>	<i>✓</i>	<i>Single</i>	<i>22</i>	<i>110</i>	<i>2</i>	<i>19</i>	<i>66</i>	<i>"</i>
BRIDGE SIDE PLATING	<i>✓</i>	<i>13.5-11.5</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>Single</i>	<i>25</i>	<i>100</i>	<i>2</i>	<i>22</i>	<i>77</i>	<i>"</i>
FORECASTLE SIDE PLATING	<i>✓</i>	<i>✓</i>	<i>11.5</i>	<i>✓</i>	<i>✓</i>	<i>Single</i>	<i>19</i>	<i>77</i>	<i>2</i>	<i>19</i>	<i>66</i>	<i>"</i>

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) *16 Watertight Bulkheads*Deck next below *✓*As per Rule *yes, as approved.*

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD.					
Upper tween decks	<i>11</i>	<i>5 200-75-10</i>	<i>760</i>	<i>✓</i>	<i>✓</i>
" " Second Middle	<i>10-13.5</i>	<i>1530 x 11.5</i>	<i>2280</i>	<i>✓</i>	<i>760</i>
" " Third Sides	<i>11-13.5</i>	<i>1450 x 11.5</i>	<i>3040</i>	<i>✓</i>	<i>5 250 x 90-11</i>
" " Holds	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
COLLISION					
(in Hold)	<i>9-13.5</i>	<i>5 180-75-9</i>	<i>640</i>	<i>400 x 95</i>	<i>2200</i>
AFTER PEAK					
"	<i>65-12</i>	<i>1 120 x 85</i>	<i>760</i>	<i>Decks.</i>	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	<i>Flat plate</i>	<i>as</i>	<i>Keel</i>	
STEM	<i>Brill. Plates.</i>	<i>18-22</i>	<i>G.W.</i>	
STERN FRAME				
Propeller Post	<i>Cast Channel</i>	<i>Krupp Essen.</i>		
Rudder	<i>Forged 2704</i>	<i>Krupp Essen.</i>		
Speed of Vessel	<i>✓</i>	<i>12.5 Kn.</i>		
RUDDER—Type	<i>Streamline</i>	<i>as</i>	<i>E.W.</i>	
" A x D		<i>538</i>		
" Diam. of head		<i>322 Dia.</i>		
" Mainpiece at top pintle		<i>270</i>		
" " heel		<i>270</i>		
" how constructed	<i>Built plates</i>	<i>Elect. welded.</i>		
" double or single plate	<i>Double Plates</i>	<i>13 mm.</i>		
" coupling, vertical or horizontal	<i>Horiz. with 8 bolts</i>	<i>72 mm.</i>		

STEEL.

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**Thyssen-Mülheim; Aug. Thyssen-Hütte; Gutehoffnungshütte; Friedrich-Alfred-Hütte; Dillinger Hüttenwerke; Mitteldeutsche Stahlwerke; Dortmund-Höerder Verein; Borsiger Hütte; Mannesmann; Sternberg-Werke*Has the Steel been tested as required by the Rules? *yes! By the Society's Surveyors.*

PARTICULARS OF LONGITUDINAL FRAMING.

