

## STEEL STEAMER OR MOTORSHIP.

Received at London Office

28 JAN 1928

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 *20th January 1928* Port of *Belfast* No. *9902*  
Survey held at *Belfast* Date First Survey *5th January 1927* Last Survey *17th January 1928*On the *CHESAPEAKE* (mach. aft)State Type *Full scantling oil tanker* State Type of Erections *P.B.&F.*TONNAGE under *8155.25* CLASS *100A1* State if with freeboard *No* Built at *Belfast*  
Tonnage Deck...  
Do. of space or spaces between Tonnage Dk. and Upper Dk. *209* Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 470.0*  
Total *8155.25* Breadth (greatest moulded) *B 63.5* Launched *24th Nov. 1927* Yard No. *494*  
Gross Tonnage *8954.79* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 34.75* Builders *Workman Clark & Co Ltd*  
Register Tonnage *5421.95* 1st Longitudinal Number (L x D) *= 16333* Owners *Anglo American Oil Co*  
2nd Numeral L x (B + D) *= 46178* Managers  
(Where necessary to be entered in Reg. Book.)

## REGISTERED DIMENSIONS.

FEET.  
Length *476.8*  
Breadth *63.8*  
Depth *35.1*Framing Depth "d" at middle of length. See Sec. 3 (1d) *22.13*  
Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.52*  
Do. Long Bridge to top of keel *✓*  
Draught MouldedResidence *London*Port of Registry *Belfast*If surveyed while building, afloat, or in dry dock  
*Building afloat.*

