

Rpt. 1.

DISCLOSED
SECTION

No. 779

STEEL STEAMER or MOTORSHIP.

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

State if Report is sent on the Machinery of the Vessel

Received at London Office

DISCLOSED
SECTION

No. 779

No. 18,303

Date of completion of report

Survey held at SYDNEY, N.S.W.

Date First Survey

2/9/40

Last Survey

29/5/1941

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

S.S. "MAIWARA"

Machinery amidships. Single Screw.

State Type (Full scantling, Complete Superstructure with or without Tonnage Openings)

Full scantling

State Type of Erections

Poop, Bridge, R.Q.D. and Forecastle.

TONNAGE under Tonnage Deck...

459.88

CLASS 100 A1

State if with freeboard as condition of Class

Yes

Built at

Danzig

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

Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a)

L 177.4'

Breadth (greatest moulded)

B 29.1'

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

D 13.38'

Gross Tonnage

606.38

Registered Tonnage

336.06

1st Longitudinal Number (L x D) =

2374

2nd Numeral L x (B + D) =

7535

REGISTERED DIMENSIONS. FEET.

Length

179.2

Breadth

29.1

Depth

11.2

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

11'

Proportions—Depth to Length—Uppermost continuous deck to top of keel

13.26'

Do. Long Bridge to top of keel

10.19'

Draught Moulded

Launched

1924

Yard No.

Builders International S.B. & E. Co. Ltd.

Owners Sulco Pty. Ltd.

Managers

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

Residence 24 Bond St. Sydney N.S.W.

Port of Registry Glasgow.

If surveyed while building, afloat, or in dry dock

Afloat, and in dry dock.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	22		Bracket Floors, Frame	$5\frac{1}{8} \times 3\frac{1}{2} \times \frac{3}{8}$	OA
" " from $\frac{3}{8}$ length amidships to Collision bulkhead	$22 \times 12\frac{1}{2}$		" " Reversed Frame	$5\frac{1}{8} \times 3\frac{1}{2} \times \frac{3}{8}$	OA
" " in peaks	$12\frac{1}{2}$	in fore peak at per plan	" " Vertical Struts	$4\frac{3}{4} \times 3 \times \frac{3}{8}$	
FRAMING.			Centre Girder, depth and thickness amidships	$30\frac{7}{8} \times \frac{3}{8}$	
Frame Amidships, Angle, E or F	$5\frac{1}{8} \times 2\frac{1}{2} \times \frac{5}{16}$		" " top Angles	$2\frac{9}{16} \times 2\frac{9}{16} \times \frac{5}{16}$	
" " Extends up to	Bridge deck		" " bottom Angles	$3\frac{1}{8} \times 3\frac{1}{8} \times \frac{3}{8}$	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	One, $\frac{1}{4}$	
" " Extends up to	-		Margin Plate depth (excl. of flange) and thickness	$25\frac{1}{4} \times \frac{5}{16} \times \frac{1}{4}$	
Depth of Framing Girder	$5\frac{1}{8}$		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	$2\frac{9}{16} \times 2\frac{9}{16} \times \frac{5}{16}$	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	-		" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area	$2\frac{9}{16} \times 2\frac{9}{16} \times \frac{5}{16}$	
" " Second 'tween Decks, Angle, E or F	-		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	$12 \times 10 \times \frac{5}{16} \times \frac{1}{4}$	ON PLAN 11-04 (ie new 6th frame) in B. Sp.
" " Third " " " "	-		" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area	9'-2"	
" " from $\frac{1}{4}$ len. for'd. to 15% len. from Stem	$5\frac{1}{8} \times 2\frac{1}{2} \times \frac{5}{16}$		Tank Side Brackets, height above base line at toe of Frame and thickness	$4\frac{3}{8} \times \frac{5}{16}$	
" " in Peaks, Angle, E or F	$5 \times 2\frac{1}{2} \times \frac{5}{16}$		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	$\frac{3}{4}$ $4\frac{1}{8} \times 5\frac{1}{4}$		Breadth and thickness of Middle Line Strake	$31\frac{1}{8} \times \frac{5}{16}$	
State if Frame Joggled	No		Thickness of remainder in Holds	$\frac{5}{16}$	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Approved		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?	Approved	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Approved		BEAMS.		
DOUBLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, E or F	$5\frac{1}{8} \times 2\frac{1}{2} \times \frac{5}{16}$	
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, E or F	$5\frac{1}{8} \times 2\frac{1}{2} \times \frac{5}{16}$	
Height of Brackets at side above base line at toe of frame			Spacing	22	
Middle Line Keelson, on Floors, Angles, E or F			R.Q. Second Deck, amidships, Angle, E or F	OA $4\frac{3}{4} \times 3 \times \frac{5}{16}$ FWD	
" " Through Plate or Intercoastal Plate			BA $5\frac{1}{8} \times 2\frac{1}{2} \times \frac{5}{16}$ AFT		
" " Foundation Plate on Floors			Spacing	22	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, E or F	-	
Double Keelsons, No. each side			Spacing	-	
" " thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, E or F	-	
" " Angles			Spacing	-	
DOUBLE BOTTOM.			Poop Deck, Angle, E or F	$3\frac{1}{2} \times 2\frac{3}{8} \times \frac{9}{8}$	
Solid Floors, thickness and spacing	$\frac{5}{16}$ to $\frac{1}{4}$, 22	ie. 4th p. in plan	Spacing	22	
" " Are Frame and Reversed Frame joggled?	No		Bridge Deck, Angle, E or F	$4\frac{3}{4} \times 3 \times \frac{5}{16}$	
Bracket Floors, breadth and thickness at middle line	$22, \frac{5}{16} \times \frac{1}{4}$		Spacing	22	
" " breadth and thickness at margin plate	$20, \frac{5}{16} \times \frac{1}{4}$		Forecastle Deck, Angle, E or F	$4\frac{1}{4} \times 3 \times \frac{11}{32}$	
	20 1/2 on plan		Spacing	22	

