Rpt. 1.

STEEL ~~STEAMER~~ or MOTORSHIP.

Received at London Office MAR 22 1939

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 16th March 1939 Port of Hamburg. No. 23097

Survey held at Hamburg. Date First Survey 16th Sept. 1938 Last Survey 10th March 1939

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Steel Twin Sc. Motor Tanker "BRITANNIA" Machinery fitted aft.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erections Bridge, Forecastle.

TONNAGE under Tonnage Deck 8921

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

Total ~

Gross Tonnage 9977

Register Tonnage 5801

REGISTERED DIMENSIONS.

	FEET.
Length	503.8
Breadth	67.4
Depth	34.3

CLASS ✝ 100 A 1 (State if with freeboard as condition of Class) no.

	FEET.	
Length *from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)*	L	495.0
Breadth *(greatest moulded)*	B	67.0
Depth, *at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)*	D	34.17
1st Longitudinal Number (L × D)	=	16913
2nd Numeral L × (B + D)	=	50078
Framing Depth "d," *at middle of length. See Sec. 3 (1d)*		~
Proportions—*Depth to Length—Uppermost continuous deck to top of keel*		14.49
Do. Long Bridge to top of keel		~
Draught Moulded		27.6¼

Built at Hamburg, Behrel Finkenwerder.

Launched 29th Dec. 1938 Yard No. 217

Builders Deutsche Werft A.G.

Owners The Texas Company (Norway) A/S.

Managers H. C. Mathiesen.
(Where necessary to be entered in Reg. Book.)

Residence Oslo.

Port of Registry Oslo.

If surveyed while building, afloat, or in dry dock ~ on stocks, afloat and in dry dock.

Entered in Permit Book 44.39

FRAMES, DOUBLE BOTTOM AND BEAMS.

	MEAN THICKNESS IN SHIP.			Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	730			✓
" " from ⅗ length amidships to Collision bulkhead	685			✓
" " in peaks	610			✓
SIDE FRAMING.				
Frame Amidships, [	250.	90.	11	✓
" " Extends up to	upper deck.			✓
Reversed Frame Amidships, Angle	~			
" " Extends up to	~			
Depth of Framing Girder	250			✓
Frames in Uppermost Continuous 'tween Decks, Angle, [or [	~			
" " **Second 'tween Decks,** Angle, [or [	~			
" " **Third** " " " " [	~			
" **from ½ len. for'd. to 15% len. from Stem** AFTER PEAK	280.	90.	12	✓
	230.	90.	11,5	✓
" **in Peaks,** [FORE PEAK	230.	90.	11,5	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 - 120			✓
State if Frame Joggled	no			✓
Are the scantlings and arrangements in the **Panting Area** in accordance with the Rules and/or as approved?	Web frames Side stringers & Tiers of Beams as approved			✓
Are the scantlings and arrangements in way of the **Bottom Forward** in accordance with the Rules and/or as approved?	3 bottom strakes of increased thickness, exc. side girders as approved.			✓
SINGLE BOTTOM.				
Floors, Depth and thickness at mid-line in Holds	1600.	12,5		✓
	1000.	11,5		✓
Height of Brackets at side above base line at toe of frame	1800.	2700		✓
Middle Line Keelson, FACE BAR [	180.	90.	10	✓
" " " Intercostal Plate	1600.	11,5		✓
" " " Foundation Plate on Floors	~			
" " " Flat Plate Keel Angles	100.	100.	13	✓
Side Keelsons, No. each side	~			
" " thickness of Intercostal Plate	~			
" " Angles	~			
DOUBLE BOTTOM. AFT				
Solid Floors, thickness and spacing	11 - 730			✓
" " Are Frame and Reversed Frame joggled?	no			
Bracket Floors, breadth and thickness at middle line	~			
" " breadth and thickness at margin plate	~			