## 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.
Longitudinally framed amidships See <i>4th sheet of Report.</i>			Bracket Floors, Frame	<i>✓</i>	
FRAMES, Spacing amidships <i>ford</i>	<i>27"</i>		" " Reversed Frame	<i>✓</i>	
" " from $\frac{1}{2}$ length to Collision bulkhead	<i>27</i>		" " Vertical Struts	<i>✓</i>	
" " in peaks <i>FORO AFT.</i>	<i>24</i> <i>23</i>		Centre Girder, <i>Engine Room</i> depth and thickness amidships	<i>66</i> - <i>59</i>	
SIDE FRAMING.			" " top Angles <i>double</i>	<i>4</i> <i>4</i> - <i>55</i>	
Frame Amidships, Angle, <i>X &amp; [</i> <i>O.T. FLAT.</i>	<i>9</i> <i>3 1/2</i> <i>40</i>	<i>8 1/2 x 3 1/2 x 43</i>	" " bottom Angles	<i>6</i> <i>6</i> - <i>54</i>	
" " Extends up to	<i>12</i> <i>3 1/2</i> <i>52</i>		ER Side Girders, No. each side and thickness	<i>4</i> - <i>53</i>	
Reversed Frame Amidships, Angle	<i>✓</i>		ER Margin Plate depth (excl. of flange) and thickness	<i>64</i> x <i>65</i>	
" " Extends up to	<i>✓</i>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem	<i>5</i> <i>5</i> - <i>60</i>	
Depth of Framing Girder	<i>12</i>		" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem	<i>✓</i>	
Frames in Uppermost Continuous Decks, Angle <i>for [</i> <i>ford</i>	<i>9</i> <i>3 1/2</i> <i>40</i>	<i>8 1/2 x 3 1/2 x 43</i>	" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	<i>✓</i>	
" " Second 'tween Decks, Angle <i>X &amp; [</i>	<i>12</i> <i>3 1/2</i> <i>52</i>		" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	<i>✓</i>	
" " Third " " " "	<i>✓</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>8'6" x 47</i>	
Framing in Peaks, Angle <i>X &amp; [</i>	<i>9</i> <i>3 1/2</i> <i>42</i>	<i>8 1/2 x 3 1/2 x 45 BA</i>	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>9/8</i> <i>3 1/2</i> <i>48</i>	<i>8 1/2 x 3 1/2 x 41 BA</i>	Breadth and thickness of Middle Line Strake	<i>48</i> x <i>1.0</i>	
State if Frame Joggled	<i>No.</i>		Thickness of remainder <i>1.25</i>	<i>63</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Side stringers BA frames</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?	<i>Yes</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Double frame extra intercostals increased shell</i>		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, <i>ford</i> in Walls, Angle, <i>E or [</i>	<i>9</i> <i>3 1/2</i> <i>38</i>	<i>8 1/2 x 3 1/2 x 44</i>
Floors, Depth and thickness at mid-line in Holds <i>ford</i>	<i>66</i> x <i>43</i>		" " in way of Bridge, Angle, <i>[</i> or <i>[</i>	<i>✓</i>	
Height of Brackets at side above base line at toe of frame	<i>✓</i>		Spacing	<i>27</i> - <i>24</i>	
Middle Line Keelson, on Floors, Angle, <i>E &amp; [</i>	<i>81</i> <i>52</i>		Second Deck, <i>ford</i> amidships, Angle, <i>X &amp; [</i>	<i>10</i> <i>3 1/2</i> <i>40</i>	<i>9 1/2 x 3 1/2 x 47</i>
" " Through Plate or Intercostal Plate	<i>✓</i>		Spacing	<i>27</i> & <i>24</i>	
" " Foundation Plate on Floors	<i>✓</i>		Third Deck, <i>ford</i> amidships, Angle, <i>X &amp; [</i>	<i>11</i> <i>3 1/2</i> <i>56</i>	
" " Flat Plate Keel Angles	<i>6</i> <i>6</i> - <i>60</i>		Spacing	<i>27</i>	
Side Keelsons, No. each side	<i>2</i>		Fourth Deck, amidships, Angle, <i>[</i> or <i>[</i>	<i>✓</i>	
" " thickness of Intercostal Plate	<i>43</i>		Spacing	<i>✓</i>	
" " Angles <i>Y &amp; [</i>	<i>6</i> <i>3 1/2</i> <i>50</i>		Poop Deck, Angle <i>E or [</i>	<i>9</i> <i>3 1/2</i> <i>38</i>	
DOUBLE BOTTOM. <i>Engine Room</i>	<i>53</i> <i>30</i>		Spacing	<i>32</i> - <i>23</i>	
Solid Floors, thickness and spacing	<i>✓</i>		Bridge Deck, Angle <i>E or [</i>	<i>8 1/2</i> <i>3 1/2</i> <i>42</i>	
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Spacing	<i>36</i>	
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		Forecastle Deck, Angle <i>E or [</i>	<i>11 1/2</i> <i>3 1/2</i> <i>43</i>	
" " breadth and thickness at margin plate	<i>✓</i>		Spacing	<i>27</i> - <i>24</i>	