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.....	—	—	—		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	$\frac{9}{32}$	✓		
„ „ „ „ „	—	—	—		Thickness of Plating abreast Deck openings in way of Bridge	—	—	—	
„ in Holds „ „	—	—	—		Thickness of Plating within line of openings...	$\frac{1}{4}$	✓		
„ „ „ „ „	—	—	—		If Sheathed, material and thickness	PINE	2½	26	forward of forepe bulkhead.
Centre Line Bulkhead. IN HOLDS					Third Deck.				
Stiffeners and Spacing.....	O.A.	$3\frac{1}{8} \times 2\frac{3}{8} \times \frac{9}{32}$	44	✓	Stringer Plate, breadth and thickness.....	—	—	—	
Plating, thickness of	$\frac{1}{4}$	✓			If Plated, state thickness.....	—	—	—	
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....	—	—	—	
Stringer Plate, breadth and thickness in Wells	$22\frac{3}{4}$	$\frac{11}{32}$			If Plated, state thickness	—	—	—	
„ „ „ „ in way of Bridge	$22\frac{3}{4}$	$\frac{11}{32}$	✓		Poop Deck.				
„ Angle in Wells	$3\frac{1}{8} \times 3\frac{1}{8} \times \frac{3}{8}$				Stringer Plate, breadth and thickness	15	$\frac{9}{32}$	✓	
Thickness of Plating abreast Deck openings in way of Wells	$\frac{9}{32}$	✓			Plating, Sheathing, material and thickness ...	$\frac{1}{4}$	CEMENT	3	✓
Thickness of Plating abreast Deck openings in way of Bridge	$\frac{9}{32}$	✓			Bridge Deck.				
Thickness of Plating within line of openings...	$\frac{1}{4}$	✓			Stringer Plate, breadth and thickness.....	$22\frac{3}{4}$	$\frac{9}{32}$	✓	
If Sheathed, material and thickness	PINE	2½	—	FROM FORECASTLE TO BRIDGE FRONT	Plating, Sheathing, material and thickness ...	$\frac{1}{4}$	PINE	3	✓
QUARTER Second Deck.					Forecastle Deck.				
Stringer Plate, breadth and thickness in Wells...	$22\frac{3}{4}$	$\frac{11}{32}$	$\frac{5}{16}$	✓	Stringer Plate, breadth and thickness.....	15	$\frac{9}{32}$	✓	
					Plating, Sheathing, material and thickness ...	$\frac{1}{4}$	PINE	2½	✓

