

STEEL STEAMER ~~OR~~ MOTORSHIP

Received at London Office JUN 10 1937

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

State if Report is sent on the Machinery of the Vessel. ✓

Date of completion of report 9th JUNE 1937.

Port of MIDDLESBROUGH.

No. 16030

Survey held at HAVERTON HILL ON TEES Date First Survey 22 October 1936 Last Survey 21st May 1937

On the (State if Machinery Fitted Afloat or if Single, Twin or Triple Screw) STEEL TWIN SCREW TANKER "BACHAQUERO" (MACH. FITTED AFT)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING (POOP, BR. FLE & TRUNK DK) State Type of Erections POOP BRIDGE FORECASTLE & TRUNK.

TONNAGE under Tonnage Deck...

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

Total

Gross Tonnage

Register Tonnage

REGISTERED DIMENSIONS. FEET.

Length

Breadth

Depth

CLASS +100 A.I. State if with freeboard} NO
"CARRYING PETROLEUM as condition of Class" FEET.Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 365.25
LENGTH OVERALL 379.41

Breadth (greatest moulded) (NORMAL 62.5) B 64

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 18

1st Longitudinal Number (L x D) = 6574

2nd Numeral L x (B + D) = 29402

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel (14.04 TO TRUNK TOP) 20.29
Do. Long Bridge to top of keel

Draught Moulded 16' 6 1/2"

Built at HAVERTON HILL ON TEES.

Launched 7th MAY 1937 Yard No. 266

Builders FURNESS S.B. CO. LTD.

Owners ANGLO AMERICAN OIL CO. LTD.

Managers ✓ See Blue form

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

Residence LONDON

Port of Registry LONDON

If surveyed while building, afloat, or in dry dock

WHILE BUILDING & AFLOAT.

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	24	✓	Bracket Floors, Frame	✓	
" " from 3/8 length to Collision bulkhead	24	✓	" " Reversed Frame	✓	
" " in peaks	24	✓	" " Vertical Struts	✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships IN E & B SPACE.	39" x 53 BR 43 E.R.	
Frame Amidships, Angle, E or F	7" x 3" x 38 BR.	✓	" " top Angles DOUBLE	3" x 3" x 38	✓
" " Extends up to	UPPER DK.	✓	" " bottom Angles DOUBLE	3 1/2" x 3 1/2" x 41	✓
Reversed Frame Amidships, Angle	"		Side Girders, No. each side and thickness	TWO 34	✓
" " Extends up to	"		Margin Plate depth (excl. of flange) and thickness	12" x 24" x 34	40
Depth of Framing Girder	7"	✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	3" x 3" x 44	✓
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	5" x 3" x 3 BR. IN F'CLE 5" x 3" x 3 BR. IN POOP 6" x 3" x 34 BR. IN WAY OF TRANSVERSE	✓	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	✓	
" " Second 'tween Decks, Angle, E or F	✓		" " 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 or F	6" x 3" x 32 BR.	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	IN LINE WITH plans TOP OF FLOORS 39"	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" 5 1/4" C to C.		INNER BOTTOM PLATING.		
State if Frame Joggled	YES	✓	Breadth and thickness of Middle Line Strake	55 1/2" x 5 UNDER BOILERS 102" to 87" x 4 1/4" IN ENGINE ROOM	
PAINTING ARRANGEMENTS (Sec. 7), state system and particulars	SIDE STRINGERS PAINTING BEAMS & DEEP FLOORS AS APP.		Thickness of remainder in Holds5" 1.00 UNDER ENGINES	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	THREE STRAKES OF BOTTOM PLATING NEXT KEEL FROM 1/2 LEN. X TO COLLISION BULK? 54	✓	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. IN WAY OF FOR. DEEP TANK			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	32" x 4	✓	Uppermost Continuous Deck, amidships in Wells, Angle, E or F	SEE LONG. FRAMING	
Height of Brackets at side above base line at toe of frame	✓		" " in way of Bridge, Angle, E or F	✓	
Middle Line Keelson, on Floors, Angles, E or F	✓		Spacing	✓	
" " Through Plate on Intercoastal Plate	35" x 4	✓	Second Deck, amidships, Angle, E or F	✓	
" " Foundation on Floors	6" x 3" x 34 BR.	✓	Spacing	✓	
" " Flat Plate Keel Angles	3 1/2" x 3 1/2" x 44 DOUBLE	✓	Third Deck, amidships, Angle, E or F	✓	
Side Keelsons, No. each side	FOUR	✓	Spacing	✓	
" " thickness of Intercoastal Plate	.4	✓	Fourth Deck, amidships, Angle, E or F	✓	
" " Angles	6" x 3" x 34 BR. ✓ 5" x 5" x 4 3" x 3" x 4	✓	Spacing	✓	
DOUBLE BOTTOM. IN E & B. SPACE			Poop Deck, Angle, E or F	SEE LONG. FRAMING	
Solid Floors, thickness and spacing	34 E.R. 44 BR.	✓	Spacing	✓	
" " Are Frame and Reversed Frame joggled?	YES	✓	Bridge Deck, Angle, E or F	SEE LONG. FRAMING	
Bracket Floors, breadth and thickness at middle line	✓		Spacing	✓	
" " breadth and thickness at margin plate	✓		Forecastle Deck, Angle, E or F	9" x 3 1/2" x 44 BR. ✓ 70 8" x 3" x 42 BR.	
			Spacing	24	✓