	MEAN THICKNESS IN SHIP.			Any Departure from Approved Plans to be Noted.
Bracket Floors, Frame		~		
" " Reversed Frame		~		
" " Vertical Struts		~		
Centre Girder, depth and thickness	1820.		12	✓
	750.		14	✓
" " top Angles	90. 90.		11,5	✓
	130. 130.		13	✓
" " bottom Angles	100. 100.		13	✓
	2 -		14	✓
Side Girders, No. each side and thickness	MOTOR SEATING			✓
Margin Plate thickness	10,0 -		13,5	✓
" " Vertical Angle to Tank side Bracket abaft ¼ len. from stem		~		
" " Vertical Angle to Tank side Bracket from forward ¼ len. from stem to Panting Area		~		
" " Gussets, spacing and scantling abaft ¼ len. from stem		~		
" " Gussets, spacing and scantling from forward ¼ len. from stem to Panting Area		~		
Tank Side Brackets, height above base line at toe of Frame and thickness		12,5		✓
INNER BOTTOM PLATING.	2400			
Breadth and thickness of Middle Line Strake	2190.		13,5	✓
Thickness of remainder in MOTOR ROOM	30 -		13,5	✓
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 as approved.			✓
BEAMS.				
Uppermost Continuous Deck, amidships [	200. 90.		10	✓ IN SIDE TANKS
" " [	200. 90.		13	✓ LONGITUDINALS IN CENTRE TANKS
	every frame			IN SIDE TANKS
Spacing	870			IN CENTRE TANKS ✓
I. STRINGER **Deck,** amidships, Angle,	200	90	10	✓
Spacing	every frame			✓
II. STRINGER **Deck,** amidships, Angle,	200	90	10	✓
Spacing	every frame			✓
III. DECK IN WAY OF ENGINE ROOM [	230. 90.		11	✓
To	250. 90.		11	✓
Spacing	every frame			✓
Poop Deck, [	200. 75.		9,5	✓
To	230. 90.		11	✓
Spacing	every frame			✓
Bridge Deck, [	200. 75.		9	✓
Spacing	every frame			✓
Forecastle Deck, [	230. 90.		11	✓
Spacing	every frame			✓

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PILLARS AND DECKS.

	mm. IN SHIP.			Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows... Two Longitudinal Bulkheads				
STIFFENERS {	250.	90.	11	✓
„ Size and Spacing... {	280.	90.	12	✓
{	300.	90.	13	✓
PLATING	12,5 -		9,5	✓
„ „ „ „ „				
„ in Hold FORW. „ „ {	381.	13.	102. 16	✓
„ „ „ „ „				
Centre Line Bulkhead. DEEPT. FORW.	250.	90.	11	✓
Stiffeners and Spacing... {	280.	90.	12	✓
{	bony frame			
Plating, thickness of ...	12 -		10	✓
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness	2030.		21,5	✓
„ „ „ „ in way of Bridge	2030.		26	✓
„ Angle ...	180.	180.	20	✓
Thickness of Plating abreast Deck openings ...	21,5			✓
Thickness of Plating abreast Deck openings in way of Bridge ...	"			
Thickness of Plating within line of openings...	15,5			✓
If Sheathed, material and thickness ...	not sheathed			✓
Second Deck. IN ENGINE SPACE				
Stringer Plate, breadth and thickness ...	990.		10,5	✓

	mm. IN SHIP.			Any Departure from Approved Plans to be Noted.
Stringer Plate, breadth and thickness in way of ... A.H. FUEL BUNKER ...	1200.		12	✓ ✓
Thickness of Plating abreast Deck openings ...	9.0			✓
Thickness of Plating abreast Deck openings in way of Bridge ...	"			
Thickness of Plating within line of openings...	11.0			✓
If Sheathed, material and thickness ...	not sheathed			✓
Third Deck.				
Stringer Plate, breadth and thickness ...	"			
If Plated, state thickness ...	"			
Fourth Deck.				
Stringer Plate, breadth and thickness ...	"			
If Plated, state thickness ...	"			
Poop Deck.				
Stringer Plate, breadth and thickness ...	990.		9,5	✓
Plating, Sheathing, material and thickness ...	9,5 - 6,5 65% Oregon Pine			✓
Bridge Deck.				
Stringer Plate, breadth and thickness ...	1090.		11	✓
Plating, Sheathing, material and thickness ...	9.0 not sheathed			✓
Forecastle Deck.				✓
Stringer Plate, breadth and thickness ...	920.		9,5	
Plating, Sheathing, material and thickness ...	9.0 not sheathed			✓

SHELL PLATING.

