

## STEEL STEAMER or MOTORSHIP.

-8 JAN 1935

Received at London Office

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 JANUARY 7TH 1935.Port of BELFAST.No. 11436Survey held at BELFAST.Date First Survey 26th January 1934Last Survey JANUARY 1ST.

1935

On the (State if Machinery fitted Aft and

TWIN SCREW MOTOR VESSEL "IMPERIAL STAR"

State Type

(Full description, Complete Superstructure with or without Tonnage Openings)

COMPLETE SUPERSTRUCTURE WITH TONNAGE OPENING.

State Type of Erections

B9 F. ON SHELTER DK.

TONNAGE under Tonnage Deck

8839.06

CLASS

100 A.1

State if with freeboard as condition of Class

YES.

Built at

BELFAST.

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 516.75Launched OCTOBER 9TH '34 Yard No. 933.

Total

Breadth (greatest moulded)

B 70.0Builders MESSRS HARLAND & WOLFF LTD.

Gross Tonnage

10733.00

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 LINES LTD.

Register Tonnage

6522.951st Longitudinal Number (L x D)  $\frac{516.75 \times 43}{12} = 22220$ 

Managers

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

2nd Numeral L x (B + D)  $\frac{516.75 (70 + 43)}{12} = 58392$ Residence 40, ST. MARY AVE. LONDON E.C.3

## REGISTERED DIMENSIONS.

FEET.

Length

517.14

Breadth

70.4

Depth

32.35

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

14.80

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

11.91

Do. Long Bridge to top of keel

10.05

Draught Moulded

29'-6"Port of Registry BELFAST.

If surveyed while building, afloat, or in dry dock

BUILDING, AFLOAT & 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.
<b>FRAMES, Spacing amidships</b>	34		<b>Bracket Floors, Frame</b>		
" " from 1/2 length to Collision bulkhead	27		" " Reversed Frame		
" " in peaks	24		" " Vertical Struts		
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	48 1/2 x .66	CLEAR OF DUCTS
Frame Amidships, Angle, [ <u>10</u> ] IN HOLD	9 x 3 1/2 x 3 1/2 x .54		" " top Angles <u>DOUBLE</u>	3 1/2 x 3 1/2 x .62	" " "
" " Extends up to <u>UPPER 7 BRIDGE ALT. FRAMES</u>			" " bottom Angles <u>DOUBLE</u>	5 x 5 x .70	" " "
Reversed Frame Amidships, Angle	4 x 3 1/2 x .44		<b>Side Girders, No. each side and thickness</b>	2 @ .48	
" " Extends up to <u>LOWER DECK ON ALT. FRAMES</u>			<b>Margin Plate depth (excl. of flange) and thickness</b>	42 x .62	
Depth of Framing Girder	9"		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6 x 6 x .51	SINGLE.
Frames in Uppermost Continuous 'tween Decks, Angle, [ <u>10</u> ]	9 x 3 1/2 x 3 1/2 x .54		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	6 x 6 x .51	SINGLE.
" " Second 'tween Decks, Angle, [ <u>10</u> ]	-80-		" " Gussets, spacing and scantling abaft 1/2 len. from stem	T. TOP PLATING CARRIED OUT FORMING CONTINUOUS GUSSET .52 TO .48	
" " Third " " "	-80-		" " Gussets, spacing and scantling forward 1/2 len. from stem	T. TOP CARRIED OUT AS ABOVE	
Framing in Peaks, Angle on [ <u>10</u> ]	9 x 3 1/2 x .42		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	48 1/2 x .51	FLANGED 3 1/2"
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" 6 DIAMS.		<b>INNER BOTTOM PLATING.</b>		
State if Frame Joggled	<u>YES. NOT AT ENDS.</u>		Breadth and thickness of Middle Line Strake	60 x .60	
<b>ANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>	DEEP PAS. 12 x 3 1/2 x .54 [ TO 3RD DECK. WITH 6 x 4 1/2 x .54 REVERSE ON EVERY FORD OF 66 FR. 13 STRINGERS 6 1/2" APART. .45 PLATE WITH 7 x 3 1/2 x .44 FACE ANGLE.		Thickness of remainder in Holds	.52 TO .48	
<b>TRENGTHENING OF BOTTOM FORWARD. State Particulars</b>	TANK FRAMES FROM 1/2 LEN. FORWARD. 6 x 6 x .52 SINGLE. RIVETING CLOSED AS PER RULE. 3 ADDITIONAL 1/2 DEPTH INTERCOSTS. .48 THICK EACH SIDE FORWARD. 3 SHELL STRAKES EACH SIDE, FORD 1/2 LENGTH TO COLL. BND. 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?	<u>YES.</u>	
<b>DOUBLE BOTTOM.</b>			<b>BEAMS.</b>		
<b>SINGLE BOTTOM.</b>			<b>Uppermost Continuous Deck, amidships</b>	FOREWELL 9 x 3 1/2 x .34 [ WITH 3 1/2 x 3 1/2 x .34 REV. ON EVERY FR. FOREWELL 8 1/2 x 3 1/2 x .34 [ EVERY. AFT OF BRIDGE 8 1/2 x 3 1/2 x .52 EVERY.	
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, [ <u>10</u> ]	10 x 3 1/2 x 3 1/2 x .38 [	
Height of Brackets at side above base line at toe of frame			Spacing	EVERY FRAME	
Middle Line Keelson, on Floors, Angles, [ or [			<b>Second Deck, amidships, Angle, [ <u>10</u> ]</b>	11 x 3 1/2 x 3 1/2 x .56	O.B.S.
" " Through Plate or Intercostal Plate			Spacing	EVERY FRAME	
" " Foundation Plate on Floors			<b>Third Deck, amidships, Angle, [ <u>10</u> ]</b>	11 x 3 1/2 x 3 1/2 x .56	O.B.S.
" " Flat Plate Keel Angles			Spacing	EVERY FRAME	
Side Keelsons, No. each side			<b>Fourth Deck, amidships, Angle, [ <u>10</u> ]</b>	10 x 3 1/2 x 3 1/2 x .56	
" " thickness of Intercostal Plate			Spacing	EVERY FRAME	
" " Angles			<b>Poop Deck, Angle, [ or [</b>		
<b>DOUBLE BOTTOM.</b>			Spacing		
Solid Floors, thickness and spacing	.48 EVERY FRAME.		<b>Bridge Deck, Angle, [ <u>10</u> ]</b>	8 x 3 1/2 x 3 1/2 x .52	
" " Are Frame and Reversed Frame joggled?	FRAME-YES. REV. FR.-NO.		Spacing	EVERY FRAME	
Bracket Floors, breadth and thickness at middle line			<b>Forecastle Deck, Angle, [ <u>10</u> ]</b>	10 x 3 1/2 x 3 1/2 x .56	
" " breadth and thickness at margin plate			Spacing	ALTERNATE FRAMES	



