

## STEEL STEAMER or MOTORSHIP.

Received at London Office

-4-4 MAY 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 *25th April, 1936*Port of *Hamburg*No. *21883*Survey held at *Kiel*Date First Survey *26th April, 1935*Last Survey *9th April*

1936

On the *(State if Machinery fitted Aft and**Steel Single Sc. Motor Tanker "Narragansett" Machinery aft.*State Type *(Full Scantling, Complete Superstructure**with or without Tonnage Openings)* *Full Scantling, Longit. Framing, Petrol in Bulk.*State Type of Erections *Prop. Bridge etc.*TONNAGE under  
Tonnage Deck... *9592.27*CLASS *\* 100 A1.*State if with freeboard  
as condition of Class *No.*Built at *Kiel*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 485.0'*

FEET.

Launched *21st Jan. 1936* Yard No. *540.*Total *%*Breadth (greatest moulded) *B 69.75'*Builders *Fried. Krupp Germaniawerkst. R.G.*Gross Tonnage *10388.86*Depth, at middle of length from top of keel to top  
of beam at side of uppermost continuous  
deck. See Sec. 3 (1c) *D 21.259'*

D

Owners *British-Mexican Petroleum Co. Ltd.*Register Tonnage *5940.25*1st Longitudinal Number (L x D) *= 17945*

=

Managers *?*

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

2nd Numeral L x (B + D) *= 51773.75*

=

Residence *London*

## REGISTERED DIMENSIONS.

FEET.

Length *490.40'*Breadth *69.95'*Depth *36.90'*Framing Depth "d," at middle of length. See  
Sec. 3 (1d) *%*Proportions—Depth to Length—Uppermost con-  
tinuous deck to top of keel *13.108*

