

STEEL STEAMER MOTORSHIP.

Received at London Office JAN 21 1941

State if Report has been sent on the Freeboard of the Vessel YES.State if Report is sent on the Machinery of the Vessel NO

Date of completion of report JAN 14th 1941. Port of MIDDLESBROUGH. No. 16969.
Survey held at HAVERTON HILL ON TEES. Date First Survey 5th October, 1939 Last Survey 13th January, 1941.
On the (State if Machinery fitted Aft and) MACHINERY AFT SINGLE SCREW STEAMER EMPIRE GOLD

State Type (Full Scantling, FULL SCANTLING) State Type of Erections POOP BRIDGE FELTONNAGE under 7197.47 CLASS 100A1. State if with freeboard NO Built at HAVERTON HILL ON TEES.Do. of space or spaces between Tonnage Dk. and Upper Dk. LAUNCHING PETROLEUM BULK as condition of Class FREED. Length from fore part of stem to after part of stern post on summer T.W.L. See Sec. 3 (1a) L 460'0" Launched OCT 4th 1940. Yard No. 325.Total 7197.47. Breadth (greatest moulded) B 61'0" Builders MESSRS FURNESS SHIPBUILDING CO. LTD.Gross Tonnage 8027.54. Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 33'3" Owners MINISTRY OF SHIPPING.Register Tonnage 4677.81. 1st Longitudinal Number (L x D) = 15295. Managers COMMON BANK LTD. (Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) = 43355. Residence NEWCASTLE.REGISTERED DIMENSIONS. FEET. Framing Depth "d" at middle of length. See Sec. 3 (1d) 13-83 Port of Registry MIDDLESBROUGH.Length 463.5 Proportions—Depth to Length—Uppermost continuous deck to top of keel 13-83 If surveyed while building, afloat, in dry dockBreadth 61.2 Do. Long Bridge to top of keel 27-1 1/2" WHILE BUILDING & AFLOAT.Depth 33.05 Draught Moulded 27-1 1/2"

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	30 3/4	✓	Bracket Floors, Frame	7 8 3 1/2 7/16	✓
" " from 1/2 length amidships to Collision bulkhead	31 1/2	✓	" " Reversed Frame	7 8 3 1/2 45	✓
" " in peaks	24	✓	" " Vertical Struts	PLATES 2 1/2 52	✓
SIDE FRAMING.			" " MS 81 50 54		✓
Frame Amidships, Angle E or F	10 3 1/2 40	✓	Centre Girder, depth and thickness amidships	MS 3 1/2 3 1/2 7/16	✓
" " Extends up to	UPPER DECK.	✓	" " top Angles	MS 3 1/2 3 1/2 53	✓
Reversed Frame Amidships, Angle	✓		" " bottom Angles	D 6 6 50	✓
" " Extends up to	✓		" " ER 2 50		✓
Depth of Framing Girder	10 3 1/2 50	✓	Side Girders, No. each side and thickness	MS 1 52	✓
Frames in Uppermost Continuous Deck, Angle E or F	6 3 1/2 50	✓	Margin Plate depth (excl. of flange) and thickness		
" " Second TWEEN DECK, Angle E or F	INTERMEDIATE NOT ATTACHED.	✓	" " Vertical Angle to Tank side		
" " Third			" " Bracket abaft 1/2 len. from stem		
" " from 1/2 len. for'd. to 15% len. from Stem	12 3 1/2 45	✓	" " Vertical Angle to Tank side		
" " AS APPROVED.	IN DEEP TANK	✓	" " Bracket from forward 1/2 len. from stem to Panting Area		
" " in Peaks, Angle E or F	8 3 1/2 7/16	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 4 7/8	✓	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
State if Frame Joggled	YES.	✓	Tank Side Brackets, height above base line IN E & B SPACE, at toe of Frame and thickness	10 1/2 55 35	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES.	✓	INNER BOTTOM PLATING.	ER 30 52	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES.	✓	Breadth and thickness of Middle Line Strake	BR 54 58	✓
SINGLE BOTTOM. AT FORE END.			Thickness of remainder in Holds IN E & B SPACE.	ER 54 58	✓
Floors, Depth and thickness at mid-line in Holds	4 0 38	✓	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.		✓
Height of Brackets at side above base line at toe of frame	7 0 40 3 1/4	✓	BEAMS, IN WAY OF MACHINERY SPACE.		
Middle Line Keelson, on Floors, Angle, IN CARGO TANKS.	E or F	✓	Uppermost Continuous Deck, amidships	8 3 1/2 7/16	✓
" " Through Plate on Intercostal Plate	40 1/2 42	✓	" " in Welle, Angle E or F	EVERY FRAME.	✓
" " Top Angles D	3 1/2 3 1/2 7/16	✓	" " in way of Bridge, Angle, C or F	LONGITUDINAL BEAMS IN WAY OF OIL TANKS (SEE SEPARATE SHEET.)	✓
" " Floors	4 4 50	✓	Spacing		
" " Flat Plate Keel Angles	STRAD 50	✓	Second Deck, amidships, Angle E or F	8 3 1/2 7/16	✓
Side Keelsons, No. each side			Spacing	EVERY.	✓
" " thickness of Intercostal Plate			Third Deck, amidships, Angle, C or F		✓
" " Angles			Spacing		✓
DOUBLE BOTTOM. IN MACHINERY SPACE.			Fourth Deck, amidships, Angle, C or F		✓
Solid Floors, thickness and spacing	42 30 3 1/2 3 1/2 30	✓	Spacing		✓
" " Are Frame and Reversed Frame joggled? NOT JOGGED.	R.F. IN B.S. ONLY	✓	POOP DECK, Angle E or F	8 3 1/2 7/16	✓
Bracket Floors, breadth and thickness at middle line	2 1/2 52	✓	Spacing	EVERY.	✓
" " breadth and thickness at margin plate	AS APPROVED.	✓	Bridge Deck, Angle, C or F	LONGITUDINAL SEE SEPARATE SHEET.	✓
			Spacing		
			Forecastle Deck, Angle, C or F	8 3 1/2 3 1/2	✓
			IN WAY OF WINGLASS.	9 3 1/2 3 1/2	✓
			Spacing	EVERY.	✓