APR 24 1937

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.	
														Diam.	Speng.		Number.	Diameter.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.	Inches.	
Framing of L, L or C																		
Frames in Bridge 'tween Decks F.		165	75	9.5	17.	7.	7.	7.	7.	7.	7.	7.	7.	22	130	130	6	22
Frames from Uppermost Continuous Deck No. 1		5 200	90	13	5 180	90	10	5 180	90	10	7.	7.	7.	22	130	130	8	22
" 2		5 200	90	13	5 180	90	10	5 180	90	10	7.	7.	7.	22	130	130	8	22
" 3		5 230	90	11	5 180	90	10	5 180	90	10	7.	7.	7.	22	130	130	9	22
" 4		5 230	90	11.5	5 180	90	10	5 180	90	10	7.	7.	7.	22	130	130	9	22
" 5		5 250	90	11	5 200	90	10	5 200	90	10	7.	7.	7.	22	130	130	10	22
" 6		5 250	90	13	5 200	90	10	5 200	90	10	7.	7.	7.	22	130	130	10	22
" 7		5 280	90	12	5 200	90	11	5 230	90	11	7.	7.	7.	22	130	12 x 99	11	22
" 8		5 280	90	12	5 230	90	11	5 230	90	11	7.	7.	7.	22	130	12 x 99	11	22
" 9		5 280	90	13	5 230	90	11	5 230	90	11	7.	7.	7.	22	130	12 x 99	11	22
" 10		5 280	90	13.5	5 230	90	12	5 250	90	11.5	7.	7.	7.	22	130	12 x 99	11	22
" 11		5 300	90	13	5 250	90	11	5 250	90	11.5	7.	7.	7.	22	130	12 x 77	11	22
" 12		5 300	90	13	5 250	90	11	5 250	90	11.5	7.	7.	7.	22	130	12 x 77	11	22
" 13		5 340	100	18	5 250	90	11	5 250	90	12	7.	7.	7.	25	150	12 x 77	18	22
" 14		431.8 x 101.6 x 13.25 x 17.5			5 250	90	11	5 340	100	13.5	7.	7.	7.	25	150	12 x 77	22	22
" 15		"	"	"	5 250	90	12	"	"	"	7.	7.	7.	25	150	12 x 77	22	22
" 16		"	"	"	5 280	90	12	"	"	"	7.	7.	7.	25	150	12 x 77	22	22
Spacing of Longitudinal Frames		760			760			760			760			7.	7.	7.	7.	7.
Double Bottoms L, L or C																		
Tank Top Longitudinals																		
Bottom "																		
Spacing of Longitudinals																		
Transverses.																		
In Bridge																		
Face Angles		110 x 75			7.			7.			7.			7.	7.		7.	
Lugs to Shell*		90 90 11			7.			7.			7.			22	140		7.	
In Upper 'tween Decks.																		
Face Angles		5 180 90 12			150 90 10			150 x 15			7.			22	150	130	7.	
Lugs to Shell*		150 150 11			EW.			90 90 10			7.			22	99		7.	
In Hold.																		
Face Angles		5 180 90 12			5 300 90 14			12.110 90 13			7.			22	150	130	7.	
Lugs to Shell*		150 150 12.5			EW.			EW.			7.			22	99		7.	
Back Bars		90 90 12.5			7.			7.			7.			7.	7.		7.	
Brackets Long. R. Side		2600 2700 12.5			7.			7.			7.			7.	7.		7.	
Spacing of Transverse Frames		3660 3060			3000			1830-2440-3060			7.			7.	7.		7.	
Longitudinal Beams of L, L or C																		
Bridge Deck		150 75 9.5			150 75 8			150 75 8			7.			760			7.	
Upper "		230 90 11			150 75 8			150 75 8			7.			760			7.	
Second "		230 90 4			180 75 9.5			230 90 11			7.			760			7.	
Third Poop "		7.	7.	7.	150 75 8			7.	7.	7.	7.			760			7.	

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

EQUIPMENT No. 53525												LETTER <i>f</i>	ANCHORS.		
Number of Certificate.	Anchor.	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.	owts.	qrs.	lbs.	Owts.			
24826	1st Bower ...	86	3	0	✓	✓	✓	61	17	2	0		Union-Stockless	Dortmund	Law Walker, Green 21.1.37
24827	2nd " ...	86	3	0	✓	✓	✓	61	17	2	0	90	"	Hoerder	" " " "
24828	3rd " ...	87	1	0	✓	✓	✓	62	5	0	0		"	Hiltnerstein	" " " "
	Collective weight.	260	3	0								257 1/2			
24829	Stream	34	2	14	✓	✓	✓	32	1	3	14	26 1/2	Union-Stockless	Dortm. H. Verin	Law Walker, Green 21.1.37

CHAIN CABLES. <i>placed on board at Rot. see Rot 25433</i>																	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.	Ins.					Length.	Ins.		Tons.	Length.	Ins.
36559	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.	Cast Steel	<i>Brown</i>	<i>Cardiff 23.11.36</i>	TOWLINE...	Fathoms.	Ins.	Tons.	Fathoms.	Ins.			
									SH. Link	<i>Letters 6.12.</i>	<i>L.L. Wright</i>		130	5 1/2	193.26	130	5 1/2			
	<i>Supplied in 30 fathom length.</i>																			
X	X	X	X	X	X	X	X	X	X	X	X	HAWSERS & WARPS }	200	8	19.3	200	8			
													200	8	19.3	200	8			
		Or.						Or.				"								
Iron Stream Chain or Steel Wire	120	5	X	76.8	X	X	120	5	SH. Wire	<i>West. Draht Ind. Hamm.</i>	<i>Dus.</i>	"			<i>3/272</i>	<i>Wires 2 3/4</i>				

Steering Gear, Steam *direct driven steam, efficient* Steering Gear, Hand *yes, efficient also tackle*

Boats *4 steel 24'7" x 7'9" x 3'4"* Steering Chains, Size and Test *No chains.* Windlass *steam, efficient*

Ceiling in Holds, thickness and material *No ceiling* Cargo Battens, thickness, material and spacing *No cargo battens*

Cargo Hatchways.—(Upper Deck) *Built steel plates angles, good.* Thickness of Hatches *All steel hinged covers 10.11 mm.*

Size of No. 1 Hatchway (Forward) *19.95 x 10.17* No. 35 = *7.0 x 4.0* No. 6 = *4.0 x 2.0* No. 7 = *23 1/2" dia* No. 2 = *43 x 47 1/2"* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *no shifting beams or fore afters.* *Kiel-Gaarden, den 11. März 1937*

