

## STEEL STEAMER or MOTORSHIP.

Received at London Office JAN 1936

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

23<sup>rd</sup> December 1935 Port of BELFAST.

No. 11655

Survey held at BELFAST.

Date First Survey 20<sup>th</sup> Decem<sup>ber</sup> 1934 Last Survey 20<sup>th</sup> Decem<sup>ber</sup> 1935.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) TWIN SCREW MOTOR SHIP. "EMPIRE STAR"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Opening Aft.) COMPLETE SUPERSTRUCTURE WITH TONNAGE OPENING AFT. State Type of Erections P.B. &amp; F. ON SHELTER DECK.

TONNAGE under Tonnage Deck... 8856.96.

CLASS "WITH FREEBOARD" State if with freeboard as condition of Class YES.

Built at BELFAST.

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

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 516.75.

Launched SEPTEMBER 26<sup>th</sup> 1935. Yard No. 957.

Breadth (greatest moulded) B 70.0

Builders MESSRS. HARLAND &amp; WOLFF LTD.

Total

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 43'-4 1/2"

Owners BLUE STAR LINE LTD.

Gross Tonnage 11,093.32.

Register Tonnage 6813.66

1st Longitudinal Number (L x D) 516.75 x 43 = 22220

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

2nd Numeral L x (B + D) 516.75 (70 + 43) = 58392.

## REGISTERED DIMENSIONS.

FEET.

Length 524.2

Framing Depth "d," at middle of length. See Sec. 3 (1d) 14.80

Breadth 70.4

Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.91

Depth 32.35

Do. Long Bridge to top of keel 10.05

Draught Moulded 29'-6"















Residence

Port of Registry BELFAST.

If surveyed while building, afloat, or in dry dock

BUILDING, 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	34	/	Bracket Floors, Frame		
" " from 3/8 length to Collision bulkhead	27	/	" " Reversed Frame		
" " in peaks	24	/	" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	48 1/2 x .66	CLEAR DUCT KEEL
Frame Amidships, Angle, [  ] IN HOLD	9 x 3 1/2 x 3 1/2 x .44	/	" " top Angles	DOUBLE 3 1/2 x 3 1/2 x .62	" " "
" " Extends up to	UPPER & BRIDGE ALTERNATELY. INTER. FR. IN BR. 4 x 3 1/2 x .40 L SCARPAED 15" TO MAIN FRAMES. 4 x 3 1/2 x .44	/	" " bottom Angles	DOUBLE 5 x 5 x .70	" " "
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	2 @ .48	
" " Extends up to	LOWER DILON. ALTERNATE FR. 1	/	Margin Plate depth (excl. of flange) and thickness	42 x .62	
Depth of Framing Girder	9"	/	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	6 x 6 x .51	SINGLE.
Frames in Uppermost Continuous 'tween Decks, Angle, [  ]	9 x 3 1/2 x 3 1/2 x .44	/	" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	6 x 6 x .51	SINGLE.
" " Second 'tween Decks, Angle, [  ]	— 20 —	/	" " Gussets, spacing and scantling abaft 1/4 len. from stem	TANK TOP PLATING CARRIED OUT FORMING CONTINUOUS GUSSET 52" x 48	
" " Third " " " "	— 20 —	/	" " Gussets, spacing and scantling forward 1/4 len. from stem	TANK TOP CARRIED OUT AS ABOVE.	
Framing in Peaks, Angle or [  ]	9 x 3 1/2 x .42	/	Tank Side Brackets, height above base line at toe of Frame and thickness	48 1/2 x .51 FLANGED 3 1/2"	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" 6 DIAMS.	/	INNER BOTTOM PLATING.		
State if Frame Joggled	YES. NOT AT ENDS.	/	Breadth and thickness of Middle Line Strake	60 x .60	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	DEEP FRAMES 11 x 4 x 54 TO LOWER DECK WITH 4 x 4 x 50 REV. ON EVERY FR. FORD 64 3 SIDE STRS. 2 BELOW LOWER DECK 9" ABOVE 45 PL. 7 x 3 1/2 x 44 FACE ANGLES.	/	Thickness of remainder in Holds	74 1/2 IN WAY OF DUCT KEEL. .52 TO .48	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	TANK FRAMES FROM 1/4 L FORWARD 6 x 6 x 52 SINGLE RIVETING CLOSED AS PER RULE. 3 ADDITIONAL 1/2 DEPTH INTERCOSTALS .48 THICK EACH SIDE. 3 SHELL STRAKES FORD 1/4 L TO COLL. 54 D. 80 THICK.	/	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) in Wells, Angle, [  ]	FORE WELL 9 x 3 1/2 x 3 1/2 x .54 WITH 3 1/2 x 3 1/2 x 34 REV. BAR ON EVERY BEAM. FORE WELL FORWARD 8 x 3 1/2 x 3 1/2 x .52 AFT WELL 8 x 3 1/2 x 3 1/2 x .52 EVERY.	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [  ]	10 x 3 1/2 x 3 1/2 x .56	
Middle Line Keelson, on Floors, Angles, [  ] or [  ]			Spacing	EVERY FRAME	
" " Through Plate or Intercostal Plate			Second Deck, amidships, Angle, [  ]	11 x 3 1/2 x 3 1/2 x .56	O.B.S.
" " Foundation Plate on Floors			Spacing	EVERY FRAME	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, [  ]	11 x 3 1/2 x 3 1/2 x .56	O.B.S.
Side Keelsons, No. each side			Spacing	EVERY FRAME	
" " thickness of Intercostal Plate			Fourth Deck, amidships, Angle, [  ]	10 x 3 1/2 x 3 1/2 x .56	
" " Angles			Spacing	EVERY FRAME	
DOUBLE BOTTOM.			Poop Deck, Angle, [  ]	9 x 3 1/2 x 3 1/2 x .54	
Solid Floors, thickness and spacing	.48 EVERY FRAME.	/	Spacing	EVERY FRAME	
" " Are Frame and Reversed Frame joggled?	FRAME YES—REVERSE NO.	/	Bridge Deck, Angle, [  ]	8 x 3 1/2 x 3 1/2 x .52	
Bracket Floors, breadth and thickness at middle line			Spacing	EVERY FRAME	
" " breadth and thickness at margin plate			Forecastle Deck, Angle, [  ]	10 x 3 1/2 x 3 1/2 x .48	
			Spacing	ALTERNATE FR.	



