

STEEL ~~STEAMER~~ MOTORSHIP.

Received at London Office

JUN 21 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 *8th of June 1939*Port of *Rotterdam*No. *28311^a*Survey held at *Rotterdam*Date First Survey *6th of April 1938* Last Survey *5th of June 1939*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *steel single screw motor tanker "PENDRECHT"* Machinery fitted aft.State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling*State Type of Erections *Prop. Forecastle*TONNAGE under Tonnage Deck... *9642.43*CLASS *100 A 1* State if with freeboard *No.* Carrying Petroleum in Bulk. Condition of Class *FEET.*Built at *Rotterdam*

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 488.0*Launched *18th of April 1939* Yard No. *212*

Total

Breadth (greatest moulded) *B 73.0*Builders *Rotterdamse Droogdok Maatschappij N.V.*Gross Tonnage *10746.04*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 35.42*Owners *Stoomvaart Maatschappij "De Maas"*Register Tonnage *6367.03*1st Longitudinal Number (L x D) *= 17285*Managers *(Where necessary to be entered in Reg. Book.)*2nd Numeral L x (B + D) *= 52909*Residence *Rotterdam*

REGISTERED DIMENSIONS. FEET.

Framing Depth "d" at middle of length. See Sec. 3 (1d) *13.78*Port of Registry *Rotterdam*Length *494.8*Proportions—Depth to Length—Uppermost continuous deck to top of keel *Do. Long Bridge to top of keel*

If surveyed while building, afloat, or in dry dock

Breadth *73.25*Draught Moulded *28'-2"**Building*Depth *35.6*

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	<i>810</i> ✓		Bracket Floors, Frame		
" " from $\frac{3}{4}$ length amidships to Collision bulkhead	<i>685</i> ✓		" " Reversed Frame		
" " in peaks	<i>610</i> ✓		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>1275 x 14</i>	
Frame Amidships, Angle, <i>E or F</i>	<i>250 90 12</i> further as approved.		" " top Angles	<i>electric welded</i>	
" " Extends up to	<i>upper deck</i> for longit. framing see separate slip		" " bottom Angles	<i>130 130 13</i>	✓
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<i>two - 15</i>	✓
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	<i>Straight to shipside 13.5</i>	✓
Depth of Framing Girder	<i>all bulb angle framing</i>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem		✓
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E or F</i>	<i>230 90 12</i> ✓		" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area		✓
" " Second 'tween Decks, Angle, <i>E or F</i>			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		✓
" " Third			" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area		✓
" " from $\frac{1}{4}$ len. for'd. to 15% len. from Stem	<i>280 90 12</i> ✓ <i>300 90 13</i> ✓		Tank Side Brackets, height above base line at toe of Frame and thickness		✓
" " in Peaks, Angle or <i>E</i>	<i>230 90 11</i> ✓		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>2.2 - 5/16" and as approved.</i>		Breadth and thickness of Middle Line Strake	<i>2670 x 13.5</i>	✓
State if Frame Joggled	<i>Yes</i> ✓		Thickness of remainder in <i>Holds MOTOR ROOM</i>	<i>30 x 13.5</i>	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>Yes</i> ✓		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?		✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>Yes</i> ✓		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, <i>E or F</i>		for longitudinal beams see separate slip.
Floors, Depth and thickness at mid-line in Holds	<i>1400 x 12.5</i> ✓		" " in way of Bridge, Angle, <i>E or F</i>		
Height of Brackets at side above base line at toe of frame	✓		Spacing		
Middle Line Keelson, on Floors, Angles, <i>E or F</i>			Second Deck, amidships, Angle, <i>E or F</i>		
" " Through Plate or Intercoastal Plate	<i>1400 x 11</i> ✓		Spacing		
" " Foundation Plate on Floors			Third Deck, amidships, Angle, <i>E or F</i>		
" " Flat Plate Keel Angles	<i>electric welded</i> ✓		Spacing		
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, <i>E or F</i>		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Poop Deck, Angle, <i>E or F</i>		
DOUBLE BOTTOM. IN MOTOR SPACE			Spacing		
Solid Floors, thickness and spacing	<i>13 - 750</i> ✓		Bridge Deck, Angle, <i>E or F</i>		
" " Are Frame and Reversed Frame joggled?	<i>Yes</i> ✓		Spacing		
Bracket Floors, breadth and thickness at middle line	✓		Forecastle Deck, Angle, <i>E or F</i>		
" " breadth and thickness at margin plate	✓		Spacing		

PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....		
" in <i>forecastle</i> Decks, Size and Spacing.....	<i>I 160 x 160 x 9/14</i>	<i>✓</i>
" " " " " "	<i>spaced as per plan.</i>	
" " " " " "	<i>steel divisional bulkheads.</i>	<i>✓</i>
" in Hold over deep tanks.	<i>250 x 12 1/2 tubular</i>	<i>as per plan. ✓</i>
" " " " " "		
Two Longitudinal Bulkheads in Cargo tanks.		
Centre Line Bulkhead.		
Stiffeners and Spacing.....	<i>I 300 90 16</i>	<i>3/4 No. 2 tank</i>
	<i>spaced 810</i>	<i>2 No. 2 tank</i>
Plating, thickness of	<i>11 1/2</i>	<i>✓</i>
STRINGERS AND DECKS.		
Uppermost Continuous Deck.		
Stringer Plate, breadth and thickness in Wells	<i>22.57 x 10.5</i>	<i>✓</i>
" " " " " " in way of Bridge	<i>26</i>	<i>✓</i>
" " " " " " Angle in Wells	<i>180 180 19</i>	<i>✓</i>
Thickness of Plating abreast Deck openings) in way of Wells	<i>20.5</i>	<i>✓</i>
Thickness of Plating abreast Deck openings) in way of Bridge		<i>✓</i>
Thickness of Plating within line of openings...	<i>14.5</i>	<i>✓</i>
If Sheathed, material and thickness	<i>not sheathed,</i>	<i>✓</i>
Second Deck, & BOILER FLAT AFT		
Stringer Plate, breadth and thickness in Wells...	<i>11</i>	<i>✓</i>
Stringer Plate, breadth and thickness in way of Bridge		<i>✓</i>
Thickness of Plating abreast Deck openings) in way of Wells		<i>✓</i>
Thickness of Plating abreast Deck openings) in way of Bridge		<i>✓</i>
Thickness of Plating within line of openings...		
If Sheathed, material and thickness		
Third Deck.		
Stringer Plate, breadth and thickness.....		<i>✓</i>
If Plated, state thickness.....		
Fourth Deck.		
Stringer Plate, breadth and thickness.....		<i>✓</i>
If Plated, state thickness		
Poop Deck.		
Stringer Plate, breadth and thickness	<i>1015 x 10</i>	<i>✓</i>
Plating, Sheathing, material and thickness ...	<i>8 x 7 1/2 teak</i>	<i>22 1/2</i>
Bridge Deck.		
Stringer Plate, breadth and thickness.....		<i>laid on 12 1/2 in areneis (a cork & rubber mixture)</i>
Plating, Sheathing, material and thickness ...		
Forecastle Deck.		
Stringer Plate, breadth and thickness.....	<i>10</i>	<i>✓</i>
Plating, Sheathing, material and thickness ...	<i>9 in way windlass</i>	<i>12 1/2</i>
	<i>not sheathed.</i>	<i>✓</i>