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.	WEB FRAMES + PILLARS IN ENGINE + BOILER SPACE.		Stringer Plate, breadth and thickness in way of Bridge	70" x 7"	✓
" in 'tween Decks, Size and Spacing	FRAME 14 WEB 21" x 36" FACE BAR 6" x 3 1/2" x 5" PILLARS 4 ANGLES 5" x 5" x 1/4" A.S.		Thickness of Plating abreast Deck openings in way of Wells	48" to 43"	✓
" "	FRAME 20 WEB 21" x 36" FACE BAR 6" x 3 1/2" x 5" PILLARS 4 ANGLES 5" x 5" x 1/4" A.S.		Thickness of Plating abreast Deck openings in way of Bridge	"	
" in Holds	FRAME 26 WEB 21" x 36" FACE BAR 6" x 3 1/2" x 5" PILLARS 4 ANGLES 5" x 5" x 1/4" A.S.		UPPER DECK STRINGER ANGLE	6" x 6" x 5"	✓
LONGITUDINAL Centre-Line Bulkheads	FRAME 31 WEB 21" x 36" FACE BAR 6" x 3 1/2" x 5" PILLARS 4 ANGLES 5" x 5" x 1/4" A.S.		Thickness of Plating within line of openings	DOUBLE AT BRIDGE SIDES	✓
Stiffeners and Spacing	FRAME 37 WEB 21" x 42" FACE BAR 3" x 3 1/2" x 5" NO. 12 ANG. 12" x 4 1/2" x 1/2" FL. PLATE TO 7' 3 1/2" x 1/4" O.R. 31" APART. REMAINDER 11 1/2" x 1/2" x 1/2" FL. PLATE TO 7' 3 1/2" x 1/4" O.R. SPACED AS APP.		If Sheathed, material and thickness	"	✓
Plating, thickness of	.5 to .36 .6 TRUNK SIDE		Third Deck. N.T. FLAT FOR FES. 150" to 170"		
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness	42" MINIMUM x 38"	✓
Uppermost Continuous Deck. TRUNK TOP			If Plated, state thickness	.38	✓
Stringer Plate, breadth and thickness in Wells	66" x 7" to .52"		Fourth Deck.		
" " " " in way of Bridge	9" AT POOP FRONT		Stringer Plate, breadth and thickness	"	✓
" Angle in Wells	6" x 6" x 5"		If Plated, state thickness	"	✓
Thickness of Plating abreast Deck openings in way of Wells	CEN. STRAKE 82" x 7"		Poop Deck.		
Thickness of Plating abreast Deck openings in way of Bridge	INTERMEDIATE 82" x .5"		Stringer Plate, breadth and thickness	33 1/2" x .5 to .34"	✓
Thickness of Plating within line of openings	"		Plating, Sheathing, material and thickness	.5 to .38	✓
If Sheathed, material and thickness	"		Bridge Deck.		
Second Deck. UPPER DECK.			Stringer Plate, breadth and thickness	33 1/2" x .4"	✓
Stringer Plate, breadth and thickness in Wells	70" x .5"		Plating, Sheathing, material and thickness	.3	✓
	(7" IN WAY OF CASINGS)		Forecastle Deck.		
			Stringer Plate, breadth and thickness	33 1/2" x .34"	✓
			Plating, Sheathing, material and thickness	.4 to .33	✓
				.5" UNDER WINDOW GLASS (SHEATHING IN WAY OF WINDOW GLASS) 1/4" OREGON PINE	