## 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.
<b>PILLARS, No. of Rows.....</b> 2.....			Stringer Plate, breadth and thickness in way of Bridge .....	59 x .42	APPD. 53 x .42.
„ in 'tween Decks, Size and Spacing .....	} WIDE SPACED AS APPROVED.		Thickness of Plating abreast Deck openings in way of Wells .....	.44	
„ „ „ „ „			Thickness of Plating abreast Deck openings in way of Bridge .....	.44 ABREAST .38	MOTOR CASING. HATCH.
„ in Holds „ „			Thickness of Plating within line of openings...	.36 AND .34.	
„ „ „ „ „			If Sheathed, material and thickness .....	✓	
<b>Centre Line Bulkhead.</b>			<b>Third Deck.</b>		
Stiffeners and Spacing.....			Stringer Plate, breadth and thickness.....	59 x .42	APPD. 53 x .42
Plating, thickness of .....			If Plated, state thickness.....	.36 & .38.	✓
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck. SHELTER.</b>			Stringer Plate, breadth and thickness.....	59 x .34	✓
Stringer Plate, breadth and thickness in Wells	74 x .92	APPROVED .87.	If Plated, state thickness .....	.30	✓
BRIDGE FRONT END	74 x .67 + .68 DBLS.		<b>Poop Deck.</b>		
„ „ „ „ in way of Bridge	53 x .48		Stringer Plate, breadth and thickness .....	45 x .40	✓
„ Angle in Wells .....	6 x 6 x .87.		Plating, Sheathing, material and thickness ...	.30	PART SHEATHED 5 x 2 1/2 P.P.
Thickness of Plating abreast Deck openings in way of Wells .....	.68	APPROVED .63.	<b>Bridge Deck.</b>		
Thickness of Plating abreast Deck openings in way of Bridge .....	.44		Stringer Plate, breadth and thickness.....	74 x .61	APPD .56.
Thickness of Plating within line of openings...	.36 TO .46		Plating, Sheathing, material and thickness ..	PLATING .53	APPD .48.
If Sheathed, material and thickness .....	5 x 2 1/2 P.P. IN FORE WELL.		<b>Forecastle Deck.</b>		
<b>Second Deck.</b>			Stringer Plate, breadth and thickness.....	37 x .40	✓
Stringer Plate, breadth and thickness in Wells...	59 x .48	APPD 53 x .48.	Plating, Sheathing, material and thickness ..	.36 .50 BELOW WINDLASS.	4" P.P. IN WAY OF WINDLASS