%

Port of Registry *London*

If surveyed while building, afloat, or in dry dock

Do. Long Bridge to top  
of keel *%*

%

Draught Moulded *29'-8 5/8"*

%

*While building, Stocks Afloat & 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> .....	Longitud.			%	<b>Bracket Floors, Frame</b> .....	%			%
"    "    from 1/2 length to Collision "    "    bulkhead.....	665			%	"    "    Reversed Frame .....	%			%
"    "    in peaks.....	610			%	"    "    Vertical Struts .....	%			%
"    "    Motor-space aft end.	750			%	<b>Centre Girder, depth and thickness amidships</b>	1770	x	15.5	%
<b>SIDE FRAMING.</b>					"    "    top Angles .....	90	90	13	%
<b>Frame Amidships, Angle, [ or ]</b> .....	Longitud.			%	"    "    bottom Angles .....	130	130	15	%
"    "    Extends up to .....	%			%	<b>Side Girders, No. each side and thickness</b> ..	15	9	12	%
<b>Reversed Frame Amidships, Angle</b> .....	%			%	<b>Margin Plate</b> depth (excl. of flange) and "    "    thickness .....	400-600	14	%	
"    "    Extends up to...	%			%	"    "    Vertical Angle to Tank side "    "    Bracket abaft 1/2 len. from "    "    stem .....	200	200	12.5	%
<b>Depth of Framing Girder</b> .....	%			%	"    "    Vertical Angle to Tank side "    "    Bracket forward 1/2 len. from "    "    stem .....	160	160	14	%
<b>Frames in Uppermost Continuous tween</b> <b>Decks, Angle, [ or ]</b> .....	230	90	12	%	"    "    Gussets, spacing and scantling "    "    abaft 1/2 len. from stem.....	%		%	
"    " <b>Second tween Decks, Angle, [ or ]</b>	300	90	13	%	"    "    Gussets, spacing and scantling "    "    forward 1/2 len. from stem.....	%		%	
"    " <b>Third Below Boiler-plate</b> ..	250	90	13.5	%	<b>Tank Side Brackets, height above base line</b> "    "    at toe of Frame and thickness }	%		%	
<b>Framing in Peaks, Angle or [</b> .....	230	90	12	%	<b>INNER BOTTOM PLATING, Motor-sp.</b>				
<b>Diameter and Spacing of Rivets through</b> <b>Frame and Shell Plating amid-</b> <b>ships</b> .....	Longitud			%	Breadth and thickness of Middle Line Strake ...	1800	x	30	%
<b>State if Frame Joggled</b> .....	Ordinary			%	"    "    One strake each side	1332	x	30	%
<b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars .....	3 Stringers 990 x 11 2 web frames 985 x 13.5 3 Ties of beams with str. 990 x 9 6 280 90 14			%	Thickness of remainder in Holds Motor-sp. ....	14		%	
<b>STRENGTHENING OF BOTTOM FOR-</b> <b>WARD.</b> State Particulars .....	Bottom plates strength 19. Extra Interc. 1000 x 11 Bottom frames 150 x 150 x 11 Back bars 12 Long Tanks 12			%	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		%	
<b>SINGLE BOTTOM, forw. deep-tank:</b>					<b>BEAMS.</b>				
<b>Floors, Depth and thickness at mid-line in</b> <b>Cargo Holds</b> .....	3500 x 11 1870 x 12.5 2157 x 12.5			%	<b>Uppermost Continuous Deck, amidships</b> "    "    in Wells, Angle, [ or ] .....	Longitud.			%
Height of Brackets at side above base line at toe of frame .....	180 90 10			%	"    "    "    in way of Bridge, Angle, "    "    "    [ or ] Forward .....	200	75	11	%
<b>Middle Line Keelson, on Floors, Angles,</b> <b>[ or ]</b> .....	1400 x 11.5			%	"    "    "    Spacing .....	610			%
"    "    "    Through Plate or "    "    "    Intercostal Plate...	%			%	<b>Second Deck, amidships, Angle, [ or ]</b> ..	230	90	11	%
"    "    "    Foundation Plate on "    "    "    Floors .....	%			%	"    "    "    Spacing .....	280	90	12	%
"    "    "    Flat Plate Keel Angles	100	100	15	%	<b>Third Deck, amidships, Angle, [ or ]</b> .....	%			%
<b>Side Keelsons, No. each side</b> .....	One Longit. Bulkhead			%	"    "    "    Spacing .....	%			%
"    "    thickness of Intercostal Plate...	%			%	<b>Fourth Deck, amidships, Angle, [ or ]</b> .....	%			%
"    "    Angles .....	%			%	"    "    "    Spacing .....	%			%
<b>DOUBLE BOTTOM, in Motor-space:</b>					<b>Poop Deck, Angle, [ or ]</b> .....	Longitud.			%
<b>Solid Floors, thickness and spacing</b> .....	13 x 750			%	"    "    "    Spacing .....	%			%
"    "    Are Frame and Reversed Frame "    "    joggled? .....	Ordinary			%	<b>Bridge Deck, Angle, [ or ]</b> .....	Longitud.			%
<b>Bracket Floors, breadth and thickness at</b> <b>middle line</b> .....	%			%	"    "    "    Spacing .....	%			%
"    "    breadth and thickness at "    "    margin plate .....	%			%	<b>Forecastle Deck, Angle, [ or ]</b> .....	200	90	12	%
					"    "    "    Spacing .....	200	75	11	%
						610			