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>no</i>	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.	
	<i>inches. m/m.</i>	<i>inches. m/m.</i>	<i>inches. m/m.</i>	<i>inches. m/m.</i>			<i>inches. m/m.</i>	<i>inches. m/m.</i>		<i>inches. m/m.</i>	<i>inches. m/m.</i>		
FLAT PLATE KEEL	<i>180</i>	<i>26.5</i>	<i>20.5</i>	<i>20.5</i>		<i>double</i>	<i>25</i>	<i>100</i>		<i>Butts electric welded.</i>			
„ DBLG. (if any) <i>A 2400</i>	<i>18</i>	<i>13</i>	<i>14.5</i>										
<i>C 2190</i>	<i>18</i>	<i>15</i>	<i>14</i>										
BOTTOM PLATING, No. of Strakes <i>D 2465</i>	<i>18</i>	<i>15</i>	<i>13</i>			<i>double</i>	<i>25</i>	<i>100</i>		<i>Butts electric welded.</i>			
<i>E 2220</i>	<i>18</i>	<i>16</i>	<i>16</i>										
BILGE PLATING, No. of Strakes <i>F 2190</i>	<i>17.5</i>	<i>13.5</i>	<i>12</i>			<i>double</i>	<i>E. 25</i>	<i>100</i>	<i>E. 3</i>	<i>22</i>	<i>90</i>	<i>double straps</i>	
<i>G 2100</i>	<i>17.5</i>	<i>13.5</i>	<i>14</i>				<i>F. 22</i>	<i>80</i>	<i>F. 4</i>	<i>22</i>	<i>90</i>	<i>lapped</i>	
SIDE PLATING, No. of Strakes <i>H 2100</i>	<i>17.5</i>	<i>13.5</i>	<i>12</i>			<i>double</i>	<i>G & H 22</i>	<i>80</i>					
<i>J 2065</i>	<i>17.5</i>	<i>13.5</i>	<i>12</i>				<i>J 25</i>	<i>100</i>	<i>4</i>	<i>22</i>	<i>90</i>	<i>lapped</i>	
UPPER DECK, Sheer-strake in Wells.....	<i>L 2000</i>	<i>24</i>	<i>12</i>						<i>3</i>	<i>25</i>	<i>100</i>	<i>double straps</i>	
UPPER DECK, Sheer-strake in Bridge ...						<i>upper seams of F, G. & H strakes</i>							
STRAKE BELOW Sheer-strake in Wells.....						<i>keel</i>	<i>22</i>	<i>90</i>					
STRAKE BELOW Sheer-strake in Bridge ...						<i>between ends of oil compartments and peak bulkheads forward & aft.</i>							
POOP SIDE PLATING			<i>10.5</i>			<i>-</i>	<i>-</i>	<i>-</i>	<i>2</i>	<i>19</i>	<i>65</i>	<i>lapped</i>	
BRIDGE SIDE PLATING ...													
FOREC'TLE SIDE PLATING			<i>11.5</i>			<i>single</i>	<i>19</i>	<i>75</i>	<i>1</i>	<i>19</i>	<i>65</i>	<i>lapped</i>	

WATERTIGHT BULKHEADS.

WT + O.
Total No. of W.T. BULKHEADS in Vessel— 13. ✓
Extending to Upper Deck (Sec. 3 c) 12. ✓ 13 Bld in R.B.
,, Deck next below 1. ✓
As per Rule _____

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar		Flat plate keel.		✓
STEM		Plate stem 22 x 15 ¹ / ₄ in.		✓
STERN FRAME {	Propeller Post	Casting as per Stahlwerk approved Krüger A.G. plan.	Düsseldorf	✓
	Rudder "			
Speed of Vessel		12.5 knots		✓
RUDDER—Type		Single plate rudder		✓
100 x A x D		17 1/2		✓
" Diam. of head	steel tube	570 x 40	Deutsche Rohrenwerke A.G.	✓
" Mainpiece at top pintle				
" " heel ...				
" how constructed		Single plate as approved		✓
" double or single plate		16 1/4 in. welded to steel tube		✓
" coupling, vertical or		reinforced with webs and		✓
" horizontal	✓	sheathed with wood as per plan		✓

STIFFENERS.