## PILLARS AND DECKS.

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</b> , No. of Rows.....	<i>Two.</i>			Stringer Plate, breadth and thickness in way of Bridge .....	<i>59 x .42</i>	<i>APPD. 53x.42</i>	
" in 'tween Decks, Size and Spacing.....				Thickness of Plating abreast Deck openings in way of Wells .....	<i>.44 ✓</i>		
" " " " "				Thickness of Plating abreast Deck openings in way of Bridge .....	<i>.44 ABREAST .38</i>	<i>MOTOR CASING, HATCH.</i>	
" in Holds " "				Thickness of Plating within line of openings...	<i>.36 AND .34</i>		
" " " " "				If Sheathed, material and thickness .....	<i>✓</i>		
<b>Centre Line Bulkhead.</b>				<b>Third Deck.</b>			
Stiffeners and Spacing.....				Stringer Plate, breadth and thickness.....	<i>59 x .40 IN BRIDGE. 59 x .44 ABREAST MOTOR C.</i>		
Plating, thickness of .....				If Plated, state thickness.....	<i>.36 AND .38 .44 ABREAST MOTOR CASING</i>		
<b>STRINGERS AND DECKS.</b>				<b>Fourth Deck.</b>			
<b>Uppermost Continuous Deck. SHELTER.</b>				Stringer Plate, breadth and thickness.....	<i>58½ x .34</i>		
Stringer Plate, breadth and thickness in Wells				If Plated, state thickness .....	<i>.30</i>		
" " " " in way of Bridge				<b>Poop Deck.</b>			
" Angle in Wells .....				Stringer Plate, breadth and thickness .....			
Thickness of Plating abreast Deck openings in way of Wells .....				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...				Stringer Plate, breadth and thickness.....	<i>74 x .61</i>	<i>APPD. .56.</i>	
If Sheathed, material and thickness <i>2½ P.P. IN POPE WELL</i>				Plating, Sheathing, material and thickness ...	<i>PLATING .53 APPD. .48 5x2½ P.P. OUTSIDE HOUSES.</i>		
<b>Second Deck.</b>				<b>Forecastle Deck.</b>			
Stringer Plate, breadth and thickness in Wells...				Stringer Plate, breadth and thickness .....	<i>37 x .40</i>		
				Plating, Sheathing, material and thickness ...	<i>.36. .50 BELOW WINDLASS 4" P.P. IN WAY OF WINDLASS</i>		