W1169-02433

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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		
" " " " " "			Thickness of Plating abreast Deck openings in way of Bridge		
" in Holds			Thickness of Plating within line of openings...		
<i>C.T. CENTRAL LINE BULKHEAD IN DEPTANK FORWARD. PLATING 44-40 VEE STIFFENERS 10" 3 1/2" 50" ✓</i>			If Sheathed, material and thickness		
<i>SPACED 26" & 31" APART. WEEFRAMES ON 165" 28" 40" 35" ✓</i>			Third Deck.		
<i>LONGITUDINAL Centre Line Bulkhead. P.S. DECK BARS 8" 3 1/2" 35" ✓</i>			Stringer Plate, breadth and thickness.....		
Stiffeners and Spacing.....	10 3 1/2 42" ✓		If Plated, state thickness.....		
Plating, thickness of	31" SPACING. ✓		Fourth Deck.		
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness.....		
Uppermost Continuous Deck.			If Plated, state thickness		
Stringer Plate, breadth and thickness in Wells	90" 78" ✓		Poop Deck.		
" " " " in way of Bridge	92" AT BREAK OF POOP & BRIDGE. ✓		Stringer Plate, breadth and thickness	37" ✓	
" " " " Angle in Wells	78" ✓		Plating, Sheathing, material and thickness	30" ✓	
Thickness of Plating abreast Deck openings in way of Wells	6" 6" 5/8" ✓		Bridge Deck.		
Thickness of Plating abreast Deck openings in way of Bridge	72" - 60" ✓		Stringer Plate, breadth and thickness.....	80" 37" ✓	
Thickness of Plating within line of openings...			Plating, Sheathing, material and thickness	34" ✓	
If Sheathed, material and thickness			Forecastle Deck.		
Second Deck.			Stringer Plate, breadth and thickness.....	37" ✓	
Stringer Plate, breadth and thickness in Wells...			Plating, Sheathing, material and thickness	36" UNDER WINDLASS ONLY. 50" ✓	