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? No.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		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 .....	59	.94	.84	.84	✓	DOUBLE	1"	3 <sup>7</sup> / <sub>8</sub>	4	1	4	LAPPED
IN WAY DUCT KEEL.		1.13				"	1 <sup>1</sup> / <sub>8</sub>	4 <sup>1</sup> / <sub>4</sub>	"	1 <sup>1</sup> / <sub>8</sub>	4 <sup>1</sup> / <sub>2</sub>	"
" <del>DATE. (if any)</del>												
BOTTOM PLATING, No. of Strakes ..... 4.....	78 <sup>1</sup> / <sub>2</sub>	.73	B.C.D FORD <sup>1</sup> / <sub>2</sub> L TO COLL BHD .80	.56	✓	"	1"	3 <sup>4</sup> / <sub>5</sub>	"	1	4	"
BILGE PLATING, No. of Strakes ..... 2.....	74 66	.78	.56	.66	✓ APPROVED .73	"	1	3 <sup>4</sup> / <sub>5</sub>	"	1	4	"
SIDE PLATING, No. of Strakes ..... 5.....	72	.71	.52	.52	1 ONE STRAKE ABOVE BILGE .81.	"	<sup>7</sup> / <sub>8</sub> "	3 <sup>4</sup> / <sub>10</sub>	"	<sup>7</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>2</sub>	"
UPPER DECK, Sheer- strake in Wells.....	72 <sup>1</sup> / <sub>4</sub>		.93 78 DBLING	.93 78 DBLING	✓ APPROVED .86	"	1"	3 <sup>4</sup> / <sub>5</sub>	"	1	4	"
UPPER DECK, Sheer- strake in Bridge ...		.71			✓	"	<sup>7</sup> / <sub>8</sub> "	3 <sup>4</sup> / <sub>10</sub>	"	<sup>7</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>2</sub>	"
STRAKE BELOW Sheer- strake in Wells.....	72		.83	.83	✓ APPROVED .78	"	1"	3 <sup>4</sup> / <sub>5</sub>	"	1"	4	"
STRAKE BELOW Sheer- strake in Bridge ...		.71			✓	"	<sup>7</sup> / <sub>8</sub> "	3 <sup>4</sup> / <sub>10</sub>	"	<sup>7</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>2</sub>	"
POOP SIDE PLATING .....				.44	✓	SINGLE	<sup>3</sup> / <sub>4</sub>	3	2	<sup>3</sup> / <sub>4</sub>	2 <sup>5</sup> / <sub>8</sub>	"
BRIDGE SIDE PLATING ...	50 <sup>1</sup> / <sub>2</sub> 51 <sup>1</sup> / <sub>2</sub>	.69			✓ APPROVED .64.	DOUBLE.	<sup>7</sup> / <sub>8</sub>	3 <sup>4</sup> / <sub>10</sub>	4	<sup>7</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>2</sub>	"
FOREC'TLE SIDE PLATING			.46.		✓	SINGLE.	<sup>3</sup> / <sub>4</sub>	3	2	<sup>3</sup> / <sub>4</sub>	2 <sup>5</sup> / <sub>8</sub>	"

## WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel— i.e. SHELTER				Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c) 1 (COLLISION.) ✓				✓	✓	✓	✓
,, Deck next below 7. ✓							
As per Rule 8. ✓							
				STIFFENERS.			
Plating Thickness.		VERTICAL.		HORIZONTAL.			
		Scantlings.	Spacing.	Scantlings.	Spacing.		
MIDSHIP BULKH'D, Upper tween decks		26	4½ x 3 x 34 L	30"			
,, Second ,,		28 & 31	4½ x 3 x 34 L	30"		SHELF PLATE IN C'D'M.	
,, Third ,,		✓					
,, Holds .....		31 to 42	6½ x 3 x 34 L	30"		2 SHELF PLATES IN CAFFERDAM.	
COLLISION (in Hold) .....		38 to 52	9 x 3½ x 38 L	24"		2 SEMI-BOX BEAMS.	
AFTER PEAK (in Hold) .....		30 to 48	9 x 42 x 3 x 3 x 44 L 8 x 3 x 42 L	24"			

		Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....		✓	✓	✓	✓
STEM .....					UPPER PART—ROLLED BAR 11x2 7/8 FOREFOOT—CASTING—R.H. LLOYD & CO. LTD.
STERN FRAME	Propeller Post .....	CASTING	AS APPD. 16"	MESSRS LTD CO. FORMERLY SKODA WORKS, PILSEN, CZECHOSLOVAKIA.	
	Rudder .....	CASTING	15" x 4 1/2" x 2 1/2" x 1 1/2"	— LUTG —	
Speed of Vessel .....			16 KNOTS.		
RUDDER—Type .....			SEMI BALANCED		
,, A x D .....		✓			
,, Diam. of head .....		17"			
,, Mainpiece at top pintle .....		CAST M.S.			
,, " heel .....		"			
,, how constructed .....			BUILT PLATES & ANGLES.		
,, double or single plate .....			DOUBLE PLATES .62		
,, coupling, vertical or .....			VERTICAL.		
,, horizontal .....					

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STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Colvilles Ltd. Glasgow.*  
*The Steel Co. of Scotland and the Lanarkshire Steel Co.*  
*Open Hearth process.*

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



EQUIPMENT No 60619.												LETTER <i>if</i>	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.			
94419.	1st Bower ...	100	0	21	✓			67	12	2	0	HALLS LATEST IMPROVED C.S. HEAD. SHANK FORGED COLLECTIVE WEIGHT. H. INGT. STEEL. SHK. F.W.I.	HINGLEY & SONS LTD.	NETHERTON - JUNE 29TH 1935	
94420.	2nd „ ...	100	0	18	✓	✓	✓	67	12	2	0	AS APPROVED	—Do—	—Do—	
94418	3rd „ ...	99	1	10	✓	✓	✓	67	5	0	0	—Do—	—Do—	—Do—	
	Collective weight.	299	2	21	✓	✓	✓					298-0-0			
94458	Stream .....	32	1	14	✓	✓	✓	30	8	0	14	131-0-0	RODGERS FORGED O.H.I. STEEL S.M. TAYLOR (BRIERLEY HILL) LTD.	NETHERTON - JULY 18TH 1935	

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.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.						Fathoms.	Ins.	Tons.	Fathoms.
87564	330	2 7/16	14 7/8	20 7/10	1048	1	8				STUD LINK "TRAYCO"	S. TAYLOR & SONS (BRIERLEY HILL) LTD.	NETHERTON - JULY 16TH 1935.	T.A. RELF.	TOWLINE...	130	6 1/2	11 5/8	130
	No. OF SHACKLES 22 JOINING. 4 END. SPARE 3 END. 3 JOINING. 2 JOINING (LKR)																		
NOTE!	TWO OF THE LENGTHS OF THIS CABLE ARE IN 2 PARTS VIZ. 996 FATHOMS RESPECTIVELY.																		
																2 @	120	3 1/4	21 1/4
																4 @	90	3 1/4	21 1/4
Iron Stream Chain or Steel Wire	120	5 1/2	8 1/4	8	GUARANTEED STRAIN.				120	5 1/2	8 1/4	STEEL WIRE.	BRUNTON & S (MUSSELBURGH) LTD.						

