

STEEL STEAMER or MOTORSHIP.

Received at London Office

-1 DEC 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

30th November 1936 Port of *Belfast*No. *11852*Survey held at *Belfast*Date First Survey *21st Febry. 1936* Last Survey *27th Nov.* 1936

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Single Screw Motor Vessel "WALMER CASTLE"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

*Complete Superstructure with Tonnage Opening aft. State Type of Erections*TONNAGE under Tonnage Deck... *680.79*CLASS *100A1*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 *230.0*Launched *17th Sept. 1936* Yard No. *983*Total *680.79*Breadth (greatest moulded) *B 39.0*Builders *Harland & Wolff, Ltd.*Gross Tonnage *905.72*

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D *22.0*Owners *Union Castle Mail S.S. Co. Ltd.*Register Tonnage *349.73*1st Longitudinal Number (L x D) = *5060*

Managers

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

2nd Numeral L x (B + D) = *14030*

Residence

REGISTERED DIMENSIONS.

FEET.

Length *236.25*

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

*11.83*Port of Registry *London*Breadth *39.31*

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

10.45

If surveyed while building, afloat, or in dry dock

Depth *12.59*

Do. Long Bridge to top of keel

Draught Moulded *14.4 1/2**During construction 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	<i>24</i>	<i>✓</i>	Bracket Floors, Frame	<i>✓</i>	
" " from 1/2 length to Collision bulkhead. (from fr. 26 to 34.)	<i>22 1/2</i>	<i>✓</i>	" " Reversed Frame	<i>✓</i>	
" " in peaks	<i>F.Pk. 22 1/2</i> <i>A.Pk. 24</i>	<i>✓</i>	" " Vertical Struts	<i>✓</i>	
DE FRAMING.			Centre Girder, depth and thickness amidships	<i>32 x 41</i>	<i>✓</i>
Frame Amidships, Angle, [or]	<i>6 3 32</i>	<i>✓</i>	" " top Angles <i>Small</i>	<i>3 3 38</i>	<i>✓</i>
" " Extends up to	<i>Upper & Second dk. altern.</i>	<i>✓</i>	" " bottom Angles <i>Small</i>	<i>3 1/2 3 1/2 42</i>	<i>✓</i>
Reversed Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness	<i>One 32</i>	<i>✓</i>
" " Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>23 aft 28 fwd x 38</i>	<i>✓</i>
Depth of Framing Girder	<i>6</i>		" " Vertical Angle to Tank side	<i>3 3 34</i>	<i>✓</i>
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	<i>6 3 32</i> <i>on all frames</i> <i>Interm. frames in way Bridge 5 x 3 x 32</i>	<i>✓</i>	" " Vertical Angle to Tank side	<i>3 3 34</i>	<i>✓</i>
" " Second 'tween Decks, Angle, [or]	<i>✓</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>✓</i>	
" " Third " " " " " " " "	<i>F.Pk. 5 3 38</i> <i>A.Pk. 5 3 40</i>	<i>✓</i>	" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>✓</i>	
Framing in Peaks, Angle or [<i>3 1/2 x 30 back angle to 2nd dk. forward of Aperture 3" @ 5 1/2"</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>46 x 33</i> <i>flanged 3"</i>	<i>✓</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>3" @ 5 1/2"</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>Yes</i>		Breadth and thickness of Middle Line Strake	<i>44 x 38 3/4</i>	<i>✓</i>
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Deep frames</i> <i>Side stringer</i> <i>from 38 frame to stem</i> <i>Bottom frames</i> <i>double riveted</i> <i>Intermed. spaced</i> <i>2'9" x 2'6" apt.</i> <i>Backing closed</i>	<i>✓</i>	Thickness of remainder in Holds	<i>34/32 1/2 08 under hatches</i>	<i>✓</i>
STRENGTHENING OF BOTTOM FORWARD. State Particulars			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?	<i>Motor vessel.</i>	<i>✓</i>
DOUBLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships	<i>5 1/2 3 37</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame			" " in Wells, Angle, [or]	<i>5 1/2 3 39</i>	<i>✓</i>
Middle Line Keelson, on Floors, Angles, [or]			" " in way of Bridge, Angle, [or]	<i>Every frame</i>	<i>✓</i>
" " Through Plate or Intercoastal Plate			Spacing	<i>Every frame</i>	
" " Foundation Plate on Floors			Second Deck, amidships, Angle, [or]	<i>7 3 32</i>	<i>✓</i>
" " Flat Plate Keel Angles			Spacing	<i>Every frame</i>	
Keelsons, No. each side			Third Deck, amidships, Angle, [or]		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Fourth Deck, amidships, Angle, [or]		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	<i>32 on every frame</i>	<i>✓</i>	Poop Deck, Angle, [or]		
" " Are Frame and Reversed Frame joggled?	<i>Frames only</i>	<i>✓</i>	Spacing		
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		Bridge Deck, Angle, [or]	<i>4 1/2 3 26</i>	<i>✓</i>
" " breadth and thickness at margin plate	<i>✓</i>		Spacing	<i>Every frame</i>	<i>✓</i>
			Forecastle Deck, Angle, [or]	<i>5 3 30</i>	<i>✓</i>
			Spacing	<i>Every frame</i>	<i>✓</i>

