

STEEL STEAMER or MOTORSHIP.

Received at London Office 10 FEB 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 *Yes.*Date of completion of report *3rd February 1937.* Port of *Glasgow.*Survey held at *Port Glasgow.*Date First Survey *21st JANUARY 1936*

Last Survey

No. *20311.**30th JANUARY 1937.*On the *(State if Machinery fitted Aft and if Single, Twin or Triple Screw)**Single Sc. "DARLENY"*State Type *(Full Scantling, Complete Superstructure with or without Tonnage Openings)**Comp. Super. with tonnage open aft.*State Type of Erections *See on Super. dr.*TONNAGE under Tonnage Deck... *4818.06*CLASS *100A1.*State if with freeboard as condition of Class *Yes.*Built at *Port Glasgow.*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 425*Launched *18th Dec. 1936.* Yard No. *427*Total *4818.06*Breadth (greatest moulded) *B 56*Builders *W. Hamilton & Co. Ltd.*Gross Tonnage *5204.52*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 36.16*Owners *Carrier Shipping Co. Ltd.*Register Tonnage *3126.23*1st Longitudinal Number (L x D) *= 15372*Managers *Douglas & Ramsey*
(Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) *= 39172*Residence *West Nile St. Glasgow.*

REGISTERED DIMENSIONS.

length *432*breadth *56.2*depth *25.65*Framing Depth "d," at middle of length. See Sec. 3 (1d) *24.52*Proportions—Depth to Length—Uppermost continuous deck to top of keel *11.75*Port of Registry *Glasgow.*If surveyed while building, afloat, & in dry dock *Yes.*Draught Moulded *24' 10 3/8"*

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	27 1/2	✓				6	3 1/2	36	✓
" " from 3/8 length to Collision bulkhead	27	✓				6	3	35	5 1/2 x 3 x 36
" " in peaks	24	✓				6	3	35	"
DE FRAMING.									
Frame Amidships, Angle, E or F	12	3 1/2	52	✓					
" " Extends up to	2 nd DECK.	✓							
" " IN ENGINE SPACE	10	3 1/2	44	✓					
Reversed Frame Amidships, Angle	70	3 rd DECK.	✓						
" " Extends up to	✓								
Depth of Framing Girder	BULB ANGLE.								
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	6	3 1/2	34	5 1/2 x 3 1/2 x 34	✓				
" " Second 'tween Decks, Angle, E or F	6	3 1/2	52	✓					
" " Third " " "	✓								
Framing in Peaks, Angle or F	7 1/2	3 1/2	37	✓					
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8	7.0	10	✓					
State if Frame Joggled	✓			See plan					
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	DEEP FRAME SYSTEM. 15 x 4 x 4 x 1/2 CHANNEL. 14 SIDE STRING. NO SHELL CORR. SHELL PLATING 1/8" BELOW 2 nd DECK.								
STRENGTHENING OF BOTTOM FORWARD. State Particulars	5 x 5 x 1/2 SING. FRAME WITH 2 CORR. ROWS OF RIVETS. ADDITIONAL INTERCOSTALS. 3 STRAKES SHELL PLATING 1/8" AS APPROVED.								
DOUBLE BOTTOM.									
Floors, Depth and thickness at mid-line in Holds	✓								
Height of Brackets at side above base line at toe of frame	✓								
Middle Line Keelson, on Floors, Angles, E or F	✓								
" " Through Plate or Intercostal Plate	✓								
" " Foundation Plate on Floors	✓								
" " Flat Plate Keel Angles	✓								
Side Keelsons, No. each side	✓								
" " thickness of Intercostal Plate	✓								
" " Angles	✓								
DOUBLE BOTTOM.									
Solid Floors, thickness and spacing	10 @ 110	✓							
" " Are Frame and Reversed Frame joggled?	YES.	✓							
Bracket Floors, breadth and thickness at middle line	33	10							
" " breadth and thickness at margin plate	33	10							
Bracket Floors, Frame	6	3 1/2	36	✓					
" " Reversed Frame	6	3	35	5 1/2 x 3 x 36	✓				
" " Vertical Struts	6	3	35	"	✓				
Centre Girder, depth and thickness amidships	10 x 3 1/2 x 3 1/2 x 36	✓		applied 10 x 3 1/2 x 3 1/2 x 36 Rule 8 x 3 1/2 x 3 1/2 x 42					
" " top Angles	3 1/2	3 1/2	48	✓					
" " bottom Angles	5	5	54	✓					
Side Girders, No. each side and thickness	1 @ 36	✓							
Margin Plate depth (excl. of flange) and thickness	39	54	✓						
" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6	6	44	✓					
" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	6	6	45	6 x 6 x 45	✓				
" " Gussets, spacing and scantling abaft 1/2 len. from stem	3 1/2	3 1/2	45	20-7/8 RIV.	✓				
" " Gussets, spacing and scantling forward 1/2 len. from stem	16-7/8 RIV.	✓							
Tank Side Brackets, height above base line at toe of Frame and thickness	CONT. PLT. 1/2 5-7/8 RIV.	✓							
INNER BOTTOM PLATING.									
Breadth and thickness of Middle Line Strake	84	48	✓						
Thickness of remainder in Holds	✓								
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.	✓							
BEAMS.									
Uppermost Continuous Deck, amidships in Wells, Angle, E or F	7	3 1/2	40	✓					
" " in way of Bridge, Angle, E or F	✓								
Spacing	27 1/2	✓							
Second Deck, amidships, Angle, E or F	8	3	35	8 x 3 x 34	✓				
Spacing	27 1/2	✓							
Third Deck, amidships, Angle, E or F	8	3	35	✓					
IN MACHINERY SPACE ONLY.	Spacing	27 1/2	✓						
Fourth Deck, amidships, Angle, E or F	✓								
Spacing	✓								
Poop Deck, Angle, E or F	✓								
Spacing	✓								
Bridge Deck, Angle, E or F	✓								
Spacing	✓								
Forecastle Deck, Angle, E or F	8	3	35	8 x 3 x 34	✓				
Spacing	27	✓							