Steering Gear, <del>Steam</del> <i>Doukins electric. Lawrence Scott motor.</i>	Steering Gear, Hand <i>None.</i>
Boats <i>2 @ 26'. 2 @ 28' launch.</i>	Steering Chains, Size and Test <i>None.</i>
Ceiling in Holds, thickness and material <i>Holds insulated 2" elm on insulation below hatches</i>	Cargo Battens, thickness, material and spacing <i>5 1/2 x 1 3/4 in insulated tween decks, poop &amp; fore spaces.</i>
Cargo Hatchways. — (Upper Deck) <i>Plates and angles.</i>	Thickness of Hatches <i>2 1/2"</i>
Size of No. 1 Hatchway (Forward) <i>24'-9" x 18'</i>	No. 2 <i>33'-11" x 18'</i>
	No. 3 <i>25'-6" x 18'</i>
	No. 4 <i>33'-4" x 18'</i>
	No. 5 <i>28'-4" x 18'</i>
	No. 6 <i>17'-1" x 18'</i>
Number of Shifting Beams and/or <del>Fore and Afters</del> <i>No 1: 5. No 2: 6. No 3: 5. No 4: 7. No 5: 5. No 6: 3. no fore &amp; afters.</i>	
Builder's Signature <i>Chas Payne</i>	

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 <i>Motorship.</i>	
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo <i>no.</i>	The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.
<p>The oil fuel is carried in the double bottom (Frames 25F to 73A) and (54F to 87F): also in oil fuel bunkers at fore end of motor room and in deep tanks in way of tunnels. Flash point above 150°F. The vessel has been constructed in accordance with the approved plans, the Secretary's letters, and in general conformity with the Rules of the Society for the class contemplated. The workmanship and materials are good. The double bottom tanks, deep oil fuel tanks and bunkers and cofferdams have been tested in accordance with the Rules with satisfactory results. The weather decks, watertight bulkheads, flats &amp; tunnels, mutton port doors and sidelights have been satisfactorily hose tested. The steering gear, windlass and anchors, bilge pumps and W.T. doors to tunnels have been tried and found in order. The Freeboards assigned have been marked on the vessels sides, verified and cut in, and the Certificate and one copy issued. The</p>	

The amount of Entry Fee ..... £ 12. 0. 0	Fees applied for, <i>31st Dec 1935.</i>	(Special notations, where part of class, to be stated.)
Special Survey Fee.... £463: 13: 3	Received by me, <i>7.1.1936</i>	
Freeboard. 20: 9: 0		
Travelling Expenses, if any £ : ✓ :		
State whether the Vessel has been built under Special Survey <i>Yes.</i>	I am of opinion the Vessel should be Classed <i>+100 A.1</i>	
	<i>"WITH FREEBOARD"</i>	
	<i>FITTED FOR OIL FUEL. FLASH POINT ABOVE 150°F.</i>	
	<i>G.Y.C. — E.S.D. — D.F. — E.L.</i>	
	Signature <i>S.P. Scott</i>	
	Surveyor to Lloyd's Register of Shipping.	

Certificate to be sent to <i>Belfast</i>	Date of issue <i>24/1/36.</i>
Committee's Minute	<i>FRI. 10 JAN 1936</i>
Character assigned	<i>+100 A.1</i>
	<i>With freeboard</i>
	<i>Lloyd's Act. + Limb 12.35 oil Eng.</i>
	<i>E.S.D. 2 D.P. - 100 lbs</i>
	<i>G.Y.C. S.P.</i>
	<i>Brink</i>



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Lloyd's Register Foundation

W1128-0267 212



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.)

vessel is insulated throughout except the shelter tween decks abaft No 3 hatch and the poop, bridge and Forecastle tween decks. The following Forging and Casting reports are enclosed.

Steel Frame.

Propeller Brackets.

Rudder Frame & arms.

Rudder Head.

Forefoot.

Tiller

Quadrant.

Semich & tubular pillar tests.

Copies of the midship Section, Profile & Deck Plans are sent herewith for reference. Copies of the approved plans are in the London office, our copies being retained here pending the completion of a sister vessel.

It is requested that the plans now forwarded be returned for use in dealing with the sister vessel.

This vessel is similar to the "Australia Star" except for modifications in tween deck heights in nos 1, 4, 5 & 6 holds & other small details.