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.....	<i>Two</i>		Stringer Plate, breadth and thickness in way of Bridge	<i>42 x 30</i>	/
" in 'tween Decks, Size and Spacing	<i>Wide spaced</i>		Thickness of Plating abreast Deck openings) in way of Wells	<i>34 . 32 . 30</i>	/
" " " " "	<i>with girders</i>		Thickness of Plating abreast Deck openings) in way of Bridge	<i>30</i>	/
" in Holds " "	<i>as approved</i>	//	Thickness of Plating within line of openings...	<i>30</i>	/
" " " " "			If Sheathed, material and thickness	✓	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	✓		Stringer Plate, breadth and thickness.....	✓	
Plating, thickness of	✓		If Plated, state thickness.....	✓	
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells	<i>45 x 36</i>	/	If Plated, state thickness	✓	
" " " " in way of Bridge	<i>45 x 34</i>	/	Poop Deck.		
" Angle in Wells	<i>3½ 3½ 36</i>	/	Stringer Plate, breadth and thickness	✓	
Thickness of Plating abreast Deck openings) in way of Wells	<i>32</i>	/	Plating, Sheathing, material and thickness ...	✓	
Thickness of Plating abreast Deck openings) in way of Bridge	<i>30</i>	/	Bridge Deck.		
Thickness of Plating within line of openings...	<i>30</i>	/	Stringer Plate, breadth and thickness.....	<i>33 x 30</i>	/
If Sheathed, material and thickness	<i>Composition in Bridge Accom?</i>	/	Plating, Sheathing, material and thickness ..	<i>20 plating 2½ teak sheathing</i>	/
Second Deck,			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	<i>42 x 34</i>	/	Stringer Plate, breadth and thickness.....	<i>30</i>	/
			Plating, Sheathing, material and thickness ..	<i>30</i>	/