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? NO		RIVETS.		RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.		No. OF ROWS OF RIVETS.		Diam.	Spacing or to cr.
	Inches.	Inches.	Inches.	Inches.						Inches.	Inches.
FLAT PLATE KEEL	60"	.66	.6	.52		DOUBLE	7/8 3/7	QUAD 1/2 LEN. TREBLE	7/8	3 1/2"	LAPPED
" DBLG. (if any)	88 1/4"	.54	.54	.41		DOUBLE	7/8 3/7	TREBLE	7/8	3 1/8"	LAPPED
BOTTOM PLATING, No. of Strakes	88 1/4"	.54	.54	.42		"	"	"	"	"	"
BILGE PLATING, No. of Strakes	66 3/4"	.54	.45	.41		"	"	"	"	"	"
SIDE PLATING, No. of Strakes	66 3/4"	.5	.40	.40		"	3"	"	"	"	"
UPPER DECK, Sheer-strake in Wells	70 1/4"	.5	.40	.40		DOUBLE	7/8 3"	TREBLE	7/8	3 1/8"	LAPPED
UPPER DECK, Sheer-strake in Bridge	70 1/4"	.68				"	7/8 3"	QUAD	"	3 1/8"	"
STRAKE BELOW Sheer-strake in Wells	68 1/4"	.5	.40	.40		"	7/8 3"	TREBLE	"	3 1/8"	"
STRAKE BELOW Sheer-strake in Bridge	68 1/4"	.5	.40	.40		"	7/8 3"	"	"	3 1/8"	"
POOP SIDE PLATING	54" (.5 AT POOP FR. B.)		.37			SINGLE	3/4 3"	DOUBLE TO SINGLE (5 FT. TREBLE)	3/4	2 5/8"	LAPPED
BRIDGE SIDE PLATING	.4 (.5 AT BR. ENDS)					SINGLE PT.	"	TREBLE	"	"	LAPPED
FORECASTLE SIDE PLATING	44"	.4				SINGLE	3/4 3"	SINGLE (DOUBLE TO STEM PLATE)	"	"	LAPPED

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	2 N.T. 9 OILTIGHT
" Deck next below	✓
As per Rule	✓

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper 'tween decks	.46			7 x 3 1/2" x 1/4" O.R. 31"	
43. 48. 53. 70. 87 } AT CEN.	.34			TO 6" x 3" x 3/8" O.R.	
104. 121. 138. 150 } Second					
43. 48. 53. 70. 87 } Third AT WINGS	.46			6 x 3 1/2" x 1/4" O.R. 32"	
104. 121. 138. 150 } Third	.38			INCREASED AT BHD'S.	
" " Holds	.38			43. 48. 53. 121" 150" AS APP.	
" " (in Hold)	.44 to .3			10 x 3 1/2" x 1/4" O.R. 31" SEMI BOX BEAM	
COLLISION				TO 6" x 3" x 3/8" O.R. 31" N.T. FLAT.	
AFTER PEAK				11 x 3 1/2" x 1/4" O.R. 32" SEMI BOX BEAM	
				45" to 3" to 5" x 3" x 3/8" O.R. 33" SEMI BOX BEAM	
				1/8" IN WAY OF BULKHEAD	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				FLAT PLATE
STEM				57" x .5 PLATING
STERN FRAME	Propeller Post			C.S. BEARING PIECES AS APPROVED.
	Rudder			
Speed of Vessel	12 1/4 KNOTS			
RUDDER—Type				STOCK F.S. KONGSBERG TASHENMARK COUPLINGS C.S. STRONMENS VERKSTED
" A x D	70 1/4			RUDDER ELECTRICALLY WELDED
" Diam. of head	13 DIA. TO 6"			
" Mainpiece at top pintle				not electrically welded on stem
" " heel				
" how constructed				AS PER APPROVED PLAN
" double or single plate	DOUBLE .4			
" coupling, vertical or horizontal	VERTICAL			