## PILLARS AND DECKS.

PILLARS AND DECKS.			PILLARS AND DECKS.		
INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.		
PILLARS, No. of Rows.....			Any Departure from Approved Plans to be Noted.		
in 'tween Decks, Size and Spacing.....			Any Departure from Approved Plans to be Noted.		
" " " " "			Any Departure from Approved Plans to be Noted.		
" in Holds " "			Any Departure from Approved Plans to be Noted.		
" " " " "			Any Departure from Approved Plans to be Noted.		
Centre Line Bulkhead, as approved			Any Departure from Approved Plans to be Noted.		
Stiffeners and Spacing.....			Any Departure from Approved Plans to be Noted.		
Plating, thickness of .....			Any Departure from Approved Plans to be Noted.		
STRINGERS AND DECKS.			Any Departure from Approved Plans to be Noted.		
Uppermost Continuous Deck.			Any Departure from Approved Plans to be Noted.		
Stringer Plate, breadth and thickness in Wells			Any Departure from Approved Plans to be Noted.		
" " " " in way of Bridge			Any Departure from Approved Plans to be Noted.		
" Angle in Wells .....			Any Departure from Approved Plans to be Noted.		
Thickness of Plating abreast Deck openings in way of Wells .....			Any Departure from Approved Plans to be Noted.		
Thickness of Plating abreast Deck openings in way of Bridge .....			Any Departure from Approved Plans to be Noted.		
Thickness of Plating within line of openings...			Any Departure from Approved Plans to be Noted.		
If Sheathed, material and thickness .....			Any Departure from Approved Plans to be Noted.		
Second Deck.			Any Departure from Approved Plans to be Noted.		
Stringer Plate, breadth and thickness in Wells...			Any Departure from Approved Plans to be Noted.		
Stringer Plate, breadth and thickness in way of Wells .....			Any Departure from Approved Plans to be Noted.		
Thickness of Plating abreast Deck openings in way of Bridge .....			Any Departure from Approved Plans to be Noted.		
Thickness of Plating within line of openings...			Any Departure from Approved Plans to be Noted.		
If Sheathed, material and thickness .....			Any Departure from Approved Plans to be Noted.		
Third Deck.			Any Departure from Approved Plans to be Noted.		
Stringer Plate, breadth and thickness.....			Any Departure from Approved Plans to be Noted.		
If Plated, state thickness.....			Any Departure from Approved Plans to be Noted.		
Fourth Deck.			Any Departure from Approved Plans to be Noted.		
Stringer Plate, breadth and thickness.....			Any Departure from Approved Plans to be Noted.		
If Plated, state thickness .....			Any Departure from Approved Plans to be Noted.		
Poop Deck.			Any Departure from Approved Plans to be Noted.		
Stringer Plate, breadth and thickness .....			Any Departure from Approved Plans to be Noted.		
Plating, Sheathing, material and thickness .....			Any Departure from Approved Plans to be Noted.		
Bridge Deck.			Any Departure from Approved Plans to be Noted.		
Stringer Plate, breadth and thickness.....			Any Departure from Approved Plans to be Noted.		
Plating, Sheathing, material and thickness .....			Any Departure from Approved Plans to be Noted.		
Forecastle Deck.			Any Departure from Approved Plans to be Noted.		
Stringer Plate, breadth and thickness.....			Any Departure from Approved Plans to be Noted.		
Plating, Sheathing, material and thickness .....			Any Departure from Approved Plans to be Noted.		

## 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.	SINGLE OR DOUBLE.	RIVETS. Diam. Spacing cr. to cr.		Diam.	Spacing cr. to cr.
FLAT PLATE KEEL .....	54	1.01	.86	.80	D	1 1/8 4	3	1 1/8	4
" DBLG. (if any)									
BOTTOM PLATING, No. of Strakes .....		66, 64, 64	60, 60	53, 60	"	1 4	4	7/8	3 1/2
BILGE PLATING, No. of Strakes .....		66, 66	50	56, 56					
SIDE PLATING, No. of Strakes .....		63	50, 48	49, 51	"	1 3 1/2	4	7/8	3 1/2
UPPER DECK, Sheer-strake in Wells.....	56	1.03	50	46	"	1 1/8 4	5	1 1/8	5 1/6
UPPER DECK, Sheer-strake in Bridge ...		1.23			"	" "	5	"	"
STRAKE BELOW Sheer-strake in Wells.....		88	52	48	"	1 3 1/2	5	1 1/2	4 1/2
STRAKE BELOW Sheer-strake in Bridge ...		88			"	" "	5	"	"
POOP SIDE PLATING .....				42	none	- -	3	3/4	2 5/8
BRIDGE SIDE PLATING ...				44, 50	none	- -	3	"	"
FORECASTLE SIDE PLATING				44	S		2	"	"

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) Eleven

Deck next below Seven

As per Rule.

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	45 (Wings 34)	6 1/2 x 3 x 36 BA	29		
" " " "	(6 x 3 x 37 BA 28)				
" " " Third		10 x 3 1/2 x 42 BA			
" " " Holds	52 to 38	8 x 3 x 38 BA	30		
COLLISION " (in Hold)	53 to 30	10 x 3 1/2 x 42 BA	22	2 Semi box beams	
AFTER PEAK "	50 to 30	7 x 3 x 44 BA	24	Semi box beam	

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....		Plate		
STEM .....				
STERN FRAME { Propeller Post	See plan	10 1/2 x 8 3/8	S. plans	
{ Rudder " "	"	9 1/2 x 11	Forge	
RUDDER—A x D. 180 x 42		768		
Speed of Vessel .....		11 1/2 Knots		
RUDDER mainpiece at head	Forged Steel	13 3/8	Alg. Krupp	
" " heel	"	10 1/2		
" how constructed	Built	arms shrunk & keyed		
" double or single plate coupling, vertical or horizontal	Single Vertical			

## STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

Maitland, Peart Partners, Colville, South Durham, Carlisle, Beardmore, Lanarkshire Steel (O.A. Steel)

Has the Steel been tested as required by the Rules?

