

STEEL STEAMER or MOTORSHIP.

Received at London Office 16 JUL 1929

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

12th July 1929.

Port of

Middlesbrough

No. 13748

Survey held at

Haverton Hill-on-Tees

Date First Survey

22nd Sept/29 Last Survey6th July

1929.

On the

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

Twin Screw Motorship

CALGAROLITE.

(Machinery fitted aft)

State Type

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

Full Scantling.

State Type of Erections

Short Bridge, Forecastle.

TONNAGE under Tonnage Deck...

11332.92

CLASS 100 A1.

State if with freeboard

No

Carrying Petroleum in Bulk as condition of Class

Longitudinal Framing, Bracketless System.

FEET.

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 520.00

Breadth (greatest moulded)

B 70.00

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

D 38.75

1st Longitudinal Number (L x D)

= 20150

2nd Numeral L x (B + D)

= 56550

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

✓

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

13.4

Do. Long Bridge to top of keel

✓

Draught Moulded

28'-8"

Built at Haverton Hill-on-Tees.

Launched Sept. 14th /28. Yard No. 131.

Builders Furness I.B. Co. Ltd.

Owners Imperial Oil Co. Ltd.

Managers

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

Residence Toronto, Canada.

Port of Registry Middlesbrough.

If surveyed while building, afloat, or in dry dock

yes.

REGISTERED DIMENSIONS.

FEET.

Length

521.5

Breadth

70.4

Depth

38.75

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>Longitudinal Framing</i>		Bracket Floors, Frame	✓ ✓ ✓	
" " from $\frac{3}{4}$ length to Collision bulkhead	28+30		" " Reversed Frame	✓ ✓ ✓	
" " in peaks	24		" " Vertical Struts	✓ ✓ ✓	
TRANSVERSE FRAMING IN WAY OF PEAKS.			Centre Girder, depth and thickness amidships	60 64 52	
SIDE FRAMING.			" " top Angles	3½ 3½ 38	
Frame Amidships, Angle, [or]	<i>Longitudinal Framing</i>		" " bottom Angles	4 4 56	
" " Extends up to	<i>See Separate Report.</i>		Side Girders, No. each side and thickness	Two 54 under Engines One 54 outside "	
Reversed Frame Amidships, Angle	✓ ✓ ✓		Margin Plate depth (excl. of flange) and thickness	60 64 52	
" " Extends up to	✓ ✓ ✓		" " Vertical Angle to Tank side	✓ ✓ ✓	
Depth of Framing Girder	✓ ✓ ✓		Bracket abaft $\frac{1}{4}$ len. from stem	60 64 52	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	✓ ✓ ✓		" " Vertical Angle to Tank side	✓ ✓ ✓	
" " Second 'tween Decks, Angle, [or]	✓ ✓ ✓		Bracket forward $\frac{1}{4}$ len. from stem	✓ ✓ ✓	
" " Third " " "	✓ ✓ ✓		" " Gussets, spacing and scantling	✓ ✓ ✓	
Framing in Peaks, Angle or [or]	✓ ✓ ✓		abaft $\frac{1}{4}$ len. from stem	✓ ✓ ✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>See Longitudinal Framing Report.</i>		" " Gussets, spacing and scantling	✓ ✓ ✓	
State if Frame Joggled			forward $\frac{1}{4}$ len. from stem	✓ ✓ ✓	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Closely Spaced Long^{ts} & Transverses, as per approved plans.</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	✓ ✓ ✓	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Midship thickness of A.B.C. Shaped mainframes to fore end of Long^{ts} Framing on Bottom. In way of ordinary floors for 4 side Keelsons.</i>		INNER BOTTOM PLATING.		
SINGLE BOTTOM. Oil Fuel Tanks for			Breadth and thickness of Middle Line Strake	82x 5/8 built at C.L.	
Floors, Depth and thickness at mid-line	46x 46		Thickness of remainder in Holds	5/8	
Height of Brackets at side above base line at toe of frame	<i>Straight across.</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?	yes	
Middle Line Keelson, on Floors, Angles, [or]			BEAMS.		
" " Through Plate or Intercoastal Plate	<i>Centre Line Steel Bhd</i>		Uppermost Continuous Deck, amidships	<i>Longitudinally</i>	
" " Foundation Plate on Floors	<i>Longitudinally Stiffened</i>		" " in way of Bridge, Angle, [or]	<i>Stiffened see</i>	
" " Flat Plate Keel Angles	4 4 56		Spacing	<i>Separate Report.</i>	
Side Keelsons, No. each side	<i>Four</i>		Second Deck, amidships, Angle, [or]	- 50 -	
" " thickness of Intercoastal Plate	48-46		Spacing		
" " B. Angle	8 3½ 44		Third Deck, amidships, Angle, [or]		
DOUBLE BOTTOM. (AFT IN MACH^y SPACE)			Spacing		
Solid Floors, thickness and spacing	54. 30" apart		Fourth Deck, amidships, Angle, [or]		
" " Are Frame and Reversed Frame joggled?	yes		Spacing		
Bracket Floors, breadth and thickness at middle line	✓ ✓ ✓		Forecastle Deck, Angle, [or]	<i>Longitudinally Stiffened see Separate Report.</i>	
" " breadth and thickness at margin plate	✓ ✓ ✓		Spacing	10 3½ 40 N.B.S.	

