

## STEEL STEAMER or MOTORSHIP.

Received at London Office 29 JAN 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 *14th January 1937* Port of *Hamburg* No. *22176*  
Survey held at *Hamburg* Date First Survey *5th May 1936* Last Survey *29th December 1936*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single Screw Motor Vessel "HÖEGH SILVERLIGHT"*  
State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Simple Superstructure with tonnage opening aft* State Type of Erections *Foremast on*TONNAGE under Tonnage Deck... *4361* CLASS *+100A1* with freeboard State if with freeboard as condition of Class *yes* Built at *Hamburg*Do. of space or spaces between Tonnage Dk. and Upper Dk. Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 400'* Launched *30th Oct. 1936* Yard No. *180*Total Breadth (greatest moulded) *B 55'6"* Builders *Deutsche Werft A.G.*Gross Tonnage *5197* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 36'6"* Owners *Norwega, Arctic, Arctic, Arctic*Register Tonnage *3186* 1st Longitudinal Number (L x D) *= 14600* Managers *Leif Høegh* (Where necessary to be entered in Reg. Book.)REGISTERED DIMENSIONS. FEET. Framing Depth "d," at middle of length. See Sec. 3 (1d) *10.96* Residence *Oslo*Length *409.6* Proportions—Depth to Length—Uppermost continuous deck to top of keel *10.96* Port of Registry *Oslo*Breadth *55.8* Draught Moulded *25'4 1/2* If surveyed while building, afloat, or in dry dock *On keel, afloat and in dry dock*Depth *25.1*

## FRAMES, DOUBLE BOTTOM AND BEAMS.

|  | mm. IN SHIP.                                     | Any Departure from Approved Plans to be Noted. |  | mm. IN SHIP. | Any Departure from Approved Plans to be Noted. |
|--|--|--|--|--------------|--|
| FRAMES, Spacing amidships  | 800  |  | Bracket Floors, Frame  | 180 90 8.5   |  |
| " " from $\frac{3}{4}$ length to Collision bulkhead                      | 685  |  | " " Reversed Frame   | 165 75 8     |  |
| " " in peaks   | 610  |  | " " Vertical Struts  | 200 75 8.5   |  |
| SIDE FRAMING.  |  |  | Centre Girder, depth and thickness amidships   | 1030 15 1.1  |  |
| Frame Amidships, <i>180/100/16</i>                                       | 340 100 16                                       | 1  | " " top Angles   | welded       | 1  |
| " " Extends up to  | 2nd deck   |  | " " bottom Angles  | welded       | 1  |
| Reversed Frame Amidships, Angle  |  |  | Side Girders, No. each side and thickness  | One 9.5      |  |
| " " Extends up to  |  |  | Margin Plate depth (excl. of flange) and thickness   | 940 15 1.5   |  |
| Depth of Framing Girder  | 340  |  | " " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem   | deck welded  |  |
| Frames in Uppermost Continuous 'tween Decks, <i>180/100/16</i>           | 180 90 8.5                                       | 1  | " " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem   | " "          |  |
| " " Second 'tween Decks, Angle, [ or ]                                   |  |  | " " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem  | continuous   |  |
| " " Third " " "  |  |  | " " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem  | 1570 165     |  |
| Framing in Peaks, <i>180/100/16</i>                                      | 180 90 11.5                                      |  | Tank Side Brackets, height above base line at toe of Frame and thickness   | 1570 165     |  |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 22 - 143 (2nd) 1<br>22 - 121 (5th) 1             |  | INNER BOTTOM PLATING.  |              |  |
| State if Frame Joggled   | no   |  | Breadth and thickness of Middle Line Strake  | 1340 14      |  |
| PANTING ARRANGEMENTS (Sec. 7), state system and particulars              | Deck framing 3 stringers as approved             |  | Thickness of remainder in Holds  | 11-11        |  |
| STRENGTHENING OF BOTTOM FORWARD. State Particulars                       | 3 strakes of increased thickness 3 extra strakes |  | 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   | 250 90 11    |  |
| Height of Brackets at side above base line at toe of frame               |  |  | " " in way of Bridge, Angle, [ or ]  |              |  |
| Middle Line Keelson, on Floors, Angles, [ or ]                           |  |  | Spacing  | every frame  |  |
| " " Through Plate or Intercoastal Plate                                  |  |  | Second Deck, amidships, <i>180/100/16</i>  | 280 90 14    |  |
| " " Foundation Plate on Floors   |  |  | Spacing  | every frame  |  |
| " " Flat Plate Keel Angles   |  |  | Third Deck, amidships, Angle, [ or ]   |              |  |
| Side Keelsons, No. each side   |  |  | Spacing  |              |  |
| " " thickness of Intercoastal Plate                                      |  |  | Fourth Deck, amidships, Angle, [ or ]  |              |  |
| " " Angles   |  |  | Spacing  |              |  |
| DOUBLE BOTTOM.   |  |  | Poop Deck, Angle, [ or ]   |              |  |
| Solid Floors, thickness and spacing                                      | 10.5 on 3 frame 1                                |  | Spacing  |              |  |
| " " Are Frame and Reversed Frame joggled?                                | no   |  | Bridge Deck, Angle, [ or ]   |              |  |
| Bracket Floors, breadth and thickness at middle line                     | 800 105  |  | Spacing  |              |  |
| " " breadth and thickness at margin plate                                | 800 105  |  | Forecastle Deck, <i>180/100/16</i>   | 200 75 9     |  |
|  |  |  | Spacing  | every frame  |  |