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	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	33 ✓	.53 ✓	.45 ✓	.45 ✓		1/2 L. Double	7/8	3 1/2	3 ✓	7/8	3 1/16	Lapped ✓	
						ENDS Double	3/4	3	3 ✓	3/4	2 5/8	" ✓	
„ DBLG. (if any)	—	—	—	—		—	—	—	—	—	—	—	
BOTTOM PLATING, No. of Strakes3.....	49 1/4 ✓	.35 ✓	.31 ✓	.31 ✓		1/2 L Single	3/4	2 5/8	3 ✓	3/4	3	Lapped ✓	
						ENDS Single	3/4	2 5/8	2 ✓	3/4	3	" ✓	
BILGE PLATING, No. of Strakes1.....	50 ✓	.37 ✓	.31 ✓	.31 ✓		1/2 L. Single	3/4	2 5/8	3 ✓	3/4	3	" ✓	
						ENDS Single	3/4	2 5/8	2 ✓	3/4	3	" ✓	
SIDE PLATING, No. of Strakes2.....	49 1/4 ✓	.37 ✓	.31 ✓	.31 ✓		1/2 L Single	3/4	2 5/8	2 ✓	3/4	2 5/8	" ✓	
						ENDS Single	3/4	2 5/8	2 ✓	3/4	3	" ✓	
UPPER DECK, Sheer-strake in Wells.....	41 ✓	.45 ✓	.31 ✓	—		1/2 L. Double	3/4	3	3 ✓	3/4	2 5/8	" ✓	
						ENDS Double	3/4	3	2 ✓	3/4	2 5/8	" ✓	
UPPER DECK, Sheer-strake in Bridge ...	41 ✓	.45 ✓	—	—	.69 Midship ✓	Double	3/4	3	3 ✓	3/4	2 5/8	" ✓	
STRAKE BELOW Sheer-strake in Wells.....	50 ✓	.37 ✓	.31 ✓	.31 ✓		Double	3/4	3	2 ✓	3/4	(3) 2 5/8	" ✓	
STRAKE BELOW Sheer-strake in Bridge ...	51 ✓	.37 ✓	—	—		Double	3/4	2 5/8	2 ✓	3/4	(3) 2 5/8	" ✓	
R.Q.D. SHEER	51 ✓	.47 ✓	—	.31 ✓		Single	3/4	2 1/2	2 ✓	3/4	2 5/8	" ✓	
POOP SIDE PLATING	—	—	—	.24 ✓		Single	3/4	2 1/2	2 ✓	3/4	2 5/8	" ✓	
BRIDGE SIDE PLATING ...	—	.35 ✓	—	.51 ✓	MIDSHIP BREAK	Double	3/4	3	3 ✓	3/4	2 5/8	" ✓	
FOREC'TLE SIDE PLATING	—	—	.26 ✓	—		Single	3/4	2 5/8	2 ✓	3/4	2 5/8	" ✓	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	4
Extending to Upper Deck (Sec. 3 c) and R.Q.D.	
„ Deck next below	
As per Rule	Approved.

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper decks									
„ „ Second „									
„ „ No. 24	$\frac{5}{16}$	$\frac{1}{4}$	$5\frac{1}{2} \times 2\frac{9}{16} \times \frac{5}{16}$	30	—	—	—	—	—
„ „ Holds No. 4.8	$\frac{11}{32}$	$\frac{1}{4}$	$5\frac{1}{2} \times 2\frac{9}{16} \times \frac{5}{16}$	27½	—	—	—	—	—
COLLISION „ (in Hold) No. 9.2	$\frac{5}{16}$	$\frac{1}{4}$	$5\frac{1}{2} \times 2\frac{9}{16} \times \frac{5}{16}$	24	—	—	—	—	—
AFTER PEAK „ „ No. 6.	$\frac{5}{16}$	$\frac{1}{4}$	$5\frac{1}{2} \times 2\frac{9}{16} \times \frac{5}{16}$	30	—	—	—	—	—