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.....	as approved plan		Stringer Plate, breadth and thickness in way of Bridge.....	72 x 48	
" in 'tween Decks, Size and Spacing..... For 2	6 1/2 x 40 TUBULAR AT TRANSVERSES.		Thickness of Plating abreast Deck openings in way of Well.....	48	
" " " "			Thickness of Plating abreast Deck openings in way of Bridge.....	48	
" in Holds 4 ft For 2	4 Angles 6 x 6 x 5/2 - 444 11 x 47 TUBULAR 10 x 47 "		Thickness of Plating within line of openings..	✓	
" " " "			If Sheathed, material and thickness	No	
Centre Line Bulkhead. (OILTIGHT)	12 3 1/2 x 45 BANB5. To 7 1/2 x 3 BA		Third Deck.		
For Stiffeners and Spacing.....	5 1/2 x 48, 4 1/2 x 42, 39, 42, 48. Transverses spaced 7'0, 10'0, 10'0, 7'0.		Stringer Plate, breadth and thickness.....	60 x 46-38	
Plating, thickness of			If Plated, state thickness.....	4 1/4 abreast casings 3/4 at ends.	
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	✓ 38	
Stringer Plate, breadth and thickness in Wells.....	72 x 84		If Plated, state thickness		
" " " " in way of Bridge.....	72 x 1'0 & carried beyond ends.		Poop Deck.		
" Angle in Wells.....	8 x 8 x 75 1/2 3 1/2 3 1/2 46		Stringer Plate, breadth and thickness	41 x 38	
Thickness of Plating abreast Deck openings in way of Well.....	84		Plating, Sheathing, material and thickness	32 2 1/2 G.P.	
Thickness of Plating abreast Deck openings in way of Bridge.....	84		Bridge Deck.		
Thickness of Plating within line of openings.....	70		Stringer Plate, breadth and thickness.....	45 x 46	
If Sheathed, material and thickness	No		Plating, Sheathing, material and thickness	38 unclashed ✓	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells.....	72 x 48-38		Stringer Plate, breadth and thickness.....	37 x 40	
			Plating, Sheathing, material and thickness	38 50 under Windlass	

EQUIPMENT No. 57793.										LETTER <i>47</i>		ANCHORS.			
Number of Certificate	Anchors.	WEIGHT, EST. STOCK			WEIGHT OF ^{HEAD} HOOK			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.
<i>31475</i>	1st Bower	<i>96</i>	<i>0</i>	<i>0</i>	<i>63</i>	<i>2</i>	<i>7</i>	<i>65</i>	<i>15</i>	<i>0</i>	<i>0</i>	<i>100</i>	<i>Recess</i>	<i>not stated</i>	<i>Siendaland 11/92 H.A.</i>
<i>31463</i>	2nd "	<i>95</i>	<i>2</i>	<i>21</i>	<i>6</i>		<i>31</i>	<i>65</i>	<i>15</i>	<i>0</i>	<i>0</i>	<i>100</i>	<i>improved</i>	"	<i>11/92 H.A.</i>
<i>31464</i>	3rd "	<i>95</i>	<i>2</i>	<i>14</i>	<i>63</i>	<i>1</i>	<i>21</i>	<i>65</i>	<i>15</i>	<i>0</i>	<i>0</i>	<i>85</i>	<i>do.</i>	"	<i>do.</i>

PARTICULARS OF LONGITUDINAL FRAMING.