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks						
"	"	Second	"			
"	"	Third	"			
"	"	Holds	11" ¹¹ / ₁₆ vertical	center tanks 250 x 90 x 12 L wing tanks 250 x 90 x 12 L and as approved.	815.	1450 x 11.5 1000 x 10.5 and as approved.
COLLISION	"	(in Hold)	13.5 - 12 11.5 - 10 8.5 - 8 11.16 - 10	250 x 90 x 12 L 250 x 90 x 11 L 200 x 75 x 10 L 200 x 75 x 9 L 200 x 90 x 12.5 L 200 x 75 x 9.5 L	815.	W.T. flat chain locker. W.T. flat deck plank. semi box beam.
AFTER PEAK	"	"	"		815	

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Siemens Martin process.
Dorman Long & Co. Ltd; S.A. d'Outricq Marbais; S.A. d'Angleur Athus; S.A. John Cockerill;
Gutehoffnungshütte; Dortmund Hoerder Huttenwerke; Aug. Thyssen hütte.
 Has the Steel been tested as required by the Rules? Yes, by Surveyors at Steel Works.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.				
		In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.
Framing of L, L, L		<i>Steel</i>			<i>Single</i>			<i>Screw Motor Tank</i>	<i>Vessel</i>				
Frames in Bridge 'tween Decks ...													
Frames from Uppermost Continuous Deck No. 1													
" 2								"PENDRECHT"					
" 3													
" 4								<i>Upper Shinger in Wingtanks.</i>					
" 5		<i>to shell</i>			<i>750 x 10.5</i>			<i>to long. bulkheads.</i>	<i>750 x 10.</i>				
" 6		<i>face bar</i>			<i>90 x 90 x 11.</i>			<i>face bar</i>	<i>90 x 90 x 11.</i>				
" 7													
" 8								<i>Second Shinger in Wingtanks.</i>					
" 9		<i>to shell</i>			<i>750 x 11</i>			<i>to long. bulkheads.</i>	<i>750 x 10.5</i>				
" 10		<i>face bar</i>			<i>90 x 90 x 11</i>			<i>face bar.</i>	<i>90 x 90 x 11.</i>				
" 11													
" 12													
" 13		<i>280</i>	<i>90</i>	<i>13.5</i>	<i>Transverse</i>				<i>22</i>	<i>132</i>	<i>77⁷/₈</i>	<i>for ten rivets each side of bulkheads and transverses.</i>	
" 14		<i>300</i>	<i>90</i>	<i>14.</i>	<i>framing</i>				"	"	<i>77⁷/₈</i>		
" 15		<i>300</i>	<i>90</i>	<i>16.</i>	"				"	"	<i>77⁷/₈</i>		
" 16		<i>340</i>	<i>100</i>	<i>15.</i>	"				<i>25</i>	<i>150</i>	<i>90⁷/₈</i>	<i>for nine rivets each side of bulkheads and transverses.</i>	
Below Second Shinger.													
Spacing of Longitudinal Frames		Amidships			<i>815.</i>								
		At Ends			<i>For ordinary side framing see first entry report.</i>								
Double Bottoms		Tank Top Longitudinals											
" "		Bottom ..			<i>431.8</i>	<i>101.6</i>	<i>15.3</i>	<i>Transverse</i>	<i>25</i>	<i>150</i>	<i>90⁷/₈</i>	<i>for nine rivets each side of bulkheads and transverses.</i>	
Spacing of Longitudinals		Amidships			<i>815</i>			<i>framing</i>					
		At Ends...											
Transverses.													
Side (in Hold)		Depth and Thickness											
" "		Face Angles											
" "		Lugs to Shell*											
Side (in Hold)		Depth and Thickness											
" "		Face Angles											
" "		Lugs to Shell*											
Bottom		Depth and Thickness			<i>1400</i>	<i>x</i>	<i>12.5</i>	<i>1650</i>	<i>x</i>	<i>12.5</i>			
" "		Face Angles B.A. ...			<i>230</i>	<i>90</i>	<i>12</i>	<i>200</i>	<i>90</i>	<i>12</i>	<i>25</i>	<i>112</i>	
" "		Lugs to Shell*			<i>150</i>	<i>150</i>	<i>12</i>	<i>150</i>	<i>150</i>	<i>12</i>			
" "		Joggled			<i>90</i>	<i>90</i>	<i>12</i>						
" "		Back Bars ...			<i>as per plan.</i>								
" "		Brackets											
Spacing of Transverse Frames		<i>3240</i>			<i>3240</i>								
* State if joggled or liners.													
Longitudinal Beams of L, L, L		Bridge Deck ...			<i>230</i>	<i>90</i>	<i>11</i>	<i>150</i>	<i>75</i>	<i>8</i>	<i>815.</i>		
" "		Upper						<i>150</i>	<i>75</i>	<i>8</i>	<i>815.</i>		
" "		POOP						<i>150</i>	<i>75</i>	<i>8</i>	<i>815.</i>		
" "		Second						<i>150</i>	<i>75</i>	<i>8</i>	<i>815.</i>		
" "		FORECASTLE						<i>150</i>	<i>75</i>	<i>8</i>	<i>815.</i>		
" "		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.

