

STEEL STEAMER & MOTORSHIP.

Received at London Office 24 FEB 1937

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 *14th of February 1937* Port of *Rotterdam*No. *25273*Survey held at *Rotterdam*Date First Survey *20th of April 1936*Last Survey *11th of February 1937*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Steel single screw motor vessel* EULIMA Machinery fitted *aft*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Tull Scantling*State Type of Erections *Boop Bridge**Freehold*TONNAGE under Tonnage Deck... *5500.70*CLASS *7 100 A1*State if with freeboard as condition of Class *no*Built at *Schiedam*

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 425. -*

FEET.

Launched *7/11 - 1936* Yard No. *659*

Total

Breadth (greatest moulded) *B 54.25*Builders *N. V. Wilton Fijenoord*Gross Tonnage *6207.42*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 31. -*Owners *Anglo Saxon Petroleum Co*Register Tonnage *3593.72*1st Longitudinal Number (L x D) *= 1317.5*Managers *" " "*

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

2nd Numeral L x (B + D) *= 36231*Residence *London*

REGISTERED DIMENSIONS.

FEET.

Length *432.1*Framing Depth "d," at middle of length. See Sec. 3 (1d) *✓*Breadth *54.6*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.7* *✓*Port of Registry *"*Depth *30.8*Do. Long Bridge to top of keel *✓*

If surveyed while building, afloat, or in dry dock

Draught Moulded *25' 6"**Building*

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>806</i>	<i>✓</i>	Bracket Floors, Frame	<i>✓</i>	
" " from $\frac{1}{2}$ length to Collision bulkhead	<i>686</i>	<i>✓</i>	" " Reversed Frame	<i>✓</i>	
" " in peaks	<i>610</i>	<i>✓</i>	" " Vertical Struts	<i>✓</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>1500 x 13</i>	<i>✓</i>
Frame Amidships, Angle, \square or \square	<i>230 90 11</i>	<i>✓</i> further as approved.	" " top Angles	<i>90 90 12½</i>	<i>✓</i>
" " Extends up to	<i>Upper deck</i>	<i>✓</i>	" " bottom Angles	<i>100 100 14½</i>	<i>✓</i>
Reversed Frame Amidships, Angle	<i>✓</i>	<i>✓</i>	Side Girders, No. each side and thickness	<i>two 15+12</i>	<i>✓</i>
" " Extends up to	<i>✓</i>	<i>✓</i>	Margin Plate depth (excl. of flange) and thickness	<i>as per plan</i>	<i>✓</i>
Depth of Framing Girder	<i>All bulb angle frame</i>	<i>✓</i>	" " Vertical Angle to Tank side	<i>✓</i>	<i>✓</i>
Frames in Uppermost Continuous 'tween Decks, Angle, \square or \square	<i>✓</i>	<i>✓</i>	Bracket abaft $\frac{1}{4}$ len. from stem	<i>✓</i>	<i>✓</i>
" " Second 'tween Decks, Angle, \square or \square	<i>✓</i>	<i>✓</i>	" " Vertical Angle to Tank side	<i>✓</i>	<i>✓</i>
" " Third " " " "	<i>✓</i>	<i>✓</i>	Bracket forward $\frac{1}{4}$ len. from stem	<i>✓</i>	<i>✓</i>
Framing in Peaks, Angle or \square	<i>200 90 9½</i>	<i>✓</i>	Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<i>✓</i>	<i>✓</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 5½</i>	<i>✓</i> further as approved.	" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<i>✓</i>	<i>✓</i>
State if Frame Joggled	<i>Yes</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	<i>✓</i>
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Web frames as stringers as approved.</i>	<i>✓</i>	INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Back bars on longitudinal extra transverse and double shell angles to transverse. Floors in N.B. tank double web frames all as approved.</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>1800 x 28-17-13</i>	<i>✓</i>
SINGLE BOTTOM.			Thickness of remainder in Holds	<i>13</i>	<i>✓</i>
Floors, Depth and thickness at mid-line, in Holds	<i>1220 x 9</i>	<i>✓</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>as per approved plan</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame	<i>✓</i>	<i>✓</i>	BEAMS.		
Middle Line Keelson, on Floors, Angles, \square or \square	<i>Centre line bulk head in deck tank forward.</i>	<i>✓</i>	Uppermost Continuous Deck, amidships	<i>230 90 10</i>	<i>✓</i>
" " Through Plate or Intercoastal Plate	<i>✓</i>	<i>✓</i>	" " in Wells, Angle, \square or \square	<i>180 75 8+10</i>	<i>✓</i>
" " Foundation Plate on Floors	<i>✓</i>	<i>✓</i>	" " in way of Bridge, Angle, \square or \square	<i>606+610</i>	<i>✓</i>
" " Flat Plate Keel Angles	<i>100 100 13</i>	<i>✓</i>	Spacing	<i>667+610</i>	<i>✓</i>
Side Keelsons, No. each side	<i>One</i>	<i>✓</i>	Second Deck, amidships, Angle, \square or \square	<i>✓</i>	<i>✓</i>
" " thickness of Intercoastal Plate	<i>10 ½</i>	<i>✓</i>	Spacing	<i>✓</i>	<i>✓</i>
" " Angles	<i>150 x 150 x 11</i>	<i>✓</i>	Third Deck, amidships, Angle, \square or \square	<i>✓</i>	<i>✓</i>
DOUBLE BOTTOM. In way of no transverse.	<i>667 x 12</i>	<i>✓</i>	Spacing	<i>✓</i>	<i>✓</i>
Solid Floors, thickness and spacing	<i>✓</i>	<i>✓</i>	Fourth Deck, amidships, Angle, \square or \square	<i>✓</i>	<i>✓</i>
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>	<i>✓</i>	Spacing	<i>✓</i>	<i>✓</i>
Bracket Floors, breadth and thickness at middle line	<i>✓</i>	<i>✓</i>	Poop Deck, Angle, \square or \square	<i>180 75 10/8</i>	<i>✓</i>
" " breadth and thickness at margin plate	<i>✓</i>	<i>✓</i>	Spacing	<i>667+610</i>	<i>✓</i>
			Bridge Deck, Angle, \square or \square	<i>200 75 9</i>	<i>✓</i>
			Spacing	<i>806</i>	<i>✓</i>
			Forecastle Deck, Angle, \square or \square	<i>230 90 10</i>	<i>✓</i>
			Spacing	<i>606+610</i>	<i>✓</i>