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>2ND.</i>			Stringer Plate, breadth and thickness in way of Bridge.....	✓	
„ in 'tween Decks, Size and Spacing.....	<i>WIDE SPACED TUBULAR PILLARS, &c</i>		Thickness of Plating abreast Deck openings in way of Wells.....	<i>.39</i>	✓
„ „ „ „ „			Thickness of Plating abreast Deck openings in way of Bridge.....	✓	
„ in Holds „ „	<i>GIRDERS AS</i>		Thickness of Plating within line of openings...	<i>.34</i>	✓
„ „ „ „ „	<i>APPROVED.</i>		If Sheathed, material and thickness.....	✓	
Centre Line Bulkhead.			Third Deck. IN MCH. SPACE ONLY.		
Stiffeners and Spacing <i>IN HOLDS.</i>	<i>9x3x50 A.A. @ 55"</i>		Stringer Plate, breadth and thickness.....	<i>ENGL. SP. .38</i>	
„ „ „ <i>IN TW. DECK.</i>	<i>4x3x54 A.A. @ 55"</i>		If Plated, state thickness.....	<i>.30</i>	
Plating, thickness of <i>IN HOLDS.</i>	<i>.20</i>	✓			
„ „ „ <i>IN TW. DECK</i>	<i>.26</i>	✓			
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells.....	<i>60</i>	<i>.63</i>	If Plated, state thickness.....	✓	
„ „ „ in way of Bridge.....	✓				
„ Angle in Wells.....	<i>6</i>	<i>.63</i>	Poop Deck.		
Thickness of Plating abreast Deck openings in way of Wells.....		<i>.59</i>	Stringer Plate, breadth and thickness.....	✓	
Thickness of Plating abreast Deck openings in way of Bridge.....	✓		Plating, Sheathing, material and thickness...	✓	
Thickness of Plating within line of openings...		<i>.40</i>	Bridge Deck.		
If Sheathed, material and thickness.....	<i>A.A. 2 1/2"</i>	✓	Stringer Plate, breadth and thickness.....	✓	
Second Deck.			Plating, Sheathing, material and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells.....	<i>53</i>	<i>.40</i>	Forecastle Deck.		
			Stringer Plate, breadth and thickness.....	<i>.34</i>	✓
			Plating, Sheathing, material and thickness...	<i>.32</i>	✓

SHELL PLATING.