SCANTINGS.					EDGES.		RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	State if Joggled?	No.		BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.			SINGLE OR DOUBLE.	Rivets.		NO. OF ROWS OF RIVETS.	Rivets.		SCRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing		Diam.	Spacing	
	Inches.	Inches.	Inches.	Inches.			Inches.	in. to cr.	Inches.	Inches.			
FLAT PLATE KEEL	56	1 1/4	88	90		Double	1"	4	Five	1 1/8	4 1/4	Lapped	
"	A 82	73	73	55		"	7/8	3 3/4	Five to Three	7/8	3 3/8	"	
"	B 65	"	80	"		"	"	"	"	"	"	"	
"	C 65	"	80	"		"	"	"	"	"	"	"	
"	D 65	"	75	"		"	"	"	"	"	"	"	
BOTTOM PLATING, No. of Strakes	E 65	"	67	"		"	"	"	"	"	"	"	
"	F 67	"	58	"		"	"	"	"	"	"	"	
BILGE PLATING, No. of Strakes	G 73	"	56	54		"	"	"	"	"	"	"	
"	H 69	69	52	52		Treble	"	3 1/8	Four to Three	"	"	"	
SIDE PLATING, No. of Strakes	J 70 1/2	"	52	52		"	"	"	"	"	"	"	
"	K 79	"	53	54		"	"	"	"	"	"	"	
UPPER DECK, Sheer-strake in Wells	L 64	"	52	53		Double	1"	4	"	1 1/8	4 1/2	2 1/4 Treble 2 1/4 Treble 2 1/4 Treble	
UPPER DECK, Sheer-strake in Bridge	N 81	1 0	54	52		8 1/2 above dk.			Treble				
STRAKE BELOW SHEER-strake in Wells		1 20 at Bridge Ends.											
STRAKE BELOW SHEER-strake in Bridge	M 73	90	52	52		Double	1 1/8	4 1/2	Treble	1	4	2 1/4 Treble 2 1/4 Treble 2 1/4 Treble	
POOP SIDE PLATING		in one plate	43	50 at Poop Ends.					Double	3/4	2 7/8	Lapped	
BRIDGE SIDE PLATING		in one plate 46	62 at Bridge Ends.						Treble	7/8	3 1/8	"	
FORECASTLE SIDE PLATING		in one plate 46							Double	3/4	2 7/8	"	