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	OPEN HEARTH BASIC.
	CARGO FLEET IRON C.L. SOUTH DURHAM STEEL T IRON C.L. SKINNINGROVE IRON C.L. DORMAN LONGY C.L. CONSETT IRON C.L. APPLEBY-FRODINGHAM STEEL C.L.	
	Has the Steel been tested as required by the Rules?	YES.

EQUIPMENT No 31873												LETTER 2		SEE LONDON LETTER 2-10-36 ANCHORS. 3 B. 15.	
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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
36787	1st Bower ...	56	1	21	STOCKLESS			46	6	1	0	56 1/2	BYERS IMPROVED		SUNDERLAND 14-1-37 J.H.B.
36786	2nd „ ...	56	1	7	D:			46	4	2	21		D:		D: 14-1-37 J.H.B.
36768	3rd „ ...	48	0	0	D:			41	2	2	0		D:		D: 9-1-37 J.H.B.
	Collective weight.	160	3	0								160			
50003	Stream	15	0	0	3	3	10	16	10	0	0		RODGERS F.N.I.		CRADLEY HEATH 11-2-37 J.E. 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.	
105493	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.	S.T. TAYLOR & SONS NETHERTON 23-4-37 (BRIERLEY HILL) L.		4 R.R. 16 S.W.	Fathoms.	Ins.	Tons.	Fathoms.	Ins.
	135	1 1/2	82 3/4	115 9/16	232	2	0		270	2 1/2				120	4 1/2	43 3/10	120	4 1/2
105494	135	1 1/2	82 3/4	115 9/16	231	0	21							2090	2 1/2	13 5/8	2090	2 1/2
THE ABOVE CHAINS EACH CONSIST OF 4 CONTINUOUS LENGTHS EACH 30 FATHOMS + 1.15 FATHOM LENGTH																		
														2090	2 1/2	13 5/8	2090	2 1/2
														2090	2 1/2	13 5/8	2090	2 1/2
Iron Stream	90	4 1/2		43 3/10					90	4 1/2				ALL WIRES PASSED AT SOUTH SHIELDS BY THE TYNE ROPE MANUFACTURING CO. LTD.				

Steering Gear, Steam **ATLAS WERKE BREMEN** Steering Gear, Hand **BLOCKS & TACKLE LED TO WARPING WINCH DRUM.**

Boats **4 LIFEBOATS 1 DINGHY.** Steering Chains, Size and Test **DIRECT GEAR.** Windlass **STEAM. ATLAS WERKE.**

Ceiling in Holds, thickness and material **OILTIGHT HATCHES ON TRUNK TOP TO CENTRE TANKS 6 OFF. 4'0" x 2'6" STEEL COVERS .5** Cargo Battens, thickness and material and spacing **OILTIGHT HATCHES ON UPPER DECK TO WING TANKS 3 PART 3 STAR? 2'0" x 12" (OVAL) CAST STEEL COVERS.**

Cargo Hatchways. (Upper Deck) **NO CARGO No. 2 No. 3 No. 4 No. 5 No. 6**

Size of **No. 1 Hatchway (Forward) 15'10 1/2" x 8'1 1/2" STEEL COVER .5**

Number of Shifting Beams and/or Fore and Afters **STIFF 5 1/2" x 3" x 3 B.A.V. 24" APART**

FOR FURNESS SHIPBUILDING CO. LIMITED

Builder's Signature

J. M. Gouven

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. F.P. ABOVE 150°F**

(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.