SCANTLINGS.					RIVETING.									
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>NO.</i>	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.		
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.			
FLAT PLATE KEEL	<i>52</i>	<i>.79</i>	<i>.68</i>	<i>.68</i>	<i>7/8" RIV.</i> <i>See approved plans</i> <i>58" SHELL PLATING AT RIVETING.</i> <i>3 STRAKES BOTTOM PLATING. 1/2 L. TO 1/2 L. FOR 1/2 L. = .63</i> <i>FOR 1/2 L. = .67</i>	<i>DOUBLE.</i>	<i>7/8</i>	<i>3-43</i>	<i>1-3</i>	<i>✓</i>	<i>1</i>	<i>4</i>	<i>LAPPED.</i>	
" <i>DECK. (if any)</i>				<i>53</i>		<i>✓</i>					<i>✓</i>			
BOTTOM PLATING, No. of Strakes <i>4</i>		<i>.57</i>	<i>.50</i>	<i>(.48)</i>		<i>DOUBLE.</i>	<i>7/8</i>	<i>3-43</i>	<i>✓</i>	<i>3</i>	<i>✓</i>	<i>7/8</i>	<i>3 1/2</i>	<i>LAPPED.</i>
BILGE PLATING, No. of Strakes <i>1</i>		<i>.57</i>	<i>.50</i>	<i>(.46)</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>✓</i>	<i>3</i>	<i>✓</i>	<i>"</i>	<i>"</i>	<i>"</i>
SIDE PLATING, No. of Strakes <i>4</i>		<i>.57</i>	<i>.46</i>	<i>.46</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>✓</i>	<i>3</i>	<i>✓</i>	<i>"</i>	<i>"</i>	<i>"</i>
UPPER DECK, Sheer-strake <i>in Wells</i>	<i>51</i>	<i>.70</i>	<i>.46</i>	<i>.46</i>	<i>✓</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>1-3</i>	<i>✓</i>	<i>"</i>	<i>3 1/2</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Bridge ...			<i>✓</i>			<i>✓</i>				<i>✓</i>				
STRAKE BELOW Sheer-strake <i>in Wells</i>	<i>51 1/2</i>	<i>.66</i>	<i>.46</i>	<i>.46</i>	<i>✓</i>	<i>DOUBLE</i>	<i>7/8</i>	<i>3-43</i>	<i>✓</i>	<i>1-3</i>	<i>7/8</i>	<i>3 1/2</i>	<i>LAPPED.</i>	
STRAKE BELOW Sheer-strake in Bridge ...			<i>✓</i>			<i>✓</i>				<i>✓</i>				
POOP SIDE PLATING			<i>✓</i>			<i>✓</i>				<i>✓</i>				
BRIDGE SIDE PLATING ...			<i>✓</i>			<i>✓</i>				<i>✓</i>				
FORE'C'TLE SIDE PLATING			<i>.40</i>	<i>✓</i>		<i>SINGLE.</i>	<i>3/4</i>	<i>2 1/2</i>	<i>✓</i>	<i>1.</i>	<i>3/4</i>	<i>2 1/8</i>	<i>LAPPED.</i>	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel.....	<i>6.</i>
Extending to Upper Deck (Sec. 3 c).....	<i>1.</i>
„ Deck next below.....	<i>5.</i>
As per Rule.....	<i>7.</i>

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks.....	✓		✓		
„ „ Second „.....	✓		✓		
„ „ Third „.....	✓		✓		
„ „ Holds.....	<i>.46</i>	<i>A.A.</i>	<i>11x2 1/2x60</i>	<i>3 1/2"</i>	✓
COLLISION „ (in Hold).....	<i>.48</i>	<i>A.A.</i>	<i>8x3x40</i>	<i>24</i>	<i>3 SEMI-ROD BEAMS</i>
AFTER PEAK „ „.....	<i>.44</i>	<i>A.A.</i>	<i>9x3x42</i>	<i>24</i>	<i>7 HORIZONTAL TOP & HORIZ. STRINGER.</i>

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar.....			✓	
STEM.....	<i>ROLLED 10x2 1/2</i>		✓	
STERN FRAME { Propeller Post.....	<i>CAST SHAPED</i>	<i>THE STEEL CO.</i>		
„ { Rudder „.....	<i>STEEL PLATE</i>	<i>OF SCOTLAND.</i>		
Speed of Vessel.....	<i>10 1/2 KNOTS.</i>		✓	
RUDDER—Type.....	<i>ORDINARY DOUBLE PLANE.</i>			
„ A x D.....	<i>616</i>		✓	
„ Diam. of head.....	<i>FORG 11"</i>	<i>AURA & W.M.</i>	✓	
„ Mainpiece at top pintle.....	<i>CAST 10x10 1/2</i>	<i>STROMMEN</i>		
„ „ heel.....	<i>STEEL 6x10 1/2</i>	<i>VERSTER.</i>		
„ how constructed.....	<i>FRAME</i>			
„ double or single plate.....	<i>DOUB. .46</i>		✓	
„ coupling, vertical or horizontal.....	<i>HORIZONTAL.</i>		✓	