EQUIPMENT No 54929

LETTER 37

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.				
3280	1st Bower	101	3	26	Stockless			68	0	0	0	95-0-0	Gusson, Hein	Otto Gusson & Co	Magdaburg - Buchan
3279	2nd "	101	0	22	"			68	0	0	0	95-0-0	"	"	12-12-38 N. Stolk.
3281	3rd "	86	3	17	"			61	17	2	0	81-0-0	"	"	12-12-38 N. Stolk.
	Collective weight.	290	0	9								271-0-0			
3282	Stream	27	1	22	8	0	8	26	15	0	0	28-0-0	Common Stock	Otto Gusson & Co	12-12-38 N. Stolk.

CHAIN CABLES.

HAWSEERS 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.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
1692	332	2 1/4	125 1/2	175 1/2	1305	2	21	1200	330	2 1/4	Stud	Grüne i Westph.	TOWLINE	130	6 1/2	112.3	130	6 1/2
											Schleusen of Grüne	19.12.38 Jul. Quast	HAWSEERS & WARPS	2x100	2 3/4	15.2	2x100	2 3/4
													"	2x100	2 3/4	15.2	2x100	2 3/4
1692	120	5 1/2		84.4					120	5 1/2	United Rope works.		"					

Steering Gear, Type (Power or hand) *Steam direct acting*Alternative Means of Steering *Handworm gear on poop deck*

Steering Chains (Size and Test) ✓

Windlass *Steam patent*Boats *2 lifeboats; 1 motor jolly.*

Ceiling in Holds, thickness and material ✓

Cargo Battens, thickness, material and spacing ✓

Cargo Hatchways.-(Upper Deck) *Oil tight latches*Thickness of Hatches *Steel covers*

Size of Hatchways No. 1 (Fwd.) ✓

No. 2 ✓

No. 3 ✓

No. 4 ✓

No. 5 ✓

No. 6 ✓

Number of Shifting Beams and/or Fore and Afters ✓

Builder's Signature

DE ROTTERDAMSCHER DROOGDOCK MIJ.

Directeur

*S. Knappe*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 *Motor*.

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo.

c. 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).

The workmanship has been found good and the vessel has been built in accordance with the approved plans, copies of which are being retained in the London Office for record, in agreement with the instructions contained in Secretary's letters respecting this case, detailed on other side and in general conformity with the Society's Rules.

Main cargo tanks, wing tanks, fuel bunkers, settling tanks, deep tanks, fore and afterpeak tanks, cofferdams and double bottom tanks in motorspace have been tested by a head of water as required by the Rules and found sound and tight.

Footboard has been marked on the vessel's sides, verified and cut in.

Certificates of Strenghth, Rudder mainpiece and Interim Certificate are enclosed herewith.

The amount of Entry Fee £ 144.00 ✓

Special Survey Fee.... £ 8268.00 ✓

Travelling Expenses, if any £ 60.00

Fees applied for,

20.6.1939

Received by me,

21/7 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"*
*"Longitudinal Framing at bottom, bilge and deck"*State whether the Vessel has been built under Special Survey *Yes*

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Rotterdam Surveyors* Date of issue *12/7/39*

Committee's Minute

Character assigned

FRI 30 JUN 1939

*+ 100 A1**Carrying petroleum in bulk*
*Lloyd's A.C.P.**Note 1st*
*Ans**Oil Eng*
+ L.M.C. 6.38
2013 180 lb

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Lloyd's Register
Foundation

W1155-0130 2/3

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.)