## PILLARS AND DECKS.

|   |                       | IN SHIP. | Any Departure from Approved Plans to be Noted. |   |                 | IN SHIP. | Any Departure from Approved Plans to be Noted. |
|---|-----------------------|----------|--|---|-----------------|----------|--|
| <b>PILLARS, No. of Rows.....</b>                                  | Centre Line Bulkheads |          |  | Stringer Plate, breadth and thickness in way of Bridge .....      | ✓               | ✓        | ✓  |
| " in 'tween Decks, Size and Spacing .....                         | " " "                 |          |  | Thickness of Plating abreast Deck openings in way of Wells .....  | ✓               | ✓        | ✓  |
| " " " " "   | as approved           | ✓        |  | Thickness of Plating abreast Deck openings in way of Bridge ..... | as approved     | ✓        |  |
| " in Holds " "  | " " "                 |          |  | Thickness of Plating within line of openings...                   | 8.5 - 7.5       | ✓        |  |
| " " " " "   | as approved           | ✓        |  | If Sheathed, material and thickness .....                         | not sheathed    | ✓        |  |
| <b>Centre Line Bulkhead.</b>                                      |                       |          |  | <b>Third Deck. IN No. 1 HOLD</b>                                  |                 |          |  |
| Stiffeners and Spacing.....                                       | Flanged plating       | ✓        |  | Stringer Plate, breadth and thickness.....                        | 9.5             |          |  |
| Plating, thickness of .....                                       | as approved           |          |  | If Plated, state thickness.....                                   | 9 - 7.5         |          | See plan                                       |
| <b>STRINGERS AND DECKS.</b>                                       |                       |          |  | <b>Fourth Deck.</b>   |                 |          |  |
| <b>Uppermost Continuous Deck.</b>                                 |                       |          |  | Stringer Plate, breadth and thickness.....                        | ✓               | ✓        | ✓  |
| Stringer Plate, breadth and thickness in Wells                    | 1610 x 14             | ✓        |  | If Plated, state thickness .....                                  | ✓               | ✓        | ✓  |
| " " " " in way of Bridge  | ✓                     | ✓        |  | <b>Poop Deck.</b>   |                 |          |  |
| " Angle in Wells .....  | 150 - 150 - 145       | ✓        |  | Stringer Plate, breadth and thickness .....                       | ✓               | ✓        | ✓  |
| Thickness of Plating abreast Deck openings in way of Wells .....  | 11.0                  | ✓        |  | Plating, Sheathing, material and thickness ..                     | ✓               | ✓        | ✓  |
| Thickness of Plating abreast Deck openings in way of Bridge ..... | ✓                     |          |  | <b>Bridge Deck.</b>   |                 |          |  |
| Thickness of Plating within line of openings...                   | 9.5 - 9               | ✓        |  | Stringer Plate, breadth and thickness.....                        | ✓               | ✓        | ✓  |
| If Sheathed, material and thickness .....                         | not sheathed          | ✓        |  | Plating, Sheathing, material and thickness ..                     | ✓               | ✓        | ✓  |
| <b>Second Deck.</b>   |                       |          |  | <b>Forecastle Deck. ON SUPERSTR. DECK</b>                         |                 |          |  |
| Stringer Plate, breadth and thickness in Wells...                 | 1600 x 10.5           | ✓        |  | Stringer Plate, breadth and thickness.....                        | 9               |          | ✓  |
|   |                       |          |  | Plating, Sheathing, material and thickness ..                     | 6.5 Oregon Pine | ✓        |  |