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *OPEN HEARTH PROCESS.*
Colvilles & Co., Birmingham Iron Co. Ltd., The Steel Company of Scotland, Scottish Iron & Steel Co.
 Has the Steel been tested as required by the Rules? *YES.*

EQUIPMENT No 39695.										LETTER A+.		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.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.					
35999	1st Bower ...	68	2	14	STOCKLESS			53	1	3	14	1	68	AYERS IMPROVED.	NOT STATED	SUND. 30-6-36 BUTLER.
36000	2nd „ ...	68	1	14	1	“		52	18	3	0	1	68	“	“	“
35969	3rd „ ...	58	2	14	1	“		47	11	1	0	1	58½	“	“	“ 16-6-36 “
	Collective weight.	195	2	14	1								194½			
49354	Stream	19	0	0	4	3	8	19	17	2	0	1	19	ORDINARY.	“	C.H. 20-6-36 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.		
	Fathoms.	Diam.		Supplied.	Per Rule.			Fathoms.	Diam.					Fathoms.	Ins.		Fathoms.	Ins.	
26533	270	2½	96 ½	723.1.7	720½			270	2½	LINK.	NOT STATED	CARD. 30-6-36 WRIGHT.	TOWLINE...	120	4½	64.6	120	4½	
			134 ½										HAWSERS & WARPS	30.90	2½	15.2	20.90	2½	
														30.90	2½	13.2	20.90	2½	
																½			
Stream	90	5	52.8					90	5	G.S.W.	MARTIN BLACK & C. (WIRE ROPE)								
Steel Wire										6/12.									

Steering Gear, Steam *BY JOHN MASTIE & CO.* Steering Gear, Hand *RELIEVING TACKLE TO STEAM WINCH.*

Boats *3 IN N.* Steering Chains, Size and Test *TELE MOTOR CONTROL.* Windlass *STEAM, BY CLARKE CHAPMAN.*

Ceiling in Holds, thickness and material *2½" W.P. UNDER MATCHWAYS & OVER LIMBERS.* Cargo Battens, thickness, material and spacing *2" W.P. IN HOLDS & TW. ON 9" APART.*

Cargo Hatchways.—(Upper Deck) *FORMER OF STEEL PLATES & ANGLES. Thickness of Hatches 2½" W.P.*

Size of No. 1 Hatchway (Forward) *29' 3" x 22' 0" No. 2 34' 4½" x 22' 0" No. 3 29' 9½" x 22' 0" No. 4 38' 11½" x 22' 0" No. 5 29' 9½" x 22' 0" No. 6 4' 7" x 22' 0".*

Number of Shifting Beams and/or Fore and Afters *5 IN N. 1-3 & 5, 6 IN N. 2, 7 IN N. 4.*

Builder's Signature *For WILLIAM HAMILTON & CO., LTD.*

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 *NO.*

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *NO.* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the approved plans, instructions & printed Rules of this Society. The materials & workmanship are of good quality. All the double bottom tanks & peak tanks have been tested to Rule requirements & found satisfactory. The weather decks, watertight bulkheads & shaft tunnel have been tested. Watertight doors (3 in N.) & hand pump tested & found efficient. Freeboard verified & the marks cut in on the vessel's sides. Rigging sections in holds & tunnel well, tested & found satisfactory.

Note: Owners letter with reference to mission of intermediate W.T. 18th attached.

Interior certificate issued, copy attached.

The amount of Entry Fee £ 9 : 0 : 0 } Fees applied for, *any.* 23rd FEB 1934

L.R. 2. Special Survey Fee.... £ 330 : 2 : 6 } Received by me, *any.* 25th FEB 1934

FREEBOARD. 16 : 0 : 0 } *any.* 26th FEB 1934

TRAVELLING EXPENSES, if any £ 6 : 6 : 0 } *any.* 26th FEB 1934

AMOUNT. 6 : 6 : 0 } *any.* 26th FEB 1934

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

I am of opinion the Vessel should be Classed *100A1.* "WITH FREEBOARD."