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	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.									
FLAT PLATE KEEL	43	49	54	47	✓	Double ✓	3/4	3	3	7/8	3/4	Strapped.	
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes 3		42	40/38	38	✓	" ✓	"	3	"	3/4	2 1/8	Lapped.	
BILGE PLATING, No. of Strakes 2		42	38	38	✓	" ✓	"	3	"	"	"	"	
SIDE PLATING, No. of Strakes 2		42	38	38		Single	"	3	2	"	"	"	
UPPER DECK, Sheer-strake in Wells.....													
UPPER DECK, Sheer-strake in Bridge ...	62	44	38	38	✓	"	"	3	3	"	"	"	
STRAKE BELOW Sheer-strake in Wells.....													
STRAKE BELOW Sheer-strake in Bridge ...	62	44	38	38	✓	"	"	3	3	"	"	"	
POOP SIDE PLATING					✓								
BRIDGE SIDE PLATING ...		36			✓	"	5/8	2 3/8	2	5/8	2 1/4	"	
FOREC'TLE SIDE PLATING			30		✓	"	"	2 3/8	1	"	"	"	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—						Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.	
Extending to Upper Deck (Sec. 3 c)										
" Deck next below										
As per Rule										
						STIFFENERS.				
						VERTICAL.	HORIZONTAL.			
						Plating Thickness.	Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks										
" " Second "										
" " Third "										
" " Holds										
COLLISION " (in Hold)										
AFTER PEAK "										

(5 BH)

KEEL, Bar

STEM

STERN FRAME

Speed of Vessel

RUDDER—Type

" A x D

" Diam. of head

" Mainpiece at top pintle

" " heel

" how constructed

" double or single plate

" coupling, vertical or horizontal

Flat plate keel.

Rolled M.S. 7"x2"

Propeller Post

Rudder

C.S. as

appd.

Steel Co.

Scotland.

14 knots

171

7 1/4

7x7

7x4 1/2

C.S. frame

Double plates

Vertical

3x Rich

15.

30x40.

Appd. 7"

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

<

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *S. M. Open Hearth.*
Columbus Ltd., Steel Co. of Scotland, Lanarkshire S. Co., Conssett Iron Co.

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

EQUIPMENT No										LETTER	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.				
95363	1st Bower ...	30	3	0	Stockless			29	3	3	0	30	Halle latest improved	N. Hingley & Sons	L.P.H. N 17.7.36. J.A. Reif
95364	2nd " ...	30	2	14	"			29	1	3	14		Life. East steel head.	"	" " "
95362	3rd " ...	26	0	0	"			25	12	2	0		Shank F.A.H. 1/2" 5/16"	"	" " "
	Collective weight.	87	1	14	1							87	Shank F. wrot. iron	"	" " "
95374	Stream	8	1	5	12	0	23	10	10	0	0	7 1/4	Rodgers. Reg. Wrot Iron	"	" 21.7.36 "

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.	Statin- ing.	Break- ing.	Supplied.	Per Rule.			Length.	Diam.					Length.	Cir.		Length.	Cir.
104727	120 3/8	1 1/16	5 1/2	7 1/2	172.2.5	319 1/2			240	1 1/16	Steel link	N. Hingley & Sons	L.P.H. N. 14.8.36 J.A. Reif	POWLINE	90	3 1/4	21.7	90	3 1/4
104728	120	1 1/16	5 1/2	7 1/2	171.0.25						"	"	"	"					
104856	2 joining 5kls	5 1/2	7 1/2	7 1/2	2 shackles	3.5					"	"	3.9.36 "	"	60 90	2 1/2	13.2	20 90	2 1/2
104909	2 end 5kls	5 1/2	7 1/2	7 1/2	1.0.7						"	"	30.9.36 "	"				20 90	1 3/4
	Cir.										"	"	"	"					
104909	75	3 3/4			29.3				75	3 3/4	G.S.W. 6/12	Halle Barton Roper	Makers Cert. 12.8.36	"					
	104909	75	3 3/4		29.3				75	3 3/4	G.S.W. 6/12	Halle Barton Roper	Makers Cert. 12.8.36	"					

Steering Gear, *Steam Donkin, Electric*. Steering Gear, *Hand Donkin, Vertical shaft geared to quadrant.*

Boats *2 Steel lifeboats 24'0" x 7'55" x 3'0"* Steering Chains, Size and Test *Electric Control.* Windlass *Blake Chapman, Electric.*

Ceiling in Holds, thickness and material *None. Tank top plating increased in way of hatches* Cargo Battens, thickness, material and spacing *1 3/4" N.P. spaced 13 1/2" c/c.*

Cargo Hatchways.-(Upper Deck) *Steel plates and angles* Thickness of Hatches *2 1/2"*

Size of No. 1 Hatchway (Forward) *22'6" x 14'0"* No. 2 *32'0" x 18'0"* No. 3 *24'0" x 16'0"* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *Nº 1 + 3 : Four. Nº 2 : Six.*

FOR HARLAND AND WOLFF, LIMITED.