## SHELL PLATING.

| SCANTLINGS.                                    |               |            |            |            | RIVETING.  |                  |                      |         |                       |                           |          |                       |                        |
|--|---------------|------------|------------|------------|--|------------------|----------------------|---------|-----------------------|---------------------------|----------|-----------------------|------------------------|
| STRAKES.                                       | AS IN VESSEL. |            |            |            | ANY DEPARTURE FROM<br>APPROVED PLANS<br>TO BE NOTED. | EDGES.           |                      |         | BUTTS.                |                           |          |                       |                        |
|  | AMIDSHIPS.    |            | FORWARD.   | AFT.       |  | State if jogged? | SINGLE OR<br>DOUBLE. | RIVETS. |                       | NO. OF ROWS<br>OF RIVETS. | RIVETS.  |                       | STRAPPED OR<br>LAPPED. |
|  | Breadth.      | Thickness. | Thickness. | Thickness. |  |                  |                      | Diam.   | Spacing<br>cr. to cr. |                           | Diam.    | Spacing<br>cr. to cr. |                        |
| FLAT PLATE KEEL .....                          | 1210          | 20         | 18         | 17         |  | Double           | 25                   | 4d      | -                     | -                         | -        | elect welded          |                        |
| „ DBLG. (if any)                               | -             | -          | -          | (15)       |  | -                | -                    | -       | -                     | -                         | -        | -                     |                        |
| BOTTOM PLATING, No. of<br>Strakes ..... 4..... | 1950          | 15         | 12.5       | 12.5       |  | Double           | 22                   | 4d      | 3                     | 22                        | 3 1/2 d. | happd                 |                        |
| BILGE PLATING, No. of<br>Strakes ..... 1.....  | 1850          | 15         | 14         | 15         |  | "                | 22                   | 4d      | 3                     | 22                        | 3 1/2 d. | "                     |                        |
| SIDE PLATING, No. of<br>Strakes ..... 4.....   | 1800          | 15         | 12         | 12         |  | "                | 22                   | 4d      | 3                     | 22                        | 3 1/2 d. | "                     |                        |
| UPPER DECK, Sheer-<br>strake in Bridge .....   | 1780          | 17.5       | 12         | 12         |  | "                | 22                   | 4d      | 4                     | 22                        | 4d       | "                     |                        |
| UPPER DECK, Sheer-<br>strake in Bridge ...     | -             | -          | -          | -          |  | -                | -                    | -       | -                     | -                         | -        | -                     |                        |
| STRAKE BELOW Sheer-<br>strake in Bridge .....  | 1780          | 15         | 12         | 12         |  | Double           | 22                   | 4d      | 4                     | 22                        | 4d       | happd                 |                        |
| STRAKE BELOW Sheer-<br>strake in Bridge ...    | -             | -          | -          | -          |  | -                | -                    | -       | -                     | -                         | -        | -                     |                        |
| POOP SIDE PLATING .....                        | -             | -          | -          | -          |  | -                | -                    | -       | -                     | -                         | -        | -                     |                        |
| BRIDGE SIDE PLATING ...                        | -             | -          | -          | -          |  | -                | -                    | -       | -                     | -                         | -        | -                     |                        |
| FORE'TLE SIDE PLATING                          | -             | -          | 10         | -          |  | Single           | 19                   | 3.5d    | 1                     | 19                        | 3.5d     | happd                 |                        |