Signature *H. L. Swinton* Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *GRN. OFFICE.* Date of issue *17/2/37.*

Committee's Minute *GLASGOW 9-FEB 1937*

Character assigned *100A1.*

With freeboard

1.37

Lloyd's A+C.P.

+ L.M.C. 1.37

Exhaust Turbine driving Steam Compressor.

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.) Plans forwarded as per Separate List attached.

The following items of structure have been electrically welded, carried out in accordance with the Society's regulations for the application of Electric Arc welding & found satisfactory: W.T. collars at centre girder & margin. W.T. bulkhead corners at deck & margin. Tunnel & thrust recess ground bar corners. Tunnel steel plates to tank top. Middle line bulkhead stiffeners to tank top & deck. W.T. bulkhead stiffener brackets to tank top. Chain locker bulkhead stiffener brackets to flat. Tubular pillar heads & heels in lower dck. W.T. collars to W.1 flat tank, after peak, fore peak & tunnel recess top. Butts of upper dck. stringer angle. Compensating straps at rudders on upper dck. Bulwark stays to deck & bulwark. Bulwark rail butts. Corners of bulb angle hatch coamings. Round iron pillars in file & crew space. Hatch coaming stays to deck & side stiffener. Cement flat bars in lower dck. Butts of rider plates on deck girders. Doubling plates to tank top at pillars.

1st Damage stated to have been sustained by vessel fouling breast in adjoining shipyard after being launched on 18th Dec. 1936, due to heavy gale. Now done: Vessel examined in dry dock. Shell plating port side, W. from aft. D. W. 15 gained in place. E. W. 13 & 14 renewed. 1 frame cropped in way of tank side bracket, side frame removed gained & refitted, butts E.W. & fitted with bulb angle back strap. Shell flange of 5 frames & bulkhead frame gained in place. 1 air pipe in W.1 hold, sparring, timbers & cement cappings in W.1 & 2 holds removed for access & refitted. Cement in bilge renewed as required. All new & disturbed work coated. Shell plates have tested on completion of repairs & found tight.

2nd Damage stated to have been sustained by vessel striking quay wall whilst being moved from Sinnerston Quay to Queens Dock, Glasgow on 31st December 1936. Now done: Vessel examined in dry dock. Shell plating, port side, W. from aft. E. W. 8 & G. W. 9 removed gained & refitted. 2 frames cropped in way of tank side brackets, side frames removed gained & refitted, butts E.W. & fitted with bulb angle back strap. Sparring, timbers, & cement cappings in W.4 hold removed for access & refitted. 2 air pipes & engineers ship side valves in engine room removed for access & refitted. All disturbed work coated. Shell plates have tested & found tight.

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

1 intermediate BN. disappeared with; Collision BN. to shelter dck; 5 BN. to second dck. Cruiser stern, 3rd BN. in Mch. space. leave out of record

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

1st Bower	44-1-14 INC. PINS.	R.L. 4317,	24-4-36	ANTWERP.
2nd "	44-0-0 "	R.L. 4282.	17-4-36	"
3rd "	38-0-7 "	R.L. 4413.	15-5-36	"

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

No. and Material of Decks 1 BK. & SHELTER BK.

Official No. 164107; Signal Letters G.Z.L.A.

Is bottom of vessel coated with cement CEMENT IN PEAKS, if not give

particulars of composition. ALGES & ENG. & BOILER ROOM ROUA. BOTTOM. CEMENT FILLETS ELSEWHERE IN D. B. TANKS.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	SALT		Where Fitted.	SALT	
	*Length. Feet.	Water Capacity. Tons.		*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	137.5	364	Fore peak tank,		127
Double bottom, under Engines and Boilers,	41.25	186	After peak tank,		206
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	189	657	Other tanks, if fitted,		
Total capacity of double bottom		1207	(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. 3382

Date 19-12-35

Dates of Surveys held while building

(1936) JAN. 21-29-31 FEB. 6-11-21-24-28 MAR. 2-10-31 APRIL 9-13-21-28-30 MAY 5-8-12-14-19-21-25 JUNE 5-12-14-23-26 JULY 14-22-24-30 AUG. 5-12-14-19-21-25 SEPT. 2-4-8-11-16-21-22-30 OCT. 2-6-8-15-16-20-22-26-28 NOV. 2-3-5-4-10-11-13-16-19-20-23-25-28 DEC. 1-3-4-5-9-10-11-14-16-17-18 (1937) JAN. 11-19-21-25-26-27-30

Total No. of Visits 88.