## 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> <i>2 Longitudinal Butthead.</i>									
<i>Plating</i>									
<i>Stiffeners</i>									
in 'between Decks, Size and Spacing.									
<i>Transverses:</i>									
<i>Face &amp;</i>									
<i>Connect. &amp;</i>									
<i>Stiff. &amp;</i>									
in Holds									
<b>Centre Line Bulkhead, Girder:</b>									
Stiffeners and Spacing									
<i>Top &amp;</i>									
<i>M. &amp;</i>									
<i>Face &amp;</i>									
Plating, thickness of									
<b>STRINGERS AND DECKS.</b>									
<b>Uppermost Continuous Deck.</b>									
Stringer Plate, breadth and thickness in Wells									
" " " " in way of Bridge									
" Angle in Wells									
Thickness of Plating abreast Deck openings in way of Wells									
Thickness of Plating abreast Deck openings in way of Bridge									
Thickness of Plating within line of openings									
If Sheathed, material and thickness									
<b>Second Deck.</b>									
Stringer Plate, breadth and thickness in Wells									
Stringer Plate, breadth and thickness in way of Bridge									
Thickness of Plating abreast Deck openings in way of Wells									
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Thickness of Plating abreast Deck openings in way of Bridge									
Thickness of Plating within line of openings									
If Sheathed, material and thickness									
Stringer Plate, breadth and thickness in way of Bridge									
Thickness of Plating abreast Deck openings in way of Wells									
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Thickness of Plating abreast Deck openings in way of Bridge									
Thickness of Plating within line of openings									
If Sheathed, material and thickness									
Stringer Plate, breadth and thickness in way of Bridge									
Thickness of Plating abreast Deck openings in way of Wells									
Thickness of Plating abreast									

## SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>Not.</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.
FLAT PLATE KEEL .....	1420	27	21	21	✓	Double	28	112	3	28	112	Strapped welded	
" DBLG. (if any)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
BOTTOM PLATING, No. of Strakes ....4.....	✓	19	19	14-18	✓	Double	25	100	3	25	100	Strapped welded.	
BILGE PLATING, No. of Strakes .....2.....	✓	19	16	14-18	✓	"	25	100	5	25	112	Lapped.	
SIDE PLATING, No. of Strakes .....3.....	✓	17	13.5	13	5 template 17.	Treble	22	88	4	22	88	"	
UPPER DECK, Sheer- strake in Wells.....	2060	23.5	13	15	✓	Double	25	100	3	25	100	Double Strap	
UPPER DECK, Sheer- strake in Bridge ends	2060	27	✓	✓	✓	"	28	112	3	28	125	" "	
STRAKE BELOW Sheer- strake in Wells.....	✓	21	13	13.5	✓	"	25	100	5	25	112	Lapped.	
STRAKE BELOW Sheer- strake in Bridge ...	✓	21	✓	✓	✓	"	25	100	5	25	112	"	
POOP SIDE PLATING .....	✓	✓	✓	12.5-10.5	✓	Single Double	22 28	100 112	2	19	66	"	
BRIDGE SIDE PLATING ...	✓	11.5-13.5	✓	✓	✓	Single Double	25 28	100 112	2	22	77	"	
FOREC'TLE SIDE PLATING	✓	✓	11.5	✓	✓	Single Double	19 22	77 88	2	19	66	"	

## WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Extending to Upper Deck (Sec. 3 c)		Deck next below		As per Rule	
		16 all light Bulkheads.		Y.		yes, as approved.	
		STIFFENERS.					
		VERTICAL.		HORIZONTAL.			
		Scantlings.		Spacing.		Scantlings.	
		S. M.		S. M.		S. M.	
		Middle:		Middle:		Middle:	
MIDSHIP BULKHD, Upper tween decks		11	10	2 = 1920 x 11.5	3040	5 200.90.10	760
" " Second "		11	10	2 = 1580 x 11.5	2280	5 300.90.13	760
" " Third "		11	10	2 = 230.90.13	2280	5 180.90.10	760
" " Holds		11	11.5	1 = 1540 x 11.5	3040	5 180.90.10	760
" " Holds		13.5	13.5	4 150.90.15	2280	5 250.90.12	760
COLLISION		8-14	14	5 340.100.14	760	5 330.10	2200
AFTER PEAK		7.5-12	12	5 230.90.11	760	5 200.75.8	760
		</					