This vessel has been built in accordance with the approved plan, the Secretary's letter dated from 15th Sept. 1936 to 11th May 1937 and in general conformity with the Rules and Regulations for the class contemplated. The workmanship & materials throughout are good. The electric welding was completed as per approved plans & with approved electrodes. All cargo oil tanks, oil fuel bunker, double bottom tanks in engine & boiler space deep tank forward and fore & after peak tanks have been tested under pressure to Rule Requirements. The weather deck, fore peak bulkhead and stern upper deck, bulwark & side plate bulkheads tested with hose, all with satisfactory results. The vessel has left this port for Belfast on 29th where machinery will be installed. The following work requires to be done and the Newcastle Surveyors have been notified accordingly i.e. locomotion of steam windlasses, steam steering gear, and auxiliary steering gear under working conditions, completion of engine and boiler casings after machinery has been installed. Copies of the approved plans as per list enclosed are forwarded under separate cover.

The amount of Entry Fee £ 8-0-0

Special Survey Fee £ 479-15-0

Travelling Expenses, if any £ 15-0-0

Fees applied for, 19

Received by me, 1.7.1937

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

"CARRYING PETROLEUM IN BULK"

WITH THE NOTATIONS "LONGITUDINAL FRAMING AT BOTTOM AND DECK" "ARCFORM"

Signature **J. B. Rickton**

Surveyor to Lloyd's Register of Shipping.

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

Certificate to be sent to **MIDDLESBROUGH** Date of issue **6/9/37**

Committee's Minute

Character assigned

+ 100 A1 (on Nwc. 95173)

Carrying petroleum in bulk

Lloyd's arch

Rdr. Elec. welded

OT.

+ Lmb. 6.37

Fitted for oil fuel 6.37

Fl. above 150°F

Write Nwc. (M)



Lloyd's Register Foundation

Rp 1*.

Mod. Rpt No 16030

T.S.S. "BACHAQUERO"