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>No.</i> ✓		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 $\frac{3}{8}$ "	4	1	4	LAPPED.	
" DELG. (if any)													
BOTTOM PLATING, No. of Strakes .....4.....	78 $\frac{1}{2}$ "	.73	B.C.D. FORD $\frac{1}{2}$ L TO COLL. B. .80	.56.	✓	"	1"	3 $\frac{5}{8}$ "	4	1	4	"	
BILGE PLATING, No. of Strakes .....2.....	74" 66"	.78		.56	APPD. .73.	"	1"	3 $\frac{5}{8}$ "	"	1	4	"	
SIDE PLATING, No. of Strakes .....5.....	72"	.71		.52	.52	1. STRAKE ABOVE BILGE .81	"	$\frac{7}{8}$ "	3 $\frac{5}{10}$ "	"	$\frac{7}{8}$ "	3 $\frac{1}{2}$ "	"
UPPER DECK. Sheer- strake in Wells.....	72 $\frac{1}{4}$ "			.93	.93	APPD. .86.	"	1"	3 $\frac{5}{8}$ "	"	1	4	"
				.78 DEL.	.78 DEL.								
UPPER DECK. Sheer- strake in Bridge ...		.71				"	$\frac{7}{8}$ "	3 $\frac{5}{10}$ "	"	$\frac{7}{8}$ "	3 $\frac{1}{2}$ "	"	
STRAKE BELOW Sheer- strake in Wells.....	72"			.83	.83	APPD. .78	"	1"	3 $\frac{5}{8}$ "	"	1	4	"
STRAKE BELOW Sheer- strake in Bridge ...		.71				"	$\frac{7}{8}$ "	3 $\frac{5}{10}$ "	"	$\frac{7}{8}$ "	3 $\frac{1}{2}$ "	"	
POOP SIDE PLATING .....	✓	✓	✓	✓									
BRIDGE SIDE PLATING ...	50 $\frac{1}{2}$ " 51 $\frac{1}{2}$ "	.69				APPD. .64	"	$\frac{7}{8}$ "	3 $\frac{5}{10}$ "	"	$\frac{7}{8}$ "	3 $\frac{1}{2}$ "	"
FOREO'TLE SIDE PLATING			.46.	✓		SINGLE.	$\frac{3}{4}$ "	3	2	$\frac{3}{4}$ "	2 $\frac{5}{8}$ "	✓	

## WATERTIGHT BULKHEADS.

		Plating Thickness.	STIFFENERS.				
			VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings.	Spacing.	
Total No. of <b>W.T. BULKHEADS</b> in Vessel— L.E. SHELTER							
Extending to Upper Deck (Sec. 3 c)			COLLISION.				
" Deck next below							
As per Rule							
MIDSHIP BULKHD, Upper tween decks		26	4x3x34L	30"	9	4x3x34L	30"
"	" Second "	29 to 31	4x3x34L	30"	1		
"	" Third "		✓				
"	" Holds .....	31 to 42	6 1/2 x 3 x 34L	30"	✓		146
<b>COLLISION</b>	" (in <sup>PEAK</sup> Hold) .....	35 to 52	9 x 3 1/2 x 40L	24"			40
<b>AFTER PEAK</b>	" IN PEAK. ....	30 to 48	9 x 3 x 38L 8 x 3 x 42L	24"	✓		

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> .....	UPPER PART-ROLLED BAR 11x2 1/2 FOREFOOT-CASTING-F.H.LLOYD & CO. LTD.			
<b>STERN FRAME</b> {	CASTING AS APPD.		KESSEL LTD. CO. FORMERLY SKODIS WORKS PLZEN. CZECHOSLOVAKIA.	
{ Propeller Post .....	16			
{ Rudder " .....	CASTING 15x14 1/2 12 1/2		17" DIA. STOCK.	
<b>RUDDER-Ax D</b> .....	SEM- BALANCED.			
<b>Speed of Vessel</b> .....	16 KNOTS 15"			
<b>RUDDER</b> mainpiece at head ...	CAST M.S.		LTD CO LONDON W.C.	
" " heel ...	"			
" how constructed .....	BUILT. PLATES & ANGLES.			
" double or single plate	DOUBLE PLATES 62"			
" coupling, vertical or	VERTICAL.			
" horizontal .....				