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				EDGES.		BUTTS.		
	AMIDSHIPS.		FORWARD.	AFT.	State if jogged?	No.	No. OF ROWS OF RIVETS.	RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing or to cr.
	Inches.	Inches.	Inches.	Inches.	DOUBLE.			Inches.	Inches.
FLAT PLATE KEEL	53"	97"	80"	82"	DOUBLE.	1" 4"	QUINTUPLE FOR 3 LTH QUAD PLATES.	1"	4"
" DELG. (if any)	THREE STRAKES NEXT KEEL INCREASED FROM 1/2" LTH FWD TO COLLISION BULKHEAD 77" 81" IN WAY OF 31" KEEL SPACING. ✓								
BOTTOM PLATING, No. of Strakes		70"	50"	66"	"	7/8" 3 1/2"	4	7/8"	3 1/2"
BILGE PLATING, No. of Strakes		64"	50"	66"	"	"	"	"	"
SIDE PLATING, No. of Strakes		63"	50"	48"	"	"	"	"	"
UPPER DECK, Sheer-strake in Wells.....		63"	46"	46"	"	"	"	"	"
UPPER DECK, Sheer-strake in Bridge ...		63"	46"	46"	"	1" 3 7/8"	5-4	1 1/8"	4 1/2"
STRAKE BELOW Sheer-strake in Wells.....		72" 1/2" 94"	46"	46"	"	1" 3 7/8"	5	1 1/8"	5 1/8"
STRAKE BELOW Sheer-strake in Bridge ...		72" 1/2" 112"			"	1" 3 7/8"	4-3	1 1/8"	4"
POOP SIDE PLATING			40"		SINGLE.		2	3/4"	2 5/8"
BRIDGE SIDE PLATING ...		44"			SINGLE.		2	3/4"	2 5/8"
FORECASTLE SIDE PLATING			43"		SINGLE.	3/4" 3"	1	3/4"	2 5/8"

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— *16 BULKHEADS*
 Extending to Upper Deck (Sec. 3 c) *2 WATERTIGHT. TO UPPER DECK*
 " Deck next below *ALL EXTENDED TO UPPER DECK.*
 As per Rule

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar <i>FLAT PLATE.</i>				
STEM <i>PLATES 60" & STEM EXTENSION CAST STEEL.</i>				
STERN FRAME { Propeller Post <i>PLATES 1 1/2" THICK CAST STEEL BOSS & TOP.</i>				
{ Rudder <i>BUILT UP PLATES E.W. 1" D-1" THICK.</i>				
Speed of Vessel <i>12 KNOTS.</i>				
RUDDER—Type <i>Double Plate STEAM LINE.</i>				
" A x D <i>664</i>				
" Diam. of head <i>FORGED STEEL 14"</i>				
" Mainpiece at top pintle <i>CAST STEEL PINTLES & COUPLING.</i>				
" heel ...				
" how constructed				
" double or single plate coupling, vertical or horizontal <i>52" HORIZONTAL, 6 BOLTS.</i>				

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	54"	10" 3 1/2" 40" 36"			
" " Second	41"	IN CENTRAL TANKS INCREASED ON BULKS 120" 132" 137" 149" AS APPROVED.			
" " Third	54"	10" 3 1/2" 40" 36"			
" " Holds	41"	IN WING TANKS. 10" 3 1/2" 50" 7 36" ON 120 BULKS.			
COLLISION (in Hold)	52" 26"	12" 3 1/2" 45" 24" TO W.T.F. SAMPSON BEAM.			
AFTER PEAK	50" 30"	9" 3 1/2" 38" 24" TO PEAK TOP 7" 3 1/2" 33" 24" TO 40."			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *PLATES South Durham 5.1.02. LLOYD'S REGISTER FOUNDATION*

Has the Steel been tested as required by the Rules? *Yes*

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.	Rivets in Brackets to Bulkheads.			
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.		
Framing of L, L or E															
Frames in Bridge 'tween Decks L		7	3	3/8					3/4	4 1/2		7	7/8		
Frames from Uppermost Continuous Deck No. 1		30' APART.													
" 2		SIDE FRAMING BELOW UPPER DECK TRANSVERSE.													
" 3															
" 4															
" 5															
" 6															
" 7															
" 8															
" 9															
" 10															
Bottom Longitudinals.	" 11	12	3 1/2	50	12	3 1/2	50		7/8	5 1/2	7/8 DIA RIVETS SPACED 3 1/2' APART. EACH SIDE OF TRANSVERSE & BULKHEADS. 7/8 DIA RIVETS IN BRACKETS TO BULKHEADS 18 IN LONG & 16 VERTICALLY.				
	" 12	17	58	4	4	68	17	58	4	4		68			
	" 13														
	" 14														
	" 15														
	" 16														
Spacing of Longitudinal Frames	Amidships	3'-0"			3'-0"										
	At Ends	3'-0"			3'-0"										
Double Bottoms L, L or E	Tank Top Longitudinals														
	Bottom														
Spacing of Longitudinals	Amidships														
	At Ends														
Transverses.															
Bridge Side (in 'tween Decks)	Depth and Thickness	15	38						7/8	3 1/2					
	Face Angles	3	3	38											
	Lugs to Shell	3 1/2	3 1/2	38											
Side (in Hold)	Depth and Thickness	TRANSVERSE FRAMING.													
	Face Angles														
	Lugs to Shell				37	44	5104								
Bottom	Depth and Thickness	40 1/2	44	64					7/8	3 1/2					
	Face Angles	6	33	56											
	Lugs to Shell	6	6	50											
	" " Back Bars	3 1/2	3 1/2	7/6											
	Brackets	44													
Spacing of Transverse Frames		10'-4"													
State if joggled or liners.															
Longitudinal Beams of L, L or E	Bridge Deck	5	3	3/8					3'-0"						
	Upper	9	3 1/2	7/6					3'-0"						
	Second														
	Third														
Transverse Beams.															
Plate.															
Face Angles.															
Any Departure from Approved Plans to be Noted.															