PARTICULARS OF LONGITUDINAL FRAMING. FURNESS S.B.C. No 266

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.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Number.		Diameter.	
Framing of																		
Frames in Bridge 'tween Decks ...		6" x 3" x 32 B.A.	✓					6" x 3" x 32 B.A.	✓					3/4	4 1/2"	✓	4	3/4
Frames from Uppermost Continuous Deck	No. 1	6" x 3" x 32 B.A.	✓					6" x 3" x 32 B.A.	✓									
	" 2	6" x 3" x 32 B.A.	✓					6" x 3" x 32 B.A.	✓									
	" 3																	
	" 4																	
	" 5																	
	" 6																	
	" 7																	
	" 8																	
	" 9																	
	" 10																	
	" 11																	
	" 12																	
	" 13																	
	" 14																	
	" 15																	
	" 16																	
Spacing of Longitudinal Frames	Amidships																	
	At Ends																	
Double Bottoms	Longitudinals																	
	Bottom	15" x 4 1/2" x 4 1/2" x 62	✓	15" x 4 1/2" x 4 1/2" x 62	✓	15" x 4 1/2" x 4 1/2" x 62	✓	15" x 4 1/2" x 4 1/2" x 62	✓	15" x 4 1/2" x 4 1/2" x 62	✓	15" x 4 1/2" x 4 1/2" x 62	✓	7/8	5 1/8	✓	3" FOR 10 RIVETS EACH SIDE OF BULKHEADS & TRANSVERSES	BRACKETS TO BULKHEADS HELD
		2' 7 3/4"	✓	2' 7 3/4"	✓	2' 7 3/4"	✓	2' 7 3/4"	✓	2' 7 3/4"	✓	2' 7 3/4"	✓					
Spacing of Longitudinals	Amidships	2' 0" AT FORE END OF NO. 1 TANK		2' 0" AT FORE END OF NO. 1 TANK		2' 0" AT FORE END OF NO. 1 TANK		2' 0" AT FORE END OF NO. 1 TANK		2' 0" AT FORE END OF NO. 1 TANK		2' 0" AT FORE END OF NO. 1 TANK						
	At Ends																	
Transverses.																		
WEB FLS.	Depth and Thickness	15" x 4 1/2" x 4 1/2" x 62	✓	15" x 4 1/2" x 4 1/2" x 62	✓	15" x 4 1/2" x 4 1/2" x 62	✓	15" x 4 1/2" x 4 1/2" x 62	✓	15" x 4 1/2" x 4 1/2" x 62	✓	15" x 4 1/2" x 4 1/2" x 62	✓	7/8	4 3/8	✓		
In Bridge	Face Angles		✓		✓		✓		✓		✓		✓					
tween Decks	Lugs to Shell*		✓		✓		✓		✓		✓		✓					
BOTTOM TRANSVERSES IN WINGS	Depth and Thickness	33" x 4	✓	33" x 4	✓	33" x 4	✓	33" x 4	✓	33" x 4	✓	33" x 4	✓					
In	Face Angles	FLANGED 5"	✓	FLANGED 5"	✓	FLANGED 5"	✓	FLANGED 5"	✓	FLANGED 5"	✓	FLANGED 5"	✓					
Upper 'tween Decks	Lugs to Shell*	6" x 3 1/2" x 4 L	✓	6" x 3 1/2" x 4 L	✓	6" x 3 1/2" x 4 L	✓	6" x 3 1/2" x 4 L	✓	6" x 3 1/2" x 4 L	✓	6" x 3 1/2" x 4 L	✓	7/8	4 1/2"	✓	APART TWO COMPLETE RIVETS	
		JOGGLED	✓	JOGGLED	✓	JOGGLED	✓	JOGGLED	✓	JOGGLED	✓	JOGGLED	✓					
BOTTOM TRANSVERSES	Depth and Thickness	64" x 4 1/2"	✓	64" x 4 1/2"	✓	64" x 4 1/2"	✓	64" x 4 1/2"	✓	64" x 4 1/2"	✓	64" x 4 1/2"	✓					
In Hold.	Face Angles	7" FLANGE	✓	7" FLANGE	✓	7" FLANGE	✓	7" FLANGE	✓	7" FLANGE	✓	7" FLANGE	✓					
	Lugs to Shell*	6" x 3 1/2" x 4 L	✓	6" x 3 1/2" x 4 L	✓	6" x 3 1/2" x 4 L	✓	6" x 3 1/2" x 4 L	✓	6" x 3 1/2" x 4 L	✓	6" x 3 1/2" x 4 L	✓	7/8	4 1/2"	✓	APART TWO COMPLETE RIVETS	
		JOGGLED	✓	JOGGLED	✓	JOGGLED	✓	JOGGLED	✓	JOGGLED	✓	JOGGLED	✓					
	" " Back Bars																	
	Brackets	48" x 4 1/2" 5" FLANGE	✓	40" x 4 1/2" 5" FLANGE	✓	48" x 4 1/2" 5" FL.	✓	40" x 4 1/2" 5" FL.	✓	40" x 4 1/2" 5" FL.	✓	40" x 4 1/2" 5" FL.	✓					
Spacing of Transverse Frames		12' 0" 10' 0" 12' 0"		12' 0" 10' 0" 12' 0"		12' 0" 10' 0" 12' 0"		12' 0" 10' 0" 12' 0"		12' 0" 10' 0" 12' 0"		12' 0" 10' 0" 12' 0"						
	* State if jogged or liners.																	
Longitudinal Beams of	Bridge Deck	5 1/2" x 3" x 3 B.A.	✓	5 1/2" x 3" x 3 B.A.	✓	5 1/2" x 3" x 3 B.A.	✓	5 1/2" x 3" x 3 B.A.	✓	5 1/2" x 3" x 3 B.A.	✓	5 1/2" x 3" x 3 B.A.	✓	2' 8 1/4"				
	Upper	8 1/2" x 3" x 4 B.A.	✓	8 1/2" x 3" x 4 B.A.	✓	8 1/2" x 3" x 4 B.A.	✓	8 1/2" x 3" x 4 B.A.	✓	8 1/2" x 3" x 4 B.A.	✓	8 1/2" x 3" x 4 B.A.	✓	2' 7 3/4"				
	TRUNK TOP	8" x 3 1/2" x 4 B.A.	✓	8" x 3 1/2" x 4 B.A.	✓	8" x 3 1/2" x 4 B.A.	✓	8" x 3 1/2" x 4 B.A.	✓	8" x 3 1/2" x 4 B.A.	✓	8" x 3 1/2" x 4 B.A.	✓	2' 7 3/4"				
	Second	8" x 3 1/2" x 4 B.A.	✓	8" x 3 1/2" x 4 B.A.	✓	8" x 3 1/2" x 4 B.A.	✓	8" x 3 1/2" x 4 B.A.	✓	8" x 3 1/2" x 4 B.A.	✓	8" x 3 1/2" x 4 B.A.	✓	2' 7 3/4"				
	POOP DECK	5 1/2" x 3" x 3 B.A.	✓	5 1/2" x 3" x 3 B.A.	✓	5 1/2" x 3" x 3 B.A.	✓	5 1/2" x 3" x 3 B.A.	✓	5 1/2" x 3" x 3 B.A.	✓	5 1/2" x 3" x 3 B.A.	✓	2' 6"				
	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.