STEEL.

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

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

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

Colvilles Ltd. Glasgow.

Lloyd's Register  
Foundation



EQUIPMENT No. 60619										LETTER 17		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.
93686	1st Bower ...	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	HALLS IMPROVED TYPE, C.S. HEAD, SHANK FORGED O.H. STEEL SHACKLE F.W.I.	HINGLEY & SONS	NETHERTON 30-6-34 J.A. REE
93688.	2nd " ...	100	-	-	STOCKLESS.			67	5	-	-	COLLECTIVE WEIGHT	- 80 -	- 80 -	- 100 -
93687	3rd " ...	97	2	7				67	5	-	-	AS APPROVED	- 80 -	- 80 -	- 100 -
	Collective weight.	297	2	7								298-0-0.			
93816	Stream .....	31	1	0	8	2	4	29	11	1	0	31-0-0.	RODGERS (FORGED OPEN HEARTH INGOT STEEL)	S. TAYLOR & SONS	NETHERTON 30-8-34, H. GREEN

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.	Statio- nary.	Break- ing.	Supplied.	Per Rule.		Length.	Diam.	Length.					Cir.	Length.		Cir.		
	Fathoms.	Inch.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
87146	330	2 1/2	149-10	209-10	1032-0-18		✓				STUD LINK "TRAYCO"	S. TAYLOR & SONS. (BRIERLEY HILL LTD).	NETHERTON 1 AUGUST 30TH 34 H. GREEN.		130	6 1/2	112-6.	130	6 1/2	
NOTE	TWO OF THE LENGTHS OF THIS CABLE ARE IN 2 PARTS VIZ. 9 AND 6 FMS. RESPECTIVELY.																			
MARK	14.31.33. L.P.H.-N 87146. A. 149. 14.0.0. BUT. 209. 10.0.0.																			
22 JOINING & SHACKLES. 4 END. SPARE SHACKLES. 3 END. 3 JOINING. ALSO 2 JOINING SHACKLES (LKR)																				
														4@	120	2 3/4	15-4.	120	2 3/4	
														2@	100	2 1/2	13. 4.		OWNERS EXTRA.	
		Cir.								Cir.										
In Stream (Chain or Steel Wire)	120	5 1/2	84	8	GUARANTEED STRAIN. ✓				120	5 1/2	STEEL WIRE 24	BRUNTONS (MUSSELBURGH) LTD. MUSSELBURGH. SCOTLAND.								

ELECTRIC. Steering Gear, ~~Steam~~ HARLAND & WOLFFS. LAURENCE SCOTT MOTORS. Steering Gear, Hand ✓

Boats 2@28'. 2@26' LARCH. Steering Chains, Size and Test ✓ Windlass CLARK CHAPMANS. ELECTRIC.

Ceiling in Holds, thickness and material INSULATED HOLDS. 2" ELM ON INSULATION BELOW HATCHES. Cargo Battens, thickness, material and spacing ALL HOLDS INSULATED. 5 1/2" W.P. IN SHELTER T. DES ART NO HOLD.

Cargo Hatchways. (Upper Deck) STEEL PLATES AND ANGLES. Thickness of Hatches 2 1/2"

Size of No. 1 Hatchway (Forward) 24'9" x 18'0" No. 2 28'4" x 18'0" No. 3 25'6" x 18'0" No. 4 25'6" x 18'0" No. 5 28'4" x 18'0" No. 6 17'0" x 18'0"

Number of Shifting Beams and/or Fore and Afters 5 per later except no 6 which has 3.

For HARLAND AND WOLFF, LIMITED,  
A. J. Marshall  
Assistant Secretary.

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel YES (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo NO. The positions in which oil is carried as fuel ~~or cargo~~ should be indicated, together with the flash point.

The oil fuel is carried in the double bottom (Frames 25 fore to 73 aft) and (Frames 54 to 87 fore) also in oil fuel bunkers at fore end of motor room and in deep tanks in way of tunnels. F.P. 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, fore & after peak tanks, deep O.F. tanks and bunkers and cofferdams have been tested in accordance with the Rules with satisfactory results. The weather decks, W.T. bulkheads, flats & tunnels, mutton port doors and sidelights have been satisfactorily hose tested. Steering gear, winches & anchors, bilge pumps & W.T. doors to tunnels have been tried and found in order. The Freeboards assigned have been marked on the vessel's sides, verified and cut in, & the Certificate and one copy issued. The vessel is insulated throughout except shelter tween decks above no 2 hold. The original length of this vessel has been increased by 1'9" without any modification in scantlings (See letter FEB 15TH 1934)

The amount of Entry Fee ..... £ 12 : 0 : 0 } Fees applied for, 4<sup>th</sup> Jan 1935

Special Survey Fee.... £ 459 : 3 : 3 } Received by me, 24.1.35

Freeboard 20 : 9 : 0

Travelling Expenses, if any £ : : 25

I am of opinion the Vessel should be Classed +100 A.1. "WITH FREEBOARD". FITTED FOR OIL FUEL F.P. ABOVE 150°F. GYC-E.S.D.-D.F.-E.L.