SCANTLINGS.

STRAKES.	AS IN VESSEL. AMIDSHIPS. Breadth.	AMIDSHIPS. Thickness.	FORWARD. Thickness.	AFT. Thickness.	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.
	mm.	mm.	mm.	mm.	
FLAT PLATE KEEL ...	1540	26,0 ✓	22,5 ✓	21,0 ✓	
„ DBLG. (if any)	-	-	-	-	
BOTTOM PLATING, No. of Strakes ... 4	2300	20.0 ✓	21,5 ✓	16,5 ✓	
	2290	20.0 ✓	21,5 ✓	15.0 ✓	
	2210	20.0 ✓	21,5 ✓	14,0 ✓	(16,5) bumplating
	2210	19.5 ✓	13,0 ✓	14.0 ✓	(14,5)
BILGE PLATING, No. of Strakes ... 1	1900	17,5 ✓	15,0 ✓	17,5 ✓	
SIDE PLATING, No. of Strakes ... 3	2160	16,5 ✓	12,0 ✓	12,0 ✓	
UPPER DECK, Sheer-strake ...	2010	29,0 ✓	14 (18) ✓	12,0 ✓	
UPPER DECK, Sheer-strake in Bridge ...	2010	35,0 ✓	-	-	
STRAKE BELOW Sheer-strake ...	2110	22,0 ✓	14,0 ✓	12,0 ✓	
STRAKE BELOW Sheer-strake in Bridge ...	2110	22,0 ✓	-	-	
POOP SIDE PLATING ...	-	-	15,0 ✓	10,6 ✓	
BRIDGE SIDE PLATING ...	-	11,0 ✓	-	-	
FOREC'TLE SIDE PLATING	-	-	11,0 ✓	-	

RIVETING.

EDGES. State if joggled? yes; at side. SINGLE OR DOUBLE.	RIVETS. Diam. mm.	RIVETS. Spacing cr. to cr. mm.	BUTTS. NO. OF ROWS OF RIVETS.	RIVETS. Diam. Inches.	RIVETS. Spacing cr. to cr. Inches.	STRAPPED OR LAPPED.
Double	28	4d. ✓	Elect. welded	-	-	E. welded.
-	-	-	-	-	-	-
Double	25	4d. ✓	Elect. welded	-	-	E. welded.
"	22	3½d. ✓	" "	-	-	" "
"	22	3½d. ✓	" "	-	-	" "
"	28	3½d. ✓	" "	-	-	" " ✓
"	28	3½d. ✓	" "	-	-	" "
"	25	3½d. ✓	" "	-	-	" "
"	25	3½d. ✓	" "	-	-	" "
Single	22 19	4d. ✓ 4d. ✓	" "	-	-	" "
Double	22 22	4d. ✓ 4d. ✓	" "	-	-	" "
Single	19	4d. ✓	" "	-	-	" "

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 17 BH in R.B.

Extending to Upper Deck (Sec. 3 *c*) 18

„ Deck next below -

As per Rule yes ✓

	Plating Thickness. mm.	STIFFENERS. VERTICAL. Scantlings.	VERTICAL. Spacing.	HORIZONTAL. Scantlings.	HORIZONTAL. Spacing.
CENTRE TANKS	15 ✓		✓		✓
MIDSHIP BULKH'D,	14-9,5	280.90.12	870	900.10 ✓ / 200.90.10	
„ „ „				900.10 / 200.90.12,5	
SIDE TANKS	12 ✓		✓		
„ „ „	12-8	250.90.11	690	STRINGER DECKS	
„ „		200.90.10 ✓	✓	1220.9 ✓	
COLLISION „ (in Hold)	12-6,5	180.75.8	625	250.90.12 ✓	
AFTER PEAK „ „	13-7,5	-	-	230.90.11	580 / 600