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

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	2nd "	3rd "	C - Q - LBS	WEIGHT OF HEAD	WEIGHT OF SHANK	WEIGHT OF HEAD	WEIGHT OF SHANK	WEIGHT OF HEAD	WEIGHT OF SHANK	INCL. PINS & BLOCKS.	SURVEYOR'S INITIALS	NO. OF CERT.	DATE OF TEST	MARK.
					62-1-9	67-1-11	62-0-24	67-0-26	61-3-3	68-3-5	30-2-5	N.S.	761	MAY 30, 1934	L.R. 761. N.S. 30.5.34.
					62-1-9	67-1-11	62-0-24	67-0-26	61-3-3	68-3-5	30-2-5	N.S.	764	-Do-	L.R. 764. N.S. 30.5.34.
					62-1-9	67-1-11	62-0-24	67-0-26	61-3-3	68-3-5	30-2-5	N.S.	767	-Do-	L.R. 767. N.S. 30.5.34.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 64.3 ft., R.Q.D. ✓ ft., Bridge 193 ft., Forecastle 72 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 deck and shelter deck. 2nd deck except in hold. 3rd deck forward hatch space. All decks of steel

Official No. 163219; Signal Letters MKMN. Is bottom of vessel coated with cement No. 2 & 3 tanks only. if not give particulars of composition nos 2 and 3 fresh water double bottom tanks cemented on bottom only. Remainder of tanks for oil fuel bare steel.

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. S.W. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. S.W. Tons.
Double bottom, aft, INCL. DEEP O.F. TANKS WHICH ARE COMMON TO D.B. 28 AFT TO 51 AFT	65-2"	1019	Fore peak tank, 87 FORWARD TO STEM.	32'	95 S.W.
Double bottom, under Engines and Boilers, ✓			After peak tank, 84 AFT TO STERN.	21'-10"	157 S.W.
Double bottom, if under Engines only, 4 AFT TO 28 AFT	68-0"	392	Deep tank, aft, O.F. TANKS AFT NOT COMMON TO D.B. 28-69 A. AT CR. 51-66 A. AT SIDE	116'-2"	465 O.F.
Double bottom, if under Boilers only, ✓			Deep tank, forward,	42'-6"	437 O.F.
Double bottom, forward, 4 AFT TO 87 FORWARD.	235-9"	884	Other tanks, if fitted, MIDSHIP FUEL BKRS 4 A TO 7 A.	8'-6"	437 O.F.
Total capacity of double bottom		2295	(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. 849

Date 3rd Jan. 1935

Dates of Surveys held while building

1934. Dec 20 1935. Jan 1. 4. 7. 8. 14. 15. 16. 17. 22. 24. 28. 29. 30. 31. Feb 1. 2. 4. 5. 6. 11. 12. 13. 14. 15. 18. 19. 20. 21. 22. 25. 26. 28. Mar 1. 4. 5. 7. 8. 11. 13. 14. 15. 18. 19. 20. 21. 22. 26. 27. 28. 29. Apr 1. 2. 4. 5. 8. 9. 10. 11. 12. 16. 18. 25. 26. 27. 29. 30. May 1. 2. 3. 7. 8. 9. 10. 13. 14. 15. 16. 17. 18. 20. 21. 22. 23. 24. 27. 28. 29. 30. 31. June 3. 4. 5. 6. 7. 10. 11. 12. 13. 14. 17. 18. 19. 20. 21. 24. 25. 26. 27. 28. July 1. 2. 3. 4. 5. 9. 11. 23. 24. 26. 29. 30. Aug 1. 2. 5. 6. 7. 8. 9. 12. 13. 14. 15. 16. 19. 20. 22. 23. 26. 28. 29. 30. Sept. 2. 3. 5. 7. 8. 9. 13. 19. 20. 24. 25. 26. Oct 2. 7. 9. 16. 17. 22. 23. 25. 28. 29. Nov. 1. 4. 6. 8. 16. 24. 27. 28. 30. Dec. 3. 5. 9. 11. 12. 13. 16. 17. 18. 19. 20. Total No. of Visits 184.