FRAMING.		AMIDSHIPS.			ENDS. AFT.			AMIDSHIPS. No 1 Field.			ENDS. Forw.			RIVETING.				
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.	
														Diam.	Spang.		Number.	Diameter.
		Depth.	Width.	Angle.	Depth.	Width.	Angle.	Depth.	Width.	Angle.	Depth.	Width.	Angle.	Depth.	Width.	Angle.	Number.	Diameter.
Framing of L, C or C .....																		
Frames in Bridge 'tween Decks ...		165	75	9.5	X	X	X	X	X	X	X	X	22	130	130	6	22	
Frames from Uppermost Continuous Deck		200	90	13	180	90	10	200	90	13	180	90	22	130	130	8	22	
C " 2		200	90	13	180	90	10	200	90	13	180	90	22	130	130	8	22	
C " 3		230	90	11	180	90	10	230	90	11	180	90	22	130	130	9	22	
C " 4		230	90	11.5	180	90	10	230	90	11.5	180	90	22	130	130	9	22	
C " 5		250	90	11	200	90	10	250	90	11	200	90	22	130	130	10	22	
C " 6		250	90	13	200	90	10	250	90	13	200	90	22	130	130	10	22	
C " 7		280	90	12	200	90	11	280	90	12	230	90	22	130	12 x 99	11	22	
C " 8		280	90	12	230	90	11	280	90	13	230	90	22	130	12 x 99	11	22	
C " 9		280	90	13	230	90	11	280	90	13.5	230	90	22	130	12 x 99	11	22	
C " 10		280	90	13.5	230	90	12	230	90	13	250	90	22	130	12 x 99	11	22	
C " 11		300	90	13	250	90	11	300	90	13	250	90	22	130	12 x 77	11	22	
C " 12		300	90	13	250	90	11	340	100	15	250	90	22	130	12 x 77	11	22	
C " 13		340	100	15	250	90	11	340	100	15		X	22	130	12 x 77	18	22	
C " 14		431.8 x 101.6 x 13.25 x 17.27			250	90	11	340	100	15		X	25	150	12 x 88	23	22	
C " 15		"	"	"	250	90	12	420 x 11/100.90 x 12.5			250	90	25	150	12 x 88	22	22	
C " 16		"	"	"	280	90	12	215 431.8 x 101.6 x 13.25 x 17.27			17.250	90	25	150	12 x 88	22	22	
C " 26		"	"	"	280	90	12	40.800 x 100 x 12.5			19.300	90	25	150	12 x 88	22	22	
Spacing of Longitudinal Frames		760			280	90	12	6026 " " 100 x 100 x 12			20-26	340 x 100 x 13.5	X		X	X	X	
At Ends		760			760			760			760		X		X	X	X	
Double Bottoms L, C or C																		
Tank Top Longitudinals																		
Bottom																		
Spacing of Longitudinals																		
At Ends																		
Transverses.																		
In Bridge 'tween Decks		750 x 10											19	95				
Face Angles		Flanged 75																
Lugs to Shell*		90 90 11											19	95				
In Upper 'tween Decks																		
Depth and Thickness					610 x 10			610 x 10										
Face Angles					90 150 10			90 150 10					22	130				
Lugs to Shell*					150 150 11			150 150 11					22	100				
Sides		900/1350 x 12.5			760 x 12.5			985 x 13.5										
Bottom		1870 x 2000 x 12.5			5300 90 14			24100 x 90 x 14					22	130				
Face Angles		5180 90 12			2.150 150 12.5			24150 x 150 x 11					22	100				
In Hold.		52.280 x 90 13																
Lugs to Shell*		150 150 12.5																
Back Bars		90 90 12.5											25	125				
Brackets Long. Bldg.		2600 x 3000 12.5																
Spacing of Transverse Frames		3660 x 3050			3000 x 3750			1995 x 2440 x 2660										
State if joggled or liners.																		
Longitudinal Beams of L, C or C																		
Bridge Deck		150 75 9.5											1060					
Upper		230 90 11			150 75 8			150 75 8					760					
Second		X X X			180 75 9.5			180 75 11					760					
Third Poop		X X X			150 75 8			X X X					760					
Transverse Beams.																		
In Ship.																		
As approved.																		
Plate.																		
Angles.																		
250 x 9.5					230 x 9.5			75 x 7.5 x 9.5										
800 x 10					150 x 9.5			90 x 9.5										
900 x 11					2150 x 9.5			90 x 9.5										
610 x 10					150 x 9.5			75 x 7.5 x 10										
250 x 10					150 x 7.5			75 x 7.5 x 9.5										

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.