Yes.

Société Anonyme d'acier  
Lloyd's Register  
Foundation



{ St Rudder Post  
 having 155 ft  
 Equipt 1'  
 Spacing of Poop Beam



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Lloyd's Register  
Foundation



## PARTICULARS OF LONGITUDINAL FRAMING.

W1647-0007 (213)

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			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.			
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Number.	Diameter.		
Framing of <b>L, L &amp; K</b> .....																					
Frames in Bridge 'tween Decks... Frames from Uppermost Continuous Deck		No. 1	7	3 1/2	40	F8	3 1/2	36	7	3	40	7	3	40	1	6	6" throughout	10	7/8		
" 2		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"		
" 3		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"		
" 4		"	"	"	F8	3 1/2	36	"	"	"	"	"	"	7/8	4 3/8	4 3/8 throughout	14	"			
" 5		8	"	38	A7	"	40	8	3 1/2	38	8	3 1/2	38	"	"	"	11	"			
" 6		8	"	50	A8	"	50	8	3 1/2	50	"	"	50	"	"	4" for 8 Rivets	11	"			
" 7		9	"	40	F9	"	40	9	"	40	9	"	40	"	"	"	12	"			
" 8		"	"	"	F10	"	"	"	"	"	"	"	"	"	"	"	12	"			
" 9		"	"	44	A9	"	44	"	"	44	"	"	44	"	"	"	12	"			
" 10		"	"	53	F10	"	53	"	"	53	"	"	53	"	"	3 1/2" for 8 Rivets	12	"			
" 11		10	3 1/2	40	A10	"	40	10	"	40	10	"	40	"	"	"	13	"			
" 12		"	"	44	A11	"	44	"	"	44	"	"	44	"	"	"	13	"			
" 13		12 x 4 x 4	40		12 x 4 x 4	40		12 x 4 x 4	40	12 x 4 x 4	40					"	16	"			
" 14		"	"	49	F15	4 x 4 x 40		"	"	49	"	"	49	"	"	"	18	"			
" 15		"	"	41	F12	" x " x 49		"	"	41	"	"	41	"	"	"	16	"			
" 16																					
Spacing of Longitudinal Frames		Amidships	30 to 25					30 to 25													
		At Ends	30 to 25					30 to 25													
Double Bottoms <b>L, L or C</b>		Tank Top Longitudinals															Back bar 3 1/2 x 3 1/2 x 44 on Longitudinals 24 to 18 in incl in No 1 Tank.				
		Bottom																			
Spacing of Longitudinals		Amidships																			
		At Ends...																			
Transverses.																					
In Bridge 'tween Decks		Depth and Thickness																			
		Face Angles																			
		Lugs to Shell*																			
In Awning, Shelter or Upper 'tween Decks.		Depth and Thickness	19 1/4	x	40																
		Face Angles	3 1/2	x	3 1/2 x 40																
		Lugs to Shell*	3 1/2	x	3 1/2 x 40																
In Hold.		Depth and Thickness	33	x	48																
		Face Angles	6 1/2	x	3 1/2 x 54																
		Lugs to Shell*	6	x	6 x 48																
		Brackets	6-8 1/2	x	5-6 1/2 x 48																
Spacing of Transverse Frames			9-5	7-8	9-5					9-5	7-8	9-5									
		* State if joggled or liners.	Joggled																		
Longitudinal Beams of <b>L, L &amp; K</b>		Bridge Deck ...																			
		Avg. or Shltr. Dk.	6 1/2	3 1/2	41					6 1/2	3 1/2	41									
		Upper	7	x	3 x 41					7	x	3 x 41									
		Second	"	"	36					"	"	36									
		Third	"	"	36					"	"	36									
		Spacing.																			
		Upper Transverse	12 1/2	x	40					12 1/2	x	40									
		Beams.	22	x	42					22	x	42									
		In Ships.	Plate.	Angles.						Plate.	Angles.										
		As approved.	Plate.	Angles.						Plate.	Angles.										