Builder's Signature

Chastayne

DIRECTOR.

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 *Motorship.*

(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. *Oil fuel is carried in a cross bunker at the forward end of engine space. F.P. above 150°F.*

This vessel has been built in accordance with the approved plans and the Secretary's letter of various dates, and in general conformity with the Rules of the Society for the class contemplated. The workmanship and materials are good.

All tanks, including double bottom tanks, fore and after peak tanks, and oil fuel bunkers, have been tested in accordance with the Rules and found satisfactory. The weather decks, N.T. bulkheads & tunnel, and sidelights have been hose-tested with satisfactory results. Steering gear, windlass and anchor, bilge pumps, N.T. door to tunnel have been tried and found in order.

The freeboards assigned to the vessel have been marked on her sides, verified & cut in, and the Certificate & Copy issued.

The amount of Entry Fee £ 4 : 0 : 0 Fees applied for, *only*

Special Survey Fee.... £ 90 : 12 : 0 30. 11. 1936

Travelling Expenses, if any £ : ✓ : Received by me, *11.12.36*

Subtotal £ 8 : 0 : 0 12/12

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

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

I am of opinion the Vessel should be Classed *+ 100A1 "with freeboard"*

Signature

J. B. Cochrane

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Belfast* Date of issue *14/12/36*

Committee's Minute

FRI. 4 DEC 1936

Character assigned

+ 100A1 With freeboard

Lloyd's Assoc. + dmb. 11.36

White 3/5 R/L 11/12



© 2020

Lloyd's Register Foundation

W138-017932

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.)

The following Forging & Casting Reports are forwarded herewith:

C.S. Stem frame

C.S. Rudder frame

F.S. Rudder stock.

C.S. " quadrant

C.S. " tiller

C.S. " hand-gear quadrant.

A midship Section as built is also forwarded herewith, and approved plan as per list attached.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book D.F. Cruiser Steam. Oil Eng.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	19.1.5	R.L.	3608	29.9.33.	(Wt. including pins & shackles 19.3.24)
	2nd "	19.0.17	R.L.	3607	29.9.33	(" " " " " 19.3.8)
	3rd "	15.2.4	T.R.M.	4847	22.5.35	(" " " " " 16.0.10)

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 56 ft., Forecastle 31 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 dk (stl) and Shelter dk (stl)

Official No. 165337 ; Signal Letters GZDF Is bottom of vessel coated with cement Yes. if not give particulars of composition ☒

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	40	33.8	Fore peak tank,	12.62	12.3
Double bottom, under Engines and Boilers,			After peak tank,	10.75	16.3
Double bottom, if under Engines only,	38	101.7	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	98.6	118.3	Other tanks, if fitted, Oil Fuel Bunker	6	79.5
Total capacity of double bottom			(If necessary, furnish further information by sketch.)		
253.8					

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 857

Date

13th March 1936

Dates of Surveys held while building

1936 Feb. 21 Mar 4. 17. 25. 30 Apr 6. 7. 27 May 5. 12. 18. 27 June 18. 16. 23. 25
July 2. 20. 27. 30 Aug 12. 13. 17. 18. 21. 24. 26. 27. 28. 31 Sept 5. 7. 8. 14. 15. 17. 18. 24. 29
Oct 1. 5. 11. 13. 20. 23. 28 Nov 4. 6. 12. 27

Total No. of Visits

51