EQUIPMENT No 53500												LETTER	ft	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.				
19406	1st Bower ...	87	0	21	✓	✓	✓	62	5	0	0		Union Stockless	Dortmunder	Cardiff, 9.1.36. Wright	
19407	2nd " ...	87	0	21	✓	✓	✓	62	5	0	0	90	"	Hüttenverein	" " "	
19408	3rd " ...	87	0	12	✓	✓	✓	62	5	0	0		"	Dortmund.	" " "	
	Collective weight.	261	1	26	✓	✓	✓					257 1/2				
19409	Stream .....	34	0	18	✓	✓	✓	31	16	1	0		Union Stockless	D. H. Dortmund	Cardiff 9.1.36. Wright.	

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.	Strain-Breaking.	Supplied.	Per Rule.	Length.	Diam.	Length.	Ins.					Length.	Ins.		Tons.	Length.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.						Fathoms.	Ins.	Tons.	Fathoms.	Ins.
36415	300	2 5/8	120 3/4	169 1/4	1057.0.0	1040	300	2 5/8	Shackles	✓	Cardiff	30.11.35 W. Wright.	TOWLINE	130	5 1/2	96	130	5 1/2
			9 1/2										HAWSERS & WARPS	200	8	19.3	200	8
														200	8	19.3	200	8
Iron Stream Chain or Steel Wire	120	5	✓	79	✓	✓	120	5	St. Wire	Westf. Draft Ind.	Düs. 15.11.35.			5 ft 7 in Wires.				
										Hamm								

Steering Gear, Steam *direct driven steam, efficient.* Steering Gear, Hand *yes! efficient.*

Boats *4 steel = 24.0' x 7.8' x 3.35'* Steering Chains, Size and Test *No chains* Windlass *steam, efficient.*

Ceiling in Holds, thickness and material *No ceiling* Cargo Battens, thickness, material and spacing *No Cargo battens.*

Cargo Hatchways.—(Upper Deck) *Built steel plates and angles, good.* Thickness of Hatches *All steel hinged covers 10 2 1/4 in.*

Size of No. 1 Hatchway (Forward) *15.0' x 8.0'* No. 2 *7.0' x 4.0'* No. 3 *4.0' x 2.0'* No. 4 *2 3/2" dia.* No. 5 *2 3/2" dia.* No. 6 *4 1/2" x 4 1/2"*

Number of Shifting Beams and/or Fore and Afters *No shifting beams or fore and afters.* Kiel-Gaarden, den. 27. April. 1936...

**FRIED. KRUPP**  
GERMANIAWERKE  
Aktiengesellschaft.

Builder's Signature *[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 *yes, Motorship.*

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *yes, Tanker* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

*This vessel has been built in accordance with the approved and amended 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 Oil in Bulk" with longitudinal framing.*

*The workmanship is throughout of the best description for this type of vessels, all parts conforming well with each other, without use of any packing and efficiently riveted together.*

*The peak tanks, deep tanks and double bottom tanks have been filled and tested as required by the Rules; also bulkheads and weather-decks. - Cofferdams, Cargo-tanks and Fuel-oil tanks have been filled and tested with a pressure of 8.0 x 10.0' above the highest point of expansion tanks, and were found perfectly tight. -*

*Air- & sounding-pipes of all Tanks comply with the Rules. -*

*The painting arrangements and strengthening of bottom forward have been carried out as approved and to my satisfaction. - Masts & Rigging satisfactory. -*

The amount of Entry Fee ..... *£K. 240.-*

Special Survey Fee.... *£K. 13846 :-*

Travelling Expenses, if any *£K. 464.-*

Freeboard *£K. 400.-*

Fees applied for, *2. May 1936*

Received by me, *20.5.1936*

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

*Carrying Petroleum in Bulk. Cruiser Stern. Longit. Framing. Rudder electric welded.*

I am of opinion the Vessel should be Classed *\*100A1.4.36.*

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

Signature *[Signature]*

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to \_\_\_\_\_ Date of issue *22/5/36*

Committee's Minute *TUE. 19 MAY 1936*

Character assigned *+100A1 "Carry? Petm in Bk"*

*Lloyd's A & C.P. Mech. Aft. Rudder electrically welded*

*Longitudinal Framing*

*+ Line 4.36 Oil Engines C.L.*

*3 D.B. 200 lbs.*

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Lloyd's Register Foundation



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.)