WATERTIGHT BULKHEADS.				STIFFENERS.				KEEL, BAR				STERN FRAME				RUDDER				SPEED OF VESSEL				RUDDER											
Total No. of W.T. BULKHEADS in Vessel—				VERTICAL				HORIZONTAL				ELL. Propeller Post				STEEL				1202				12 Knots.				16"							
Extending to Upper Deck (Sec. 3. c)				Scantlings, Spacing.				Scantlings, Spacing.				Rudder				1202				12 Knots.				16"											
As per Rule				Scantlings, Spacing.				Scantlings, Spacing.				Rudder				1202				12 Knots.				16"											
MIDSHIP BULK'D, Upper tween decks				3 webs				15x41x44x62 L				Cast Steel Stem (See approved plan)				1202				12 Knots.				16"											
" " Second "				7 1/2 x 10 x 10				7x8 1/2 x 40 B.A.N.B.S.				Cast Steel Stem (See approved plan)				1202				12 Knots.				16"											
" " Third "				each side				Semi 3/20				Cast Steel Stem (See approved plan)				1202				12 Knots.				16"											
" " Holds				12x35x44 L N.B.S. Chan. each bottom				7x35x44 L N.B.S. Chan. each bottom				Cast Steel Stem (See approved plan)				1202				12 Knots.				16"											
COLLISION (in Hold)				11x37x36 3/4 B.A.N.B.S.				10x37x36 3/4 B.A.N.B.S.				Cast Steel Stem (See approved plan)				1202				12 Knots.				16"											
AFTER PEAK				10x37x36 3/4 B.A.N.B.S.				10x37x36 3/4 B.A.N.B.S.				Cast Steel Stem (See approved plan)				1202				12 Knots.				16"											
STEEL.				Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)				Open Hearth, (basic)				1202				12 Knots.				16"															
				Plating Thickness. <td colspan="4">VERTICAL <td colspan="4">HORIZONTAL <td colspan="4">ELL. Propeller Post <td colspan="4">STEEL <td colspan="4">RUDDER <td colspan="4">SPEED OF VESSEL <td colspan="4">RUDDER </td></td></td></td></td></td></td>				VERTICAL <td colspan="4">HORIZONTAL <td colspan="4">ELL. Propeller Post <td colspan="4">STEEL <td colspan="4">RUDDER <td colspan="4">SPEED OF VESSEL <td colspan="4">RUDDER </td></td></td></td></td></td>				HORIZONTAL <td colspan="4">ELL. Propeller Post <td colspan="4">STEEL <td colspan="4">RUDDER <td colspan="4">SPEED OF VESSEL <td colspan="4">RUDDER </td></td></td></td></td>				ELL. Propeller Post <td colspan="4">STEEL <td colspan="4">RUDDER <td colspan="4">SPEED OF VESSEL <td colspan="4">RUDDER </td></td></td></td>				STEEL <td colspan="4">RUDDER <td colspan="4">SPEED OF VESSEL <td colspan="4">RUDDER </td></td></td>				RUDDER <td colspan="4">SPEED OF VESSEL <td colspan="4">RUDDER </td></td>				SPEED OF VESSEL <td colspan="4">RUDDER </td>				RUDDER			
				Scantlings, Spacing. <td colspan="4">Scantlings, Spacing. <td colspan="4">Rudder <td colspan="4">1202 <td colspan="4">12 Knots. <td colspan="4">16" </td></td></td></td></td>				Scantlings, Spacing. <td colspan="4">Rudder <td colspan="4">1202 <td colspan="4">12 Knots. <td colspan="4">16" </td></td></td></td>				Rudder <td colspan="4">1202 <td colspan="4">12 Knots. <td colspan="4">16" </td></td></td>				1202 <td colspan="4">12 Knots. <td colspan="4">16" </td></td>				12 Knots. <td colspan="4">16" </td>				16"											
				3 webs				15x41x44x62 L				Cast Steel Stem (See approved plan)				1202				12 Knots.				16"											
				7 1/2 x 10 x 10				7x8 1/2 x 40 B.A.N.B.S.				Cast Steel Stem (See approved plan)				1202				12 Knots.				16"											
				each side				Semi 3/20				Cast Steel Stem (See approved plan)				1202				12 Knots.				16"											
				12x35x44 L N.B.S. Chan. each bottom				7x35x44 L N.B.S. Chan. each bottom				Cast Steel Stem (See approved plan)				1202				12 Knots.				16"											
				11x37x36 3/4 B.A.N.B.S.				10x37x36 3/4 B.A.N.B.S.				Cast Steel Stem (See approved plan)				1202				12 Knots.				16"											
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				Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)				Open Hearth, (basic)				1202				12 Knots.				16"															
				Plating Thickness. <td colspan="4">VERTICAL <td colspan="4">HORIZONTAL <td colspan="4">ELL. Propeller Post</td> <td colspan="4">STEEL</td> <td colspan="4">RUDDER</td> <td colspan="4">SPEED OF VESSEL</td> <td colspan="4">RUDDER</td> </td></td>				VERTICAL <td colspan="4">HORIZONTAL <td colspan="4">ELL. Propeller Post</td> <td colspan="4">STEEL</td> <td colspan="4">RUDDER</td> <td colspan="4">SPEED OF VESSEL</td> <td colspan="4">RUDDER</td> </td>				HORIZONTAL <td colspan="4">ELL. Propeller Post</td> <td colspan="4">STEEL</td> <td colspan="4">RUDDER</td> <td colspan="4">SPEED OF VESSEL</td> <td colspan="4">RUDDER</td>				ELL. Propeller Post				STEEL				RUDDER				SPEED OF VESSEL				RUDDER			
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				Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture																															

EQUIPMENT No. 57793.										LETTER <i>ht</i>	ANCHORS.					
Number of Certificate.	Anchors.	WEIGHT, EL. STOCK			WEIGHT OF ^{HEAD} STOCK			TEST, PER CERTIFICATE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.			
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.				lbs.		
31475	1st Bower ...	96	0	0	63	2	7	65	15	0	0	100	} <i>Byers</i> <i>improved</i> <i>Stockless</i>	<i>not stated</i>	<i>Sunderland 13/9/28 J.H.B.</i>	
31463	2nd " ...	95	2	21	6		21	65	15	0	0	100		"	"	<i>" 11/9/28 J.H.B.</i>
31464	3rd " ...	95	2	14	63	1	21	65	15	0	0	85		"	"	<i>" J.H.B.</i>
	Collective weight.	287	1	7								285				
90403	Stream	37	2	0	24	2	3	34	2	2	0	29-2-0	<i>Stockless</i>	<i>Hungary & Sons Ltd. Newcastle</i>	<i>29/11/28 H.G.</i>	
90402	KEDGE	18	3	21	11	3	19	19	17	2	0		"	HAWSERS AND WARPS.		
														Length and Size	Breaking	Length and Size per Table 53.
CHAIN CABLES.																