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	—	—	—	—
STEM	FORGING	$6\frac{11}{16} \times 1\frac{3}{4}$	✓	
STERN FRAME { Propeller Post	FORGING	$6\frac{11}{16} \times 4\frac{1}{8}$	✓	
{ Rudder „	FORGING	$6\frac{5}{16} \times 4\frac{1}{8}$	✓	
Speed of Vessel...9. KNOTS..				
RUDDER—Type.....	SINGLE PLATE			
„ A x D (H.R.P.X.R.)=	85.6			
„ Diam. of head	FORGING	5½	✓	
„ Mainpiece at top pintle	FORGING	5½	✓	
„ „ heel ...	—	3½	✓	
„ how constructed	ARMS SHUNK ON MAINPIECE			
„ double or single plate	SINGLE	5½	✓	
„ coupling, vertical or horizontal.....	HORIZONTAL	13x10x1½	✓	6 + 1½ BOLT

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

STEEL.

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

EQUIPMENT No 8900										LETTER j	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.	Cwts.			
58539	1st Bower ...	24	1	18	-	-	-	24	4	0	7	16 $\frac{3}{4}$	Stockless	-	Lipton, 13/12/24, W.A. Dwyerdale ✓
64405	2nd „ ...	19	2	12	-	-	-	20	8	1	21	-	"	S. Taylor & Sons (Brisbane Hill) Ltd.	Lipton, 8/12/30, H.C. Latham
	3rd „ ...														
	Collective weight.														
	Stream														

CHAIN CABLES.											HAWERS 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.	Statutory.	Breaking.	Supplied.	Per Rule.			Length.	Diam.					Length.	Ins.		Length.	Ins.
104411	15	1 1/2	31	46 1/2	13	1	0	Owts.	210	1 1/2	Steel	W. Hargreaves & Sons	Peltherton, 5/5/36, J. A. Hall	TOWLINE...	95	8 1/2	-	95	8 1/2
104413	15	"	"	"	13	1	11	"	"	"	do	Peltherton, 5/5/36, J. A. Hall	"						
104412	15	"	"	"	13	1	22	"	"	"	do	Peltherton, 5/5/36, J. A. Hall	"						
104414	15	"	"	"	13	1	17	"	"	"	do	Peltherton, 5/5/36, J. A. Hall	"						
59488	15 1/2	"	"	"	12	3	24	"	"	"	run	Gooding & Heath	14/10/39, S. C. Paul	HAWERS & WARPS }	90	3	-	90	2 1/2
58466	15	"	"	"	13	2	8	"	"	"	run	Gooding & Heath	22/3/39, S. C. Paul						
58004	15 1/2	"	"	"	18	1	3	"	"	"	run	Gooding & Heath	22/3/39, S. C. Paul						
58464	15	"	"	"	13	1	23	"	"	"	run	Gooding & Heath	22/3/39, S. C. Paul						
	90	Any size cable no certificate available									Cir.			"	110	3	-	90	1 3/4
Iron Stream Chain or Steel Wire	60	3 1/2	24.1						60	3	Steel Wire		Sydney, N.S.W., University, 4/4/41, W. A. Millan	"					

Steering Gear, Type (Power or hand) *Steam telemotor* Alternative Means of Steering *(1) Steam without telemotor, (2) Blows & tackle*

Steering Chains (Size and Test) *3/4* Windlass *Steam* Boats *2, (B.O.T. requirements)*

Ceiling in Holds, thickness and material *2" Hardwood* Cargo Battens, thickness, material and spacing *8" x 2" Oregon Pine, 14" centres*

Cargo Hatchways.—(Upper Deck) *Two, and one on P. Q. D.* Thickness of Hatches *2 1/2"*

Size of Hatchways No. 1 (Fwd.) *12'9" x 9'9"* No. 2 *23'8" x 13'2"* No. 3 *9'6" x 11'9"* No. 4 *R.O.D.* No. 5 *-* No. 6 *-*

Number of Shifting Beams and/or Fore and Afters *No 1 Hatchway, One, No 2 Hatchway, Three, No 3 Hatchway, One. No fore & afters fitted.*

Builder's Signature _____

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

(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 (where required to be inserted in the Notation).