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.										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.	Cwts.			
30628	1st Bower ...	89	2	0	Stockless			63	5	0	0	81 $\frac{1}{4}$	Byes Improved	Not given	Sunderland 31/12/27 J.H. Butler
30629	2nd „ ...	89	2	0	"			63	5	0	0	81 $\frac{1}{4}$	"	"	" " "
30604	3rd „ ...	76	2	14	"			57	5	0	0	69 $\frac{1}{2}$	"	"	" 23/12/27 "
	Collective weight.	255	2	14								232			
60386	Stream .....	23	2	21	6	0	14	23	11	3	14	23 $\frac{1}{2}$	Rodgers	Jwright 60/100 Lipton	22/1/27 W.A. Drysdale

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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Length.	Cir.					Length.	Cir.		Length.	Cir.				
62201	Fathoms. 150 <sup>3</sup> / <sub>4</sub>	Ins. 2 <sup>1</sup> / <sub>2</sub>	112 <sup>1</sup> / <sub>2</sub>	157 <sup>1</sup> / <sub>2</sub>	Cwts. 470	qrs. 2	lbs. 7	Cwts. 940	Fathoms. 300	Ins. 2 <sup>3</sup> / <sub>8</sub>	Shadlink	Wright 60/100	Lipton 31/8/27 W.A.	TOWLINE...	Fathoms. 130	Ins. 5 <sup>1</sup> / <sub>2</sub>	88 FS	W 130	Fathoms. 130	Ins. 6			
62202	150 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>	112 <sup>1</sup> / <sub>2</sub>	157 <sup>1</sup> / <sub>2</sub>	470	1	0						Do Drysdale	HAWSERS & WARPS	180	3 <sup>1</sup> / <sub>2</sub>	35.5	"					
62403	3 link elect	2 <sup>1</sup> / <sub>2</sub>	112 <sup>1</sup> / <sub>2</sub>	157 <sup>1</sup> / <sub>2</sub>	4	0	2				other link attachment	"	" 2/9/27 "	"	180	2 <sup>1</sup> / <sub>2</sub>	18.2	"					
62404		Cir. 3 1/4	✓	65.5	Flexible Steel wire				120	5 <sup>1</sup> / <sub>4</sub>	✓	"	" 26/9/27 "	"	360	8	Temp.	400	8				
Iron Steam Chain or Steel Wire																							

Steering Gear, **Steam** *Hastie* *McLellan* *Shaw Electric hydraulic* Steering Gear, **Hand** *Relieving Tackle*

Boats *2 lifeboats, 2 Dinghys* Steering Chains, Size and Test ☒ Windlass *Emerson Walker*

Ceiling in Holds, thickness and material *None* Cargo Battens, thickness, material and spacing *None*

Cargo Hatchways. (Upper Deck) *O.T. Hatches except in No. 1 Ford* *1/2" FORD 6'-0" x 10'-0" .44 Coaming Steel Cover .52 Thickness of Hatches* *Steel Covers*

Size of No. 1 Hatchway (Forward) *6'-0" x 10'-0"* No. 2 ☒ No. 3 ☒ No. 4 ☒ No. 5 ☒ No. 6 ☒

Number of Shifting Beams and/or Fore and Afters *None.*

PRO WORKMAN, CLARK & CO., LIMITED,  
*W. A. Drysdale*  
Builder's Signature ASSISTANT SECRETARY.