CHAIN CABLES.																	
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.	Status.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Ins.		Length.	Ins.
32100	330	2 3/4	129 3/4	181	1261-2-0	1258	330	2 3/4	Stud Link	R. Sykes & Sons Cardiff	12/28 J.G.	ROPELINE... 6.F.S.W.	130	6 1/2	114	130.7	113T
												HAWERS & WARPS 6.F.S.W.	2 1/2	2 1/2	18.2	120.2 1/2	152T
												"	2 @ 120	2 1/2	18.2	120.2 1/2	152T
												"	AS APPROVED.				
Iron Stream } Steel Wire }	120	5 1/2		88			120	6	85 Tons.								
AS APPROVED.																	

Steering Gear, Steam Electric Hydraulic by Atlas-Werke, Bremen. Steering Gear, Hand Atlas-Werke, Bremen.

Boats 2 Lifeboats 26'-0" (Steel) 24'-0" Steering Chains, Size and Test Windlass Electric by Atlas-Werke, Bremen.

Ceiling in Holds, thickness and material Cargo Batches, thickness, material and spacing

MAIN OIL TANKS Thickness of Hatches Steel hatch covers.

Cargo Hatchways.—(Upper Deck) Steel Coamings 30' x 40' No. 3 Hatches to main oil tanks 6'-0" x 4'-0' 30' Coamings 40'

Size of No. 1 Hatchway (Forward) 10'-0" x 10'-0" No. 2 Hatches to main oil tanks 6'-0" x 4'-0' 30' Coamings 40'

Number of Shifting Beams and/or Fore and Afters

Builder's Signature

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 *yes*

The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

The vessel has been built in accordance with the approved plans, the Secretary's letters from Aug/27 to Jan/29, and in general conformity with the Society's Rules & Regulations for the class contemplated. The vessel is built on the Longitudinal Framing, Bracketless System. The main oil cargo tanks, summer tanks, oil fuel tanks, double bottom tanks under machinery space, fore hold deep tank, & fore & after peak tanks, have been filled & tested to Rule head of water, the Cofferdams have also been filled & pressed to a head of 8 ft above the up. dk. The upper portion of the Collision Btd, weather decks clear of oil tanks & the steel cover to the forward hatch, have been tested by hose, all with satisfactory results. The electric-hydraulic steering gear, hand steering gear, windlass & winches, have been tested under working conditions and found satisfactory. The assigned freeboard has been cut on the vessel's sides and verified.

The amount of Entry Fee £ 12 : - : - Fees applied for, 15 July 1929

Special Survey Fee.... £ 7 11 : 7 : 10 Received by me, 1.8.29

Freeboards 15-0-0

Travelling Expenses, if any £ : ✓ :

I am of opinion the Vessel should be Classed *100A1* Carrying Petroleum in Bulk Longitudinal Framing Bracketless System.

Signature *John D. Stoker* Surveyor to Lloyd's Register of Shipping.

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

Hull Certificate to be sent to *Middlebrough* Date of issue *2/8/29*

Committee's Minute *FRI. 26 JUL 1929*

Character assigned *+ 100A1 Carrying Petroleum in Bulk*

Lloyd's A & CP + L.M.C. 4.29 Oil Engines

Note Longitudinal Framing - Bracketless System

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Lloyd's Register Foundation

1100-0113

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.)

During launching operations the stays to the Rudder broke adrift, & the stay on the Rudder became jammed on the after side of the Ell Post. The vessel was placed in Dry Dock, & it was found that the Ell Post was crushed on the after side with a slight fracture on the fore side, this was cut out & flushed up with electric welding, & an efficient cast steel strap fitted to the inside of the Post, this has been riveted through face & sides of Post & electrically welded round the edges. As the electric welding employed is of secondary consideration it is submitted that no record be made for further examination. After Peak Tank re-tested on completion of repairs & found satisfactory. On completion the vessel was placed in Dry Dock, bottom & rudder cleaned, examined & found in good condition & recoated.

Oil fuel carried in cross bunkers, & lower deep tank forward, requirements of Sec. 20 & 34 complied with. Flash point above 150°F.