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 7

Extending to Upper Deck (Sec. 3 c) 3

„ Deck next below 4

As per Rule 12 Sec. 5 1/2 2 10 1/2 yes

## FORGINGS and CASTINGS.

|   | Casting or Forging. | Scantlings. | Maker's Name. | Any departure from approved plans to be noted. |
|---|---------------------|-------------|---------------|--|
| <b>KEEL, Bar</b> .....  |                     |             |               |  |
| <b>STEM</b> .....   |                     |             |               |  |
| <b>STERN FRAME</b> {  |                     |             |               |  |
| Propeller Post .....  |                     |             |               |  |
| Rudder <b>SHAFT</b> .....                                       |                     |             |               |  |
| <b>SPEED OF VESSEL</b> .....                                    |                     |             |               |  |
| <b>RUDDER—Type</b> .....  |                     |             |               |  |
| " A x D .....   |                     |             |               |  |
| " Diam. of head .....   |                     |             |               |  |
| " Mainpiece at top pintle .....                                 |                     |             |               |  |
| " " heel ... ..   |                     |             |               |  |
| " how constructed .....   |                     |             |               |  |
| " double or single plate coupling, vertical or horizontal ..... |                     |             |               |  |

|  |   |                 |   | STIFFENERS.        |  |   |                                      |          |
|--|---|-----------------|---|--------------------|--|---|--------------------------------------|----------|
|  |   |                 |   | Plating Thickness. | VERTICAL.  |   | HORIZONTAL.                          |          |
|  |   |                 |   |                    | Scantlings.  | Spacing.  | Scantlings.                          | Spacing. |
| <b>MIDSHIP BULKH'D</b> , Upper tween decks |   |                 |   |                    |  |   |                                      |          |
| "  | " | Second          | " |                    |  |   |                                      |          |
| "  | " | Third           | " |                    |  |   |                                      |          |
| "  | " | Holds .....     | " | 15                 |  |   |                                      |          |
| <b>COLLISION</b>                           | " | (in Hold) ..... | " |                    | $\checkmark$ 5230.90.11<br>$\checkmark$ 12.5-65 180.75.8<br>$\checkmark$ 5230.90.11<br>$\checkmark$ 13-8 180.75.11<br>$\checkmark$ 5230.95.8 | $\checkmark$ 600<br>$\checkmark$ 600<br>$\checkmark$ 600<br>$\checkmark$ 10 | $\checkmark$ 300k<br>$\checkmark$ 10 |          |
| <b>AFTER PEAK</b>                          | " | "               | " |                    |  |   |                                      |          |

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) L.H. Gault Process

Guthrie & Co. Ltd. ; D. H. Gault

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



| EQUIPMENT No. 37494 ✓  |                    |                    |      |      |                  |      |      |                        |       |      |      | LETTER 2 ✓                   |                        | ANCHORS.     |   |
|------------------------|--------------------|--------------------|------|------|------------------|------|------|------------------------|-------|------|------|------------------------------|------------------------|--------------|---|
| Number of Certificate. | Anchors.           | WEIGHT, EX. STOCK. |      |      | WEIGHT OF STOCK. |      |      | TEST, PER CERTIFICATE. |       |      |      | WEIGHT REQUIRED BY TABLE 53. | Description of Anchor. | Makers.      | Where and when tested and Superintendent. |
|                        |                    | Owts.              | qrs. | lbs. | Owts.            | qrs. | lbs. | Tons.                  | owts. | qrs. | lbs. | Owts.                        |                        |              |   |
| 2975                   | 1st Bower ...      | 60                 | 1    | 8    | 1                | 1    | 1    | 48                     | 11    | 2    | 0    | 1                            | Jensen Standard        | Jensen & Co. | Magdeburg 30.9.36 N.S.                    |
| 2976                   | 2nd „ ...          | 63                 | 3    | 9    | 1                | 1    | 1    | 50                     | 10    | 0    | 0    | 1                            | „ „                    | „ „          | „ 30.9.36 N.S.                            |
| 2977                   | 3rd „ ...          | 63                 | 3    | 13   | 1                | 1    | 1    | 50                     | 10    | 0    | 0    | 1                            | „ „                    | „ „          | „ 30.9.36 N.S.                            |
|                        | Collective weight. |                    |      |      |                  |      |      |                        |       |      |      |                              |                        |              |   |
| 2978                   | Stream .....       | 19                 | 2    | 14   | 4                | 3    | 15   | 20                     | 8     | 1    | 21   | 1                            | Jensen Ordinary        | Jensen & Co. | Magdeburg 30.9.36 N.S.                    |