This vessel is not fitted for the carriage and burning of oil used as fuel, or for the carriage of oil as cargo

The amount of Entry Fee £ *6 : 0 : 0* Fees applied for, *11/6/ 1941* (Special notations, where part of class, to be stated.)

Special Survey Fee.... £ *52 : 10 : 0* Received by me, _____

Repairs " " £ *10 : 10 : 0* I am of opinion the Vessel should be Classed *100 A1*

Travelling Expenses, if any £ *2 : 4 : 11* Subject to Equipment.

Plans by air mail *2 : 4 : 10*

Don & Wok. Cabergrans

State whether the Vessel has been built under Special Survey *Germanischer Lloyd* Signature *E. L. Cartwright*

Certificate to be sent to *Sydney N.S.W.* Date of issue *29/9/41* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *TUE. 23 SEP 1941*

Character assigned *100 A1 Subject*

S. S. No. 3-5-41

Limb 5.41

2021

Lloyd's Register Foundation

01227-01234-0264

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of the Vessel as built should be forwarded and a List of the Plans should be embodied.)

ing Vessel as built should be forwarded and a List of

This vessel, built to the Germanischer Lloyd Class, has now been examined throughout, with a view to obtaining the Society's Classification. When in dry dock, a special examination was made of the bottom plating, riveting, stem, stern post and rudder. A number of test holes drilled in shell plating, for verification of thickness, and found satisfactory. The inside and outside surfaces of shell plating, and all internal steel work scaled and examined, found or placed in good condition & well coated. A number of frame and shell rivets removed in various parts, & found of good material, the countersinks of holes being slightly less in depth than that required by the Rules. Cement removed in a number of places on inner surface of bottom plating, found adhering firmly, and the steel work in way good. The instructions contained in London Letter to Sydney N.S.W. M-- 29/8/40 regarding the strengthening of bottom forward, and panting arrangements examined, and found efficient & well preserved. The sheestake, 1st below shell plating forward, is $\frac{5}{8}$ in thickness, and the plating forward in 2nd strike below sheestake of $\frac{1}{2}$ in thickness. The scantlings of vessel have been verified with the approved plans and found to be substantially correct. ✓ 60 fathoms of tested stream wire, $3\frac{1}{2}$ circumference (particulars above) have now been placed on board (See London Letter to Sydney M-- 29/8/40) and the vessel's equipment is now in order except that the 3rd bower anchor & stream anchor have been lost, and the vessel will not be eligible for the equipment figure 1 until a 3rd bower anchor and a stream anchor of proper weight and list are placed on board and verified with Certificates. A spare bower anchor, and stream anchor, now placed on board temporarily, no certificates available. A complete S.S. No 3 now held on the vessel. See Sydney N.S.W. Report No 18304

PARTICULARS OF ELECTRIC WELDING (if employed)

Not employed ✓

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book (One deck (steel))

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

1st Bower
2nd "
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 11 ft., R.Q.D. 39 ft., Bridge 46 ft., Forecastle 25.5 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 147945 Signal Letters G M D F Extreme Breadth over Belting 29.1 (no belting fitted)

No. and Material of Decks One Steel, part wood sheathed.

Over-all Length 188'-0" (Circ. 1703)

Parts of Bottom of Vessel coated with cement or approved composition For & After peak tanks, all double bottom tanks, bilges, & bilge well

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,	29.3	No 6 23.07	Fore peak tank,		
Double bottom, under Engines and Boilers,	34.83	No 3 8.61	After peak tank,	11.48	9.48
Double bottom, if under Engines only,		No 4 25.22	Deep tank, aft,	9.16	17.2
Double bottom, if under Boilers only,		No 5 18.78	Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity 145.6'	79.5	No 1 31.78			
		No 2 69.75			
		TOTAL D.B.T. 147.11			

Order for Special Survey No.

Date

Dates of Surveys held while building



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Lloyd's Register Foundation

Total No. of Visits 15