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings. mm.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar ...	Flat Plate Keel ✓			
STEM ...	Plate built	as appr.	Deutsche Werft A.G.	
STERN FRAME { Propeller Post ...	Casting	appr.	Krupp A.G.	
{ INTERM. Rudder SHAFT ...	Forging	280ϕ	Deutsche Werft A.G. ✓	
Speed of Vessel ...	13½ Kn. ✓			
RUDDER—Type ...	Simplex Balance ✓			
„ A × D ...		-		
„ Diam. of head ...	Forging	340ϕ	Gutehoffnungshütte, Hütte, Düsseldorf ✓	
„ Mainpiece at top pintle		-		
„ „ heel ...	Electric welded			Deutsche
„ how constructed ...	Simplex Balance Rudder			Werft A.G. ✓
„ double or single plate	double plate			
„ coupling, vertical or horizontal ...	horizontal			

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. ✓

Gutehoffnungshütte; Oberhausen.

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

Rpt. 1*.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS. In Ship. Ins.	Ins.	Ins.	ENDS. In Ship. Ins.	Ins.	Ins.	Any Departure from Approved Plans to be Noted.	RIVETING. Rivets in Longitudinal Frames. Diam. Ins.	Spcng. Ins.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads. Number.	Diameter. Inches.
Framing of L, [or C							Steel Twin Screw Motor Tanker. "BRITANNIA"					
Frames in Bridge 'tween Decks ...												
Frames from Uppermost Continuous Deck No. 1												
„ 2												
„ 3												
„ 4												
„ 5												
„ 6												
„ 7												
„ 8							Transverse framing on ship sides in wing tanks.					
„ 9							Two stringer decks in wing tanks as approved.					
„ 10												
„ 11												
„ 12												
„ 13												
„ 14												
„ 15												
„ 16												
Spacing of Longitudinal Frames — Amidships												
Spacing of Longitudinal Frames — At Ends												
[illegible] Longitudinals												
[illegible] Bottom „	400-110-14-18 ✓			400-110-14-18 ✓				25	6 ✓	10 à 3,5 d. ✓	18	22 ✓
Spacing of Longitudinals — Amidships	870 ✓			870 ✓								
Spacing of Longitudinals — At Ends...	870 ✓			870 ✓								

Transverses.	AMIDSHIPS. In Ship. Ins.	Ins.	Ins.	ENDS. In Ship. Ins.	Ins.	Ins.	Any Departure from Approved Plans to be Noted.	Rivets in Lugs to Shell Diam.	Spcng.	
Side ('tween Decks) — Depth and Thickness										
Side ('tween Decks) — Face Angles										
Side ('tween Decks) — Lugs to Shell*.....										
Side (in Hold) — Depth and Thickness										
Side (in Hold) — Face Angles										
Side (in Hold) — Lugs to Shell*.....										
Bottom CENTRE TANKS — Depth and Thickness	1600 - 12,5 ✓			1600 - 12,5 ✓						
Bottom CENTRE TANKS — Face Angles [illegible]	300 - 90 - 16,5 ✓			300 - 90 - 16,5 ✓						
Bottom CENTRE TANKS — Lugs to Shell* joggled	150 - 150 - 12 ✓			150 - 150 - 12 ✓				22	12 ✓	Rivets.
Bottom CENTRE TANKS — „ „ Back Bars ...	90 - 90 - 12 ✓			90 - 90 - 12 ✓				22	6 ✓	Rivets.
Bottom CENTRE TANKS — Brackets	as per plan ✓			as per plan ✓						
Spacing of Transverse Frames	2920			at 2920 from 2740 ✓						

* State if joggled or liners.

Longitudinal Beams of [illegible] L [illegible]		Spacing.	Transverse Beams.	Plate.	Face Angles.	Any Departure from Approved Plans to be Noted.
Bridge Deck ...						
Upper „	200 90 13 ✓ / 200 90 13 ✓	870 ✓		760-11	150.90.11 ✓ / 90.90.11 ✓	
Second „					as per plan	
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.*

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Rpt. 1. NO. 23097.

EQUIPMENT No 51850 LETTER et . ANCHORS.