| 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. | Statu- tory.          | Break- ing. | Supplied.              | Owts. | qrs. | lbs. | Owts.                         | Length. |                    |                   |  |                   | Diam.                     | Length. |                              | Ins.                          | Length. |
| 1353                           | 274                       | 2 1/4 | 91 1/8                | 127 1/2     | 733.2.26               | 682   | 14   |      | 270                           | 2 1/4   | Shad Link          | Joko Werk         | Dinslaken 9.10.36                          | TOWLINE...        | 120                       | 5       | 62000 kg                     | 120                           | 5       |
|                                |                           |       |                       |             |                        |       |      |      |                               |         |                    |                   |  | HAWSERS & WARPS } | 2 a.                      |         | 17000 kg                     | 2 a.                          |         |
|                                |                           |       |                       |             |                        |       |      |      |                               |         |                    |                   |  |                   | 90                        | 2 3/4   |                              | 90                            | 2 3/4   |
|                                |                           |       |                       |             |                        |       |      |      |                               |         |                    |                   |  |                   | 2 a.                      |         | 14700 kg                     | 2 a.                          |         |
|                                |                           |       |                       |             |                        |       |      |      |                               |         |                    |                   |  |                   | 90                        | 2 1/2   |                              | 90                            | 2 1/2   |
| Non Stream Chain or Steel Wire | 90                        | 4 3/4 | 53000 kg              |             |                        |       |      |      | 90                            | 4 3/4   | Werk Stroh Union   | Lippstadt 21.9.36 | Schmitt                                    |                   |                           |         |                              |                               |         |
|                                |                           |       |                       |             |                        |       |      |      |                               |         |                    |                   |  |                   |                           |         |                              |                               |         |

Steering Gear, Steam *electric driven, efficient.* Steering Gear, Hand *yes*  
Boats *4 life boats* Steering Chains, Size and Test *no chains* Windlass *electric driven, efficient*  
Ceiling in Holds, thickness and material *2 1/2" Pine, on brass battens* Cargo Battens, thickness, material and spacing *175.50 Pine, spacing 225 1/2"*  
Cargo Hatchways.—(Upper Deck) *Steel plates & angles* Thickness of Hatches *65 1/2" pine*  
Size of No. 1 Hatchway (Forward) *26' 1 1/2" x 20' 8" No. 2 23' 9 1/4" x 20' 8" No. 3 36' 9" x 20' 8" No. 4 39' 4 1/4" x 20' 8" No. 5 32' 18 1/4" x 9' 10 1/2" No. 6*  
Number of Shifting Beams *10 No. 1-4 No. 5-7; No. 3-7; No. 4-7; No. 5- none (steel covers).*

DEUTSCHE WERFT  
AKTIENGESELLSCHAFT.

Builder's Signature *H. Goring* *1.10.36* *W. H. Artz*

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 *motorship*  
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *yes, vegetable oil* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.  
*Oil fuel flash point above 150°F.*  
*This vessel has been built in accordance with the approved and amended plans, the Requirements embodied in the Society's letters and in all other respects in conformity with the Rules and Society's Requirements. The workmanship is of the best description for this type of vessel, all parts conforming with each other and efficiently riveted together. The peak tanks, double bottom tanks, oil fuel tanks, vegetable oil cargo tanks have been fitted and tested as required by the Rules, and were found perfectly tight. The air and sounding pipes of all tanks comply with the Rules. The peaking arrangements and strapping of the bottom forward have been carried out as approved. The steel material used in the construction of this vessel has been made at works approved by the Committee and tested by the Society's Surveyors. The bulk of keel plates, of centre girder,*

The amount of Entry Fee ... *RM 180.00* Fees applied for, *19.1 1937* (Special notations, where part of class, to be stated.)  
Special Survey Fee ... *RM 6.598.50* Received by me, *3.4 1937* *Sp. Notations: "Carrying vegetable oil in deep tanks"*  
*Fuel tank RM. 320.00* *Rails of keel plates electrically welded.*  
*Travelling Expenses, if any RM. 104.50* I am of opinion the Vessel should be Classed *+100 A 1* with *fuel tank, subject to the surveyor for draining the shelter deck again being arranged to comply with the Rule Regs.*  
State whether the Vessel has been built under Special Survey *yes* Signature *H. Goring* Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Shipping Office* Date of issue *19/3/37*  
Committee's Minute *TUE 8 FEB 1937*  
Character assigned *+100 A 1 Subject*  
*With freeboard*  
*Carrying Vegetable oil in Deep Tanks*  
*Lloyd's Assoc + Linc. 12.36 DB 100th*  
*Bulk of Keel electrically welded* *Oil Eng. GL*  
*Rudder Electrically welded*  
*White Boy*  
*19/3/37*  
*© 2021*  
*FRI 3 SEP 1937*  
*Lloyd's Register*  
*010440-010450-02482*