Builder's Signature *Fried. Krupp*
FRIED. KRUPP
GERMANIAWERFT
Aktiengesellschaft

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel *yes, Motorship.*
 (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *yes, Tanker.* 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 Oil in Bulk w. temp. Training".
The workmanship is throughout 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, deep-tanks and double bottom tanks have been filled and tested as required by the Rules, also Bulkheads and weather-decks. - Luffordams, Cargo-tanks and Fuel-Oil-tanks have been filled and tested with a pressure of 8.0/9.10.0 above the highest point of expansion tanks and were found perfectly tight. -
Air- and sounding-pipes of all tanks comply with the Rules. -
The packing arrangements and strengthening of bottom forward have been carried out as approved and to my satisfaction. Masts, Rigging & Cargo-gear satisfactory. -

The amount of Entry Fee *240:-* Fees applied for, *9th April 1937* (Special notations, where part of class, to be stated.)
 Special Survey Fee.... *13668:-* Received by me, *14.5.37* I am of opinion the Vessel should be Classed *+100A1*
 Travelling Expenses, if any *592:-* *14/5* Carrying Petrol in Bulk.
 Freeboard MKS: *400:-* State whether the Vessel has been built under Special Survey *yes: Special Survey* Signature *L. Pries*
 Certificate to be sent to *Han* Date of issue *18/5/37* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI 30 APR 1937*
 Character assigned *+100A1*

Carrying Petroleum in bulk
Lloyd's ascl + Limb 4.37
Mike Rix Rudder Electrically Welded 3 SB-200 lb Spt.
" Haysom"
Bank of Oil

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.)

The 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. Anchors & chain-cables have been compared with certificates and were found in order. Chain-cables have been placed on board at Rotterdam. - General Equipment found complete in good condition. - The Freeboard approved by the Committee has been marked on the vessel's sides, verified and cut in L.R. - The draft corresponding to the assigned Summer-freeboard is 29'-11 3/16" as given in the Builders deadweight and displacement scale now attached. - All electric weldings have been carried out to Rules with approved Electrodes. -

Attached: 1. Particulars of Longit. Framing.
11 approved Plans.
1 Section as built.
1 Capacity Plan with Displ. Scale.
8 Test Certificates.
1 Interims Certificate Copy.

Sister Vessel: "Naragansett" Fried Krupp's Yard No 540. Ham. Rpt. No. 21883.

J. H. Kiers.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Steel single sc. Motor Tanker. Machinery aft. Petroleum in Bulk. Longitudinal framing. Cruiser Stern. One deck steel 2nd deck forward and aft clear of cargo tanks. Rudder electrically welded. Wireless, Direction Finding Apparatus, Echo sounding Appar. & Gyro compass fitted. -

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.
1st Bower Head 4547 = 56.3.14 - 12 feet; Shank 1939 = 29.3.6 - 12 feet; Dis. L.R. 30.12.36. M. Berg.
2nd " Head 4546 = 56.2.18 - 12 " ; Shank 1940 = 30.0.9 - 12 " ; Dis. L.R. 30.12.36. M. Berg.
3rd " Head 4548 = 57.2.5 - 12 " ; Shank 1941 = 29.2.17 - 12 " ; Dis. L.R. 30.12.36. M. Berg.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 107.2 ft., R.Q.D. 7 ft., Bridge 39.37 ft., Forecastle 35.33 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

No. and Material of Decks One Steel Deck. 2nd Deck forward and aft clear of cargo tanks. -

Official No. 165438; Signal Letters G.Z.N.K. Is bottom of vessel coated with cement No. V if not give particulars of composition. Cargo tanks not coated; Motorspace Bitumastic; Water tanks Cement; otherw. Paint.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, Fr. 9-26	41.78	62.8	Fore peak tank,	25.3	195.0
Double bottom, under Engines and Boilers, Fr. 26-32	14.76	28.9	After peak tank,	34.0	215.0
Double bottom, if under Engines only, Fr. 32-44	29.53	88.3	Deep tank, aft,	4.0	276.0
Double bottom, if under Boilers only,	86.02		Deep tank, forward,	24.0	647.0
Double bottom, forward,			Other tanks, if fitted,	4.4	170.0
			(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 178.

Date 20. Feb. 1936.

Dates of Surveys held while building

1936: May 18; June 3.12.16.23; July 10.17.24.27; Aug. 7.12.14.21.24; Sept. 4.10.14.18.21.29; Oct. 1.5.9.12.16.20.23.27.30; Nov. 3.6.10.13.17.20.24.27.30; Dec. 3.4.9.11.14.16.18.21.23.28.30; 1937: Jan. 4.6.8.11.14.20.22.27; Feb. 1.8.10.23.26; March 1.4.8.11.12.15.17.19.22.24.30; April 1.2. Total No. of Visits 76.