State whether the Vessel has been built under Special Survey YES. Signature J. P. Scott & J. B. Cochrane

Certificate to be sent to Bel Date of issue 26/1/35 Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 11 JAN 1935

Character assigned +100 A1  
With freeboard

Lloyd's arcl + dimb. 1.35 2 d.p. 100 lbs  
oil eng. C.L.  
E.S.D.

Whitegl  
24.1.35

W1135-0107 1/2

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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.)

and the numerals have been modified in accordance with the new length.  
The following Forging & Casting Reports are enclosed.  
✓ Stem Frame  
✓ Propeller Brackets  
✓ Rudder Frame & boom  
✓ Rudder head.  
✓ Forefoot.

The tiller & quadrant reports are being retained in this office until the sister vessel is completed.  
A modified midship section plan is forwarded herewith for reference. Modified copies of the Profile and Deck Plans will be forwarded in due course. Copies of the approved plans are in London office, our copies being retained here in the meantime pending the completion of no 934, a sister vessel.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.		SURVEYORS				MARK.
		CERT. No	INITIALS	DATE CERT.		
1st Bower	C.S. ANCHOR HEAD 61.2.27 INCL. BLOCKS. WEIGHT OF SHANK 36.0.15 AND PINS. C.S. ANCHOR HEAD 61.1.24 INCL. BLOCKS. WEIGHT OF SHANK 36.2.10 " AND PINS. C.S. ANCHOR HEAD 61.0.17 INCL. BLOCKS. WEIGHT OF SHANK 36.1.4 " AND PINS.	9479.	K.H.	DEC 28. 1931.	L.R. 9479. K.H. 22.12.31.	
2nd "		9478.	K.H.	— 50 —	L.R. 9478. K.H. 22.12.31.	
3rd "		9446	N.B.	Nov. 30. 1931.	L.R. 9446. N.B. 27.11.31.	

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge 193 ft., Forecastle 72 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ✓

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 decks and shelter deck. 4th deck in nos 2 and 3 holds. (all decks of steel)  
Official No. 163212; Signal Letters G.Y.T.T.  
Is bottom of Vessel coated with cement — if not give particulars of composition nos 2 & 3 F.W. 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.
Double bottom, aft, INCL. DEEP O.F. TANKS WHICH ARE COMMON TO DB. 32 TO 73 AFT.	116'-2"	921	Fore peak tank, 87 F TO STEM.
Double bottom, under Engines and Boilers, 2 to 32 AFT	85'	522	After peak tank, 84 A TO STERN.
Double bottom, if under Engines only,			Deep tanks aft, OIL FUEL TANKS AFT NOT COMMON TO DB. 51 TO 67 AFT.
Double bottom, if under Boilers only,			Deep tank, forward, MIDSHIP FUEL BUNKERS. 2 TO 8 AFT.
Double bottom, forward, 2 AFT TO 87 FORWARD.	230'	850	Other tanks, if fitted,
Total capacity of double bottom		2293	(If necessary, furnish further information by sketch.)

\* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 839  
Date DEC 13TH. 1933.

Dates of Surveys held while building  
1934 Jan 26-28 Feb 5-9 8-13 20-28 Mar 13-15 21-23 Apr 16-18 20-24 25-26 27-30 May 1-2 3-4 7-8 9-10 11-14 16-17 18-21 28-29 30 June 4-5 7-8 11-12 13-14 15-19 20-21 25-26 27-28 29 July 2-3 5-16 17-18 19-20 23-24 26-27 30-31 Aug 1-2 3-4 8-9 10-11 14-15 16-17 20-21 22-23 24 27-28 29-31 Sep 1-3 4-5 6-8 10-11 12-13 14-17 18-19 20-21 25-26 27-28 30 Oct 1-2 4-5 9-10 17-18 24 26 Nov 6-7 12-15 17-21 23-27 29 Dec 3-6 8-10 11-13 14-15 17-18 19-21 27-28 29  
Total No. of Visits 143