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.)

of bulk top middle line strake, of margin plate, of main deck stringer plate, bulkheads, rudder and other items are electric welded with approved electrodes. The requirements of the Society's regulations of electric welding are being complied with, the parts of primary importance being welded with electrodes complying with Sec. 4, para. 1-7 of the regulations. The anchors and chainplates have been compared with the Society's and were found in order. The freeboard assigned by the Bureau has been marked on the ship sides, verified same and found in order.

The following are forwarded herewith:  
Interior Certificate.  
Midship Section, Profile & decks (as built).  
Four Test Certificates.  
22 approved plans (with list.)

Note:  
With reference to the Secretary's Letter of the 23<sup>rd</sup> March 1936. Special attention has been paid to the testing of the deep tank bulkheads. These bulkheads were found entirely satisfactory under test, no appreciable deflection being observed either in the bulkheads as a whole or individual panels of plating.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book  
"Bulbs of hull plate electrically welded." "Rudder electrically welded."  
"Carrying vegetable oil in deep tanks." "Fitted for oil fuel (date) F.P. above 150°F."  
"Driver Stern. Winch."

|   |           |   |
|---|-----------|---|
| Particulars of Drop Test of Cast Steel Anchors, viz.:—<br>Weight, Surveyor's Initials, Number of Certificate, Date of Test. | 1st Bower | Head, Weight: 38.0: 22 cwt, drop test 12 ft, No. 1456, 11.9.36, M. Falk |
|   | "         | Head: 18.0: 8 " " " " " " " " " "                                       |
|   | 2nd "     | Head: 41.1: 11 1/2 " " " " " " " " " "                                  |
|   | "         | Head: 17.2: 9 " " " " " " " " " "                                       |

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop        ft., R.Q.D.        ft., Bridge        ft., Forecastle 20 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<sup>st</sup> dk (Steel) & Shelter dk (Steel); 3<sup>rd</sup> dk (Steel) in Red held only.  
Official No.       ; Signal Letters L. J. I. B Is bottom of vessel coated with cement        if not give particulars of composition Hull coated with cement only. Oil tanks not coated. Ridges bituminous.

| PARTICULARS OF WATER BALLAST.—            |  | Where Fitted.                   |  | *Length. |  | Water Capacity.                        |  |
|---|--|---------------------------------|--|----------|--|--|--|
| Where Fitted.                             |  | *Length.                        |  | Feet.    |  | Tons.                                  |  |
| Double bottom, aft,                       |  | 115'6"                          |  | 20       |  | 88.0                                   |  |
| Double bottom, under Engines and Boilers, |  | 47'3"                           |  | 16       |  | 158.3                                  |  |
| Double bottom, if under Engines only,     |  | 186"                            |  | 43       |  | 1338.0                                 |  |
| Double bottom, if under Boilers only,     |  | 1093.7                          |  | 40'6"    |  | 1163.0                                 |  |
| Double bottom, forward,                   |  | Total capacity of double bottom |  | 31'6"    |  | 1203.0                                 |  |
|   |  |                                 |  |          |  | Other tanks, <u>in hull, amidships</u> |  |

\* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).  
Order for Special Survey No. 279  
Date 22<sup>nd</sup> June 1936  
Dates of Surveys held while building  
1936: May 5, 29, June 8, 10, 29, July 3, 8, 10, 13, 16, 22, 29, 31, August 8, 17, 19, Sept. 3, 7, 9, 12, 16, 18, 23, 30, Oct. 2, 3, 5, 7, 9, 12, 14, 16, 19, 24, 24, 26, 27, 28, 29, 30, Nov. 6, 11, 14, 26, 27, December 4, 3, 8, 10, 12, 15, 17, 22, 23, 28, 29.