Number of Certificate.	Anchors.	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	cwts.	qrs.	lbs.	Weight Required by Table 53. Cwts.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
2307	1st Bower ...	83	2	24	–	–	–	60	10	0	0		Union Stockless	Dortmund-Hoerder Hüttenverein	Dortmund 1.9.38 T.Q.
2308	2nd " ...	83	3	24	–	–	–	60	10	0	0		"	" "	" 1.9.38 T.Q.
2309	3rd " ...	82	1	16	–	–	–	60	10	0	0		"	" "	" 1.9.38 T.Q.
	Collective weight	250	0	8								244½			
2200	Stream	25	3	24	6	3	5						" Ordinary	" "	" 13.7.37 T.L.

CHAIN CABLES.

Number of Certificate.	Length and size supplied. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts. qrs. lbs.	Per Rule. Cwts.	Length and Size per Table 53. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	Where and when tested, and Superintendent.
15496.	180	2 9/16	116 7/10	163 3/8	642:2:16	—			Stud link	Gutehoffnungshütte	Sterkrade 29.10.37. T.Q.
1648	15	2 9/16	116 7/10	163 3/8	54:2:6		300	2 9/16	"	"	Sterkrade 3.6.38. T.Q.
1649	108	2 9/16	116 7/10	163 3/8	380:1:5				"	"	Sterkrade 3.6.38. T.Q.
	303				1077:1:27	989					
Sp. flex. Stream Steel Wire	120	Cir. 5½	93150 kg				120	Cir. 4¾	Spec. flexible steel wire	Hoesch Köln Neuessen	Dortmund. 19.2.37 T. Loogen

HAWSERS AND WARPS.

Material.	Length and Size supplied. Length. Fathoms.	Cir. Ins.	Breaking Test of Steel Wire. kg	Length and Size per Table 53. Length. Fathoms.	Cir. Ins.
Spec. flex. TOWLINE...	130	6	108540	130	5½
HAWSERS & WARPS	2a. 100	2¾	15950	2a 100	2¾
"	2a. 120	3½	39250	2a 100	2¾

Steering Gear, Type (Power ~~......~~) Steam, efficient; Atlas Werke Bremen. **Alternative Means of Steering** Hand and block & tackle; eff.

Steering Chains (Size and Test) no chains **Windlass** steam; efficient **Boats** 4 lifeboats, one fitted with motor; 2 dingis, one fitted with motor

Ceiling in Holds, thickness and material 65 m/m. Pine **Cargo Battens,** thickness, material and spacing 150-50 m/m; 230 m/m spacing

Cargo Hatchways.—(Upper Deck) Steel plates & angles **Thickness of Hatches** Steel covers 12 m/m & 15 m/m thick.

Size of Hatchways **No. 1** (Fwd.) 4800×3400 **No. 2-31** 9676×1068 **No. 3** – **No. 4** – **No. 5** – **No. 6** –

Number of **Shifting Beams** and/or **Fore and Afters** none.

Builder's Signature DEUTSCHE WERFT AKTIENGESELLSCHAFT ppa Weingart w. Körte.

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 oil tanker *The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).* Oil fuel flash point above 150° F.

This vessel has been built in accordance with the approved 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 Petroleum in bulk".

The workmanship is of the best description for this type of vessel - all parts conforming well which each other and efficiently riveted together.

The requirements of the Society's regulations for the Application of Electric Arc Welding to Ship construction have been complied with.

The peak tanks, double bottom tanks, deep tank, oil cargo tanks, oil fuel bunkers and cofferdams have been filled and tested as required by the Rules.

Air and sounding pipes of all tanks comply with the Rules.

The panting arrangement and the strengthening of the bottom forward have been carried out as approved.

The amount of Entry Fee ...... RM. 220.–

Special Survey Fee... RM. 13482.75

Trutond. RM. 400.–

Travelling Expenses, *if any* RM 107,25

Fees applied for, 17.3. 1939

Received by me, 25. 4. 1939

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed + 100 A1 "Carrying Petroleum in bulk" "Longit. framing at bottom and deck in centre tanks" "Butts of shell and deck plating electric welded."

State whether the Vessel has been built under Special Survey yes.