GENERAL DECLARATION This vessel has been built in accordance with the plans approved by the Committee, the Secretary's letters, & in general conformity with the rules. The workmanship & materials are good. The double bottom tanks, Peak Tanks, Deep Tanks, Fuel Oil Bunkers, lubricating tanks, Cargo Tanks, have been tested as required by the rules, found satisfactory. The weather decks & watertight bulkheads have been hose tested with satisfactory results. Steering Gear, Windlass, Bilge pumps have been tested under working conditions & found satisfactory. The Freeboard has been verified & cut in on the vessel's sides.

The amount of Entry Fee ..... £ 11 : 0 : 0 Fees applied for, *12th Jan 1928*

Special Survey Fee.... £ 635 : 16 : 3 Received by me, *17th Jan 1928*

*Freeboard 12:16:8*

Travelling Expenses, if any £ : :

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

State whether the Vessel has been built under Special Survey *Yes* Signature *G. D. Cairnes*

*H.M. in duplicate* Certificate to be sent to *Belfast* Date of issue *31/1/28* Charge *£1-6-0. L. L. 30/1/28*

Committee's Minute *TUES. 31 JAN 1928*

Character assigned *+ 100 A1 Carrying Petroleum in Bulk*

*Lloyd's A.C.P.* *+ L.M.C. 1:28*

*Oil Engines* *20 B 150 ft*

*0.9.*

*My*

*2020*

*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.)

The approved plans. Forging Reports enclosed herewith.

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

1st Bower	(30628)	50 . 2 . 20	K.H.	5042	3.12.27
2nd "	(30629)	50 . 3 . 9	K.H.	4988	15.11.27
3rd "	(30604)	42 . 3 . 3	M.B.	3370	31.10.27

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 101 ft., R.Q.D. ✓ ft., Bridge 33 ft., Forecastle 49 ft.  
(in feet and tenths). When the Poop is <sup>not</sup> 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) *Two Decks (Steel)*

Official No. 148155 ; Signal Letters

Is bottom of Vessel coated with cement *partly* if not give

particulars of composition *Cement in Fresh water & Water ballast tanks only, paint in Hold, Nothing in Oil Tanks*

**PARTICULARS OF WATER BALLAST.—**

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	<i>Fr. 92</i>	<i>227</i>
Double bottom, under Engines and Boilers,			After peak tank,	<i>Fr. 7</i>	<i>30</i>
Double bottom, if under Engines only,	<i>52.5</i>	<i>160</i>	Deep tank, aft,	<i>Gross Bunkers Frs 39 16 40 167</i>	<i>334</i>
Double bottom, if under Boilers only,			Deep tank, forward,	<i>36</i>	<i>492</i>
Double bottom, forward,			Other tanks, if fitted, <i>each 5'0" long on O-line</i>		<i>12</i>
Total capacity of double bottom			(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 767

Date 2/2/27.

Dates of Surveys held while building

1927. Jan'y 5. 7. 13. 21. 25. 28. 31 Feb'y 2. 8. 9. 10. 15. 16. 17. 18. 21. 22. 24 March 1. 2. 4. 7. 9. 14. 15. 17. 18. 21. 23. 24. 25. 29. 31 April 4. 6. 7. 8. 11. 12. 13. 14. 20. 21. 22. 25. 26. 27. 28. 29 May 3. 4. 6. 9. 10. 11. 12. 13. 16. 17. 18. 20. 23. 24. 25. 26. 27. 30. 31 June 1. 2. 7. 10. 13. 15. 16. 20. 21. 22. 23. 24. 29 July 18. 19. 20. 22. 25. 26. 27. 29 Aug 1. 2. 3. 4. 5. 8. 9. 10. 11. 12. 15. 16. 22. 24. 25. 26. 31 Sept. 1. 2. 5. 6. 7. 9. 14. 15. 19. 20. 21. 22. 23. 27. 29. 30 Oct. 3. 4. 5. 7. 10. 11. 12. 13. 14. 17. 18. 19. 20. 21. 24. 25. 26. 27. 28. 31 Nov. 2. 3. 4. 7. 8. 9. 10. 11. 16. 22. 24. 25. 28. 30. Dec. 2. 7. 9. 12. 13 Total No. of Visits 168.  
Jan'y 5. 9. 10. 17