Write New. M.

Print

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.)

LIST OF APPROVED PLANS.

- MIDSHIP SECTION (2 COPIES)
- PROFILE + DK. PLAN (2 COPIES)
- MIDSHIP TRANSVERSE BULK² (2 COPIES)
- RUDDER BEARING
- RUDDERS
- RUDDER STEELWORK
- LONGITUDINALS IN N^o 1 TANK
- WELDING DETAILS (5 WFF)
- KEELS + STIFF² IN TRANSVERSE BULKHEADS
- AFTER OIL FUEL BUNKER
- AFTER END SECTIONS
- AFT END FRAMING
- CONNECTION OF CBH GIRDER TO FLOORS IN FOR² DEEP TANK.
- WT. HATCH FORN²
- WLTIGHT + GASTIGHT HATCHES
- SECTION IN WAY OF BRIDGE
- HATCHES TO OIL FUEL BUNKERS
- PROPOSED GASKET BAR ON HATCHES
- AUXILIARY STEERING GEAR
- D² D² D² (AMENDED PLAN)

Plan note. Owners desire Classification Certificate to be supplied in duplicate.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

"LONGITUDINAL FRAMING AT BOTTOM AND DECK" "ARCFORM"
Rudder Electrically welded (saphen)

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

1st Bower	32-1-12	J.F.R.	2181	13-11-36
2nd "	32-1-17	J.F.R.	2180	13-11-36
3rd "	26-2-26	J.F.R.	2185	13-11-36

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 88.75 ft., R.Q.D. ✓ ft., Bridge 36 ft., Forecastle 36.5 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 1 DK. (STL)

Official No. ; Signal Letters Is bottom of vessel coated with cement AS BELOW. if not give particulars of composition PEAK TANKS CEMENTED E.B ROOM TANK & DEEP TANK FORN² BITUMINOUS SOLUTION + ENAMEL. AFTER PUMP ROOM RED LEAD + ALUMINIUM ✓

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	25' 3 1/2"	333
Double bottom, under Engines and Boilers,	58	195	After peak tank,	14' 0"	215
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	40' 0"	555
Double bottom, forward,			Other tanks, if fitted,		
		Total capacity of double bottom 195	(If necessary, furnish further information by sketch.)		

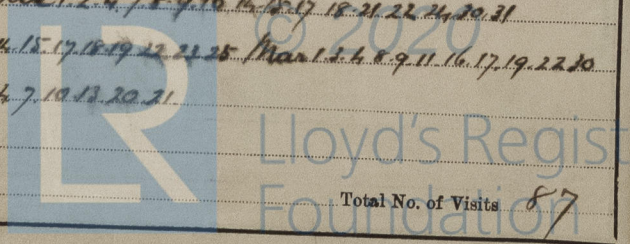
* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 1509

Date 16-11-36

Dates of Surveys held while building

1936: Dec 22 26 28 30 Nov 11 12 16 19 23 24 25 26 27 30 Dec 1 2 4 7 8 9 10 14 15 17 18 21 22 24 26 31
1937: Jan 5 8 12 14 15 16 19 21 25 27 Feb 2 24 25 9 16 17 18 19 22 24 25 Mar 1 2 4 8 9 11 16 17 19 22 30
Apr 1 5 6 7 9 12 13 14 16 20 21 26 27 28 30 May 3 4 7 10 12 20 31



Total No. of Visits 87