Signature Th. Goering.

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Hampt. office Date of issue 12/4/39.

Committee's Minute FRI 31 MAR 1939

Character assigned +100A1 Carrying Petroleum in Bulk Lloyd's [illegible] +LMC 3.39 Oil Eng 2DB 2DB(WT) 171 ft SCL

Write Bu[illegible]

The Surveyors are requested not to write on or below the Committee's Minute.

010675-010686-0087 3/3

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 by the Committee and tested by the Society's Surveyors. ✓

Anchors and chaincables compared with the Certificate and found in order.

The freeboard assigned by the Committee has been marked and cut in on vessel's sides, verified same and found in order. ✓

The Rudder is of special construction: Electric welded Simplex Balance Rudder.

The approved plans are being retained in this office for use in connection with the sister vessels No. 227 & 228.

Plans showing vessel as built:
Midship section.
Profile and decks.
Oil tight transverse bulkhead.

Two Interim Certificates and 4 Test Certificates attached.

Sister vessels "Nueva Granada" Yard No. 181 Ham. Report No. 22304 dated 22nd April 1937.
"Germania" Yard No. 216 Ham. Report No. 23050 dated 10th February 1939.

PARTICULARS OF ELECTRIC WELDING (*if employed*) The Rules for the application of electric arc welding to ship construction have been complied with and the electrodes used for parts of primary structural importance are approved by the Committee and comply with the Regulations & Test set forth in Section 4 Clause 7. ✓

SPECIAL NOTATIONS:—*Either as part of the vessel's class or for record in the Register Book* Machinery aft; Cruiser Stern; "Longitudinal framing at bottom and deck in centre tanks;" "Butts of shell and deck plating electric welded;" Wireless; Direction Finding Apparatus; Echo Sounding Apparatus.

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

1st Bower	Head	Weight: 55:0:21 cwts.;	drop test 12 feet;	No. 1164	25.8.38	J. Quast
	Shank	" : 28:2:3 " ;	" " " " ;	No. 1167	25.8.38	J. Quast
2nd "	Head	" : 55:1:17 " ;	" " " " ;	No. 1165	25.8.38	J. Quast
	Shank	" : 28:2:7 " ;	" " " " ;	No. 1168	25.8.38	J. Quast
3rd "	Head	" : 54:2:6 " ;	" " " " ;	No. 1166	25.8.38	J. Quast
	Shank	" : 27:3:10 " ;	" " " " ;	No. 1169	25.8.38	J. Quast

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 123.1 ft., R.Q.D. – ft., Bridge 38.3 ft., Forecastle 60.1 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated –

Official No. – Signal Letters L.K.D.K. Extreme Breadth over Belting (Circ. 1611) – Over-all Length (Circ. 1703) 522.0"

No. and Material of Decks 1 dk. (Steel) 2nd dk. (Steel) in Machinery space.

Parts of Bottom of Vessel coated with cement or approved composition Fore & after peak tanks and fresh water tanks in engine space cement, cofferdams painted, oil tanks not coated.

Particulars of composition (if fitted) and of approval –

PARTICULARS OF WATER BALLAST:—(*Comprising all tanks which may be used for Water Ballast.* (Circ. 1284) *Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.*)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	24'6"	129
Double bottom, under Engines and Boilers,	–	–	After peak tank,	18'0"	96
Double bottom, if under Engines only,	79	261	Deep tank, aft,		
Double bottom, if under Boilers only,	–	–	Deep tank, forward,	27'	338
Double bottom, forward,	–	–	Other tanks, if fitted,		
Total length (if continuous) and Capacity			(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 209

Date 12.1.38.

Dates of Surveys held while building: 1938. September 16, 20, 24, 28; October 3, 8, 14, 20, 27, 31; November 1, 7, 11, 18, 19, 22, 29; December 1, 2, 3, 5, 7, 8, 9, 10, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 23, 27, 29; 1939: January 9, 13, 19, 25; February 1, 8, 10, 17, 24, 27; March 6, 8, 10.

Total No. of Visits 51.

For PP. OF. See Ham. rept. No. 23050 on M.S. "Germania"