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.

EQUIPMENT No 45165-77												LETTER C7.	ANCHORS. 2. B. 15.			
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.				
89909	1st Bower ...	73	3	6	✓			55	15	0	0	73-1-0	Byers Stockless	✓	SUNDERLAND. 26-6-40 WUN.	
39910	2nd „ ...	73	2	3	✓			55	15	0	0	73-1-0	Do	✓	Do	
	3rd „ ...	Omitted on a/c EMERGENCY														
	Collective weight.	147	1	9	✓							146-2-0				
53393	Stream	22	1	4	✓	5	2	14	22	11	1	0	22-0-0.	COMMON FORGED.	✓	CARLEY HEATH 20-6-40 S.C.P.

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 and Size supplied.	Length and Size per Table 53.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					Length.	Ins.		Length.	Ins.		
112577	240	2 1/2	113 1/2	64 1/2	598-3-5		240	2 1/2	ordinary wrought iron			TOWLINE...	130	5 1/4	77.5	130	5 1/4		
112592	240	2 1/2	113 1/2	64 1/2	598-3-5		240	2 1/2	STOCKLESS	S. TAYLOR & SONS	NEWCASTON 6-8-40 N.A.R.	HAWSERS & WARPS	100	2 3/4	15.2	100	2 3/4		
									EMERGENCY				100	2 3/4	15.2	100	2 3/4		
Iron Stream Chain or Steel Wire	120	5			709		120	5	STEEL WIRE										

Steering Gear, Type (Power or hand) *DUNKIN - C. 110 COMBINED STEAM-HYDRAULIC.* Alternative Means of Steering *BLOCKS & TACKLE LED TO CAPSTAN ON POOP.*

Steering Chains (Size and Test) *NONE FITTED.* Windlass *EMERSON WALKER, STEAM DIRECT* Boats *4 LIFEBOATS 24'0" x 7'6" x 3'0"*

Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *NOT FITTED IN FORE HOLD.*

Cargo Hatchways.—(Upper Deck) *OILTIGHT* Thickness of Hatches *FORE HATCH COVER STEEL 55' OT. HATCH COVERS 60'*

Size of Hatchways No. 1 (Fwd.) *7'5" x 7'0"* No. 2 *"* No. 3 *"* No. 4 *"* No. 5 *"* No. 6 *"*

Number of Shifting Beams and/or Fore and Afters *NONE 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 *YES.*

(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 has been built in accordance with the approved plans the Secretary's letters and in general conformity with the Society's Rules and regulations for the class contemplated.

The main oil cargo tanks, cofferdams, oil fuel tanks, Double bottom tanks in Engine and Boiler space, Forward ballast tank, Fore and After peak tanks and Fresh water tank have been tested to Rule requirements with satisfactory results.

The upper part of the fore peak bulkhead, Pump room bulkhead, Weather decks, clear of oil tanks have been tested with water from a hose and found tight.

The steering gear, auxiliary steering gear, Windlass and winches have been tested under working conditions and found satisfactory.

The workmanship and materials are good.

The amount of Entry Fee £ 11 : 0 : 0.

Special Survey Fee.... £ 601 : 1 : 0.

Travelling Expenses, if any £ : : :

Fees applied for,

Received by me,

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

I am of opinion the Vessel should be Classed *100 A.1.*

CARRYING PETROLEUM IN BULK WITH THE NOTATION LONGITUDINAL FARMING AT BOTTOM AND DECK.