Copy of the midship section, midship Bulkhead & Profile & Decks (as built) will be forwarded as soon as same are received from builders. The following plans are forwarded herewith together with Forgings & Castings Reports:—

Midship Section (2 copies)
Profile & Decks (2 copies)
Stern Frame & Rudder (2 copies)
Ell Post (2 copies)
Propeller Brackets (2 plans)
After End Framing
Fore End Sections.
Midship Transverses & O.T. B'ds (1 plan.)
Boss Framing (2 plans)
Collision B'd & Chain Locker.
Cruiser Stern
Oil Fuel Bunker.
O.T. B'ds Outline showing thickness of plating
B'ds 90 & 92
Stem Casting } 2 plans.
Stem Casting }
B'd 93 & O.F. Bunker Expansion Trunk.
Manholes in Bottom Shell. (3 plans)

Cast Steel Train Hats
" " " " position of.
Standard Bilge Hats.
Typical shell expansion (1 plan)
Section in way of Bridge
Masts (2 plans)
Riveting of Gad pieces on O.T. B'ds.
Steering Gear Seating
Outer Guide bottom bars of Eng. Sec.
Alt. arrang^t of wide overlaps on Shell
basings & Deckhouses.
Typical shell bottom riveting
" " side "
Main & Aux^t Eng. seating
Lightening holes in bottom Trans
Additional stiffening in Fore
Hold to form Deep Tank.
Stiffening at fore end of casing

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	58-1-3	K.H.	5632	16/8/28.
	2nd "	57-1-26	K.H.	5630	16/8/28.
	3rd "	58-0-22	K.H.	5631	16/8/28.
	STREAM	22-1-15	K.H.	5334	26/4/28
	KEDGE	10-2-23	K.H.	5907	30/10/28

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 64.66 ft., R.Q.D. ✓ ft., Bridge 37 ft., Forecastle 40.5 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 Dks (SK)

Official No. 160,725 ; Signal Letters ✓

Is bottom of Vessel coated with cement IN PEAKS & if not give FILLETS IN COFFERDAMS

particulars of composition BITUMINOUS IN TANKS UNDER MACHINERY SPACE.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, <i>FEED WATER</i>	<i>64.66</i>	<i>163</i>	Fore peak tank,	<i>25.6</i>	<i>245</i>
Double bottom, under Engines and Boilers,			After peak tank,	<i>23.0</i>	<i>196</i>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	<i>44.0</i>	<i>894</i>
Double bottom, forward,				<i>44.0</i>	<i>420</i>
			Other tanks, if fitted, <i>3 Cofferdams</i>	<i>1</i>	<i>4-0</i>
			(If necessary, furnish further information by sketch.)	<i>2</i>	<i>4-0</i>
				<i>3</i>	<i>4-0</i>
Total capacity of double bottom					
* The wells are not to be included in the lengths of the tanks.					

Order for Special Survey No. 1434

Date 1st Sept/27

Dates of Surveys held while building

1927th Sep 22, Oct 7, 11, Nov 8, 14, 17, 18, 21, 28, 29, 30 Dec 2, 6, 7, 9, 12, 22, 23, 28, 30 1928th Jan 3, 5, 9, 10, 11, 16
Feb 2, 7, 9, 13, 17, 21, 22, 23, 24, 27, 28, Mar 1, 7, 9, 12, 15, 19, 28, 30, Apr 2, 5, 10, 13, 19, 22, 26, May 2, 8, 9, 10, 11, 16, 18, 19, 22, 24, 25, Jun
1, 6, 12, 13, 15, 18, 19, 20, 21, 25, 26, 27, 28, Jul 2, 3, 5, 6, 11, 12, 13, 18, 19, 20, 25, 26, 27, 30, Aug 1, 2, 3, 6, 7, 8, 9, 10, 11, 14, 15, 16, 17, 20, 24, 27, 28, 29, 30, 31, Sep 1, 4, 5, 6, 7, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Oct 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Nov 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Dec 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 1929th Jan 2, 9, 16, 18, 21, Feb 4, 5, 11, 12, 14, 22, Mar 5, 12, Apr 10, 22, 24, 25, 30, May 2, 7, 8, 9, 14, 15, 20, 23, 26, 30, Jun 1, 6, 11, 12, 13, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Jul 1, 2, 3, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Aug 1, 2, 3, 4, 5, 6, 7, 8, 9, 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1931th Jan 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Feb 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Mar 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Apr 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, May 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Jun 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Jul 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Aug 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Sep 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 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17, 18, 19