All steel material used in the construction of this vessel has been made at works approved and tested by the Society's Surveyors in accordance with the Rules.

Anchor and Chain-cables have been compared with Certificates and were found in order. General Equipment complete in good condition.

The Freeboard approved by the Committee has been marked on the Vessels sides, verified and cut in LR.

The draft corresponding to the assigned Summer-Freeboard is 29'-11 3/16" as given in the Builders Deadweight- and Displacement- Scale now attached.

All Electric-weldings have been carried out to Rules with approved Electrodes.

Attached: 1. Particulars of Longitudinal Framing.

17. Approved Plans.

1. Section as built.

1. Profile as built.

1. Bulkhead as built.

1. Cargoplan with Displacement-Scale.

13. Test Certificates.

1. Interims Certificate Copy.

Sister Vessels: Blohm & Voss, Hamburg Yard No 502 "Seminole."

Schichau, Danzig. Yard No 1350.

A.G. Weser, Bremen. Yard No 905.

P. G. Kiers.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Steel single Sc. Motor Tanker Machinery aft. Petroleum in Bulk. — Cruiser Stern. — One Deck Steel, 2<sup>nd</sup> deck fore & aft clear of Cargo Tanks. — Longitudinal Framing. — Rudder electrically welded. — Wireless — Direction Finding Apparatus — Echo sounding Apparatus & Gyro Compass fitted. —

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

1st Bower Head: No 4445 - W = 57.0.8 - Shank: 1649 - W = 30.1.1 - 12 feet Dis. LR 10.12.35  
2nd " " No 4443 - W = 57.0.17 - " 1648 - W = 30.0.18 - 12 " " " "  
3rd " " No 4444 - W = 56.3.14 - " 1647 - W = 30.1.8 - 12 " " " " W. B. 19.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 107.20 ft., R.Q.D. 1 ft., Bridge 39.27 ft., Forecastle 35.33 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 One Steel Deck. 2<sup>nd</sup> Deck fore & aft clear of Cargo Tanks.

Official No. 164603; Signal Letters G.Y.S.S. Is bottom of vessel coated with cement No if not give particulars of composition Cargo tanks not coated. Motorspace Bitumastic. Water tanks Cement. Otherw. Paint.

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, Fr. 9-26	41.73	66.5	Fore peak tank,	31.33	370
Double bottom, under Engines and Boilers, Fr. 26-32	14.76	31.5	After peak tank, I & II	35.23	214
Double bottom, if under Engines only, Fr. 32-44	29.53	86.0	Deep tank, aft, Cofferdam	4.00	276
Double bottom, if under Boilers only,	86.02		Deep tank, forward,	16.01	540
Double bottom, forward,			Other tanks, if fitted, Cofferdam Fore	14.93	627
Total capacity of double bottom		184.00	(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. 158.

Date 11.3.35.

Dates of Surveys held while building

1935: April 26.30; May 3.7.10.14.17.21.24.28.31; June 4.6.11.19.25.28; July 2.5.9.16.18.23.25.30; Aug. 1.7.9.13.16.20.23.27.30; Sept. 3.6.10.13.17.20.24.27; Oct. 1.4.8.11.15.18.22.29; Nov. 2.5.8.12.15.18.22.26.29; Dec. 3.6.10.13.16.17.20.23.30. — 1936: Jan. 3.6.7.9.10.14.17.21.24. Feb. 4.5.11.14.17.21.28; March 2.6.11.19.20.23.27.30; April 3.6.7.9. — Total No. of Visits 97.