Secretary's Letters: 23/2; 25/2; 5/3; 10/3; 12/3; 16/3; 18/3; 21/3; 23/3; 25/3; 24/3; 25/3; 28/3; 1/4; 5/4; 23/4; 26/4; 3/5; 6/5; 7/5; 9/5; 10/5; 12/5; 20/5; 30/5; 9/6; 10/6; 23/6; 25/6; 28/6; 18/7; 8/8; 12/8; 15/8; 26/10 - 1938; 18/5 - 1939.

Plans approved for this vessel.

Date of approval	Description of plans.	Date of approval:	Description of plans.
5.2.38	Midship Section	6.5.38	Double bottom and engine seating amended
23.2.38	Profile and Decks	9.6.38	Afterpeak and counter
5.3.38	Double bottom and engine seating	12.8.38	Amended plan for end Sections
10.3.38	After end Sections	26.10.38	Stem
16.3.38	Fore end Sections		
21.3.38	Welded Butts of Bottom plating		
23.3.38	Fuel Bunker		
25.3.38	Cruiser Stern		
28.5.38	Sternframe		
1.4.38	Alteration of fore end Sections		
23.4.38	Midship Section		
23.4.38	O.T. transverse bulkheads		
23.4.38	Alteration of after end Sections		
23.4.38	Strengthening at Prop front		
3.5.38	Construction of Rudder		
6.5.38	Opening in Long. bulkhead Pumproom		
6.5.38	Amended plan Sternframe		

PARTICULARS OF ELECTRIC WELDING (if employed)

Butts of keel and bottom plating ✓ Centre keelson to keel plate;
Stiffening on transverse; motor seating in double bottom;
Frame brackets to double bottom tanktop in motor room.

Butts of keel and bottom plating electrical

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

"Carrying Petroleum in Bulk" ✓

"Longitudinal framing at bottom, bilge and deck" ✓

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

1st Bower Head 66.2-27 N.S. No 2089 Stettin 9-12-38. Shank 29.0-9 N.S. No 2092 Stettin 9-12-38.
2nd " " 67.1-9 N.S. No 2088 " 9-12-38. " 28.3-26 N.S. No 2093. " 9-12-38.
3rd " " 57.1-18 N.S. No 2090 " 9-12-38. " 23.3-15 N.S. No 2094 " 9-12-38.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 119.3 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 57.5 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

H.G.R.Z.

Extreme Breadth over Belting (Circ. 1611)

No. and Material of Decks One Pl. (etc) ✓

Over-all Length 514.3' ✓

(Circ. 1703)

Atchy aft. ✓

Parts of Bottom of Vessel coated with cement or approved composition Cofferdams cemented

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,		
Double bottom, under Engines and Boilers,			After peak tank,	31.0 ✓	241. ✓
Double bottom, if under Engines only,			Deep tank, aft,	20.0 ✓	70. ✓
Double bottom, if under Boilers only,	66.5 ✓	132.5 ✓	Deep tank, forward,	24.7 ✓	300. ✓
Double bottom, forward,			Other tanks, if fitted, (Fuel Bunker)		868. ✓
Total length (if continuous) and Capacity	66.5	132.5	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 935

Date 28.3.1938.

Dates of Surveys held while building

6.26/4; 4.6.12-13-16-17-20-27-31/5; 10.15.21-28/6; 13.15.18-19-21-25-26-29/7;
1-12-16-18-27/8; 1-3-7-13-20-22-26-30/9; 4.6-10-12-18-24-25-28-31/10; 4.9-12-16-17-18/11;
21-22-24-25-29/11; 5-7-8-9-13-15-20-22-23-24-30/12-1938; 3.4.6.9-12-13-14-17-19-20-21/1;
25-27-28-30-31/1; 8.10.11-13-14-21-24-25-27-28/2; 1-2-3-7-8-10-11-13-15-14-16-17-20-21-22-23/3;
25-28-29-30-31/3; 4-7-12-14-17-18-20-21-24-25-27/4; 1-2-3-4-5-9-10-11-12-13-15-16-23-24-25/5;
3.5/6-1939

Total No. of Visits 142