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

Signature *Cyril B. Scorer.*

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *MIDDLESBROUGH.* Date of issue *24/2/41*

Committee's Minute

Character assigned

FRI. 21 FEB 1941

+ 100 A.1

Carrying petroleum in bulk

Lloyd's ascl. O.L.

E.S. D.,

note for S.R.L.

W. H. P. L.

+ 100 A.1 2020

Fitted for oil fuel 1.41 H-above 150° F.

2.2. C.L.

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.)

PARTICULARS OF CABLE.

No of CABLES.	LENGTH SUPPLIED.	TEST PER CABLE START	TEST PER CABLE ENDING	WEIGHT OF CABLES. SUPPLIED	WEIGHT OF CABLES. PER ROLL.	LENGTH PER ROLL.	DESCRIPTION.	MAKERS.	WHERE & WHEN TESTED SUPERINTENDENT.
112577.	15	25	116 9/10	159 3/10	37-0-23		STUOLINK TAYLOR	S. TAYLOR & SONS.	WATERLOO-B-40 JAR.
112578	"	"	"	"	37-0-23		"	"	"
112579.	"	"	"	"	37-0-7		"	"	"
112580	"	"	"	"	36-3-23		"	"	"
112581	"	"	"	"	37-0-0		"	"	"
112582	"	"	"	"	36-3-4		"	"	"
112583	"	"	"	"	37-0-2		"	"	"
112584	"	"	"	"	36-3-4		"	"	"
112585	"	"	"	"	36-3-2		"	"	"
112586	"	"	"	"	37-1-2		"	"	"
112587	"	"	"	"	36-3-16		"	"	"
112588	"	"	"	"	38-3-16		"	"	"
112589	"	"	"	"	38-3-23		"	"	"
112590	"	"	"	"	37-3-4		"	"	"
112591	"	"	"	"	38-0-21		"	"	"
112592.	"	"	"	"	37-3-21		"	"	"
TOTAL. 240				598-3-5					

PARTICULARS OF ELECTRIC WELDING (if employed)

Reader. (QUASI ARC ELECTRODES)

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. 100 AL. CARRYING PETROLEUM IN BULK. LONGITUDINAL FRAMING AT BOTTOM AND AT DECK, CRUISER STERN, MACHINERY AFT, ECHO SOUNDING, DIRECTIO FINDING, APPARATUS.

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

1st Bower

42-2-18

J.D.

No 2795

27-4-40

2nd "

43-2-0

J.D.

No 2809

2-5-40

3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 105'3" ft., R.Q.D. ft., Bridge 43'16 ft., Forecastle 38'2 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 164843.

Signal Letters

Extreme Breadth over Belting

Over-all Length

No. and Material of Decks

1st (S)

2nd (S)

CLARK OF CARGO TANKS.

Parts of Bottom of Vessel coated with cement or approved composition As Below.

Particulars of composition (if fitted) and of approval. Fore & After Peak, Feed Tank - COFFERDAM IN E.R. CEMENT IN BOTTOM & CEMENT WASHED. PUMP ROOMS COATED WITH GRAPHITE BELOW FLOORING PAINTED ABOVE REMAINDERS OF BOTTOM INCLUDING CARGO TANKS LEFT BARE.

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,	23'-5"	140
Double bottom, under Engines and Boilers,			After peak tank,	16'-0"	78
Double bottom, if under Engines only,	38'-3"	95	Deep tank, aft,		
Double bottom, if under Boilers only,	43'-11"	279	Deep tank, forward,	32'-0"	664
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity	82'-2"	374	(If necessary, furnish further information by sketch.)		
+ Cofferdam =		84'-7"			

Order for Special Survey No. 1584

Date 28-9-39.

Dates of Surveys held while building

Oct. 5, 9, 10, 12, 13, 14, 19, 20, 23, 25, 26, 28, 30, Nov. 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, Dec. 1, 4, 6, 7, 11, 12, 13, 14, 15, 18, 19, 20, 21, 22, 24, 25, 26, 27, 28, 29, 30, Jan. 2, 4, 5, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, Feb. 5, 6, 8, 9, 14, 15, 16, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, March 1, 4, 6, 7, 8, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, April 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, May 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, June 3, 4, 5, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, July 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, Aug. 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, Sept. 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, Oct. 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, Nov. 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, Dec. 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, Jan. 3, 4, 6, 9, 12.

Total No. of Visits 339.