PILLARS AND DECKS.					
	INCASING IN SHIP. <i>none</i>	Any Departure from Approved Plans to be Noted.		INCASING IN SHIP. <i>none</i>	Any Departure from Approved Plans to be Noted.
PILLARS , No. of Rows.....	<i>Forecastle two 75</i>		Stringer Plate, breadth and thickness in way of Bridge	✓	
" in 'tween Decks, Size and Spacing	<i>and as per plan ✓</i>		Thickness of Plating abreast Deck openings in way of Wells	✓	
" " " " " "	<i>Bridge 75 two ✓</i>		Thickness of Plating abreast Deck openings in way of Bridge	✓	
" in Holds " " "	<i>1/2 Hull division bulkheads. ✓</i>		Thickness of Plating within line of openings...	✓	
" " " " " "	<i>Port Hull division bulkheads. ✓</i>		If Sheathed, material and thickness	✓	
Centre-Line Bulkhead , 2 Long. bulkheads. ✓			Third Deck.		
Stiffeners and Spacing.....	<i>250x90x14 1/2 B.A. ✓ faw. 250x90x14 B.A. ✓</i>		Stringer Plate, breadth and thickness.....	✓	
Plating, thickness of	<i>11-11.5 faw. ✓</i>		If Plated, state thickness.....	✓	
STRINGERS AND DECKS.	<i>stringers further as per plan approved.</i>		Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells	<i>19/10 16 1/2 ✓</i>		If Plated, state thickness	✓	
" <i>At Break</i> " in way of Bridge	<i>19/10 19 1/2 ✓</i>		Poop Deck.		
" Angle in Wells	<i>150x150x17 ✓</i>		Stringer Plate, breadth and thickness	9	✓
Thickness of Plating abreast Deck openings in way of Wells	<i>14 ✓</i>		Plating, Sheathing, material and thickness ...	<i>8 1/2 - 6 1/2 Oregon Pike 63. ✓</i>	
Thickness of Plating abreast Deck openings in way of Bridge	<i>✓</i>		Bridge Deck.		
Thickness of Plating within line of openings...	<i>12 ✓</i>		Stringer Plate, breadth and thickness.....	<i>1900 10 ✓</i>	
If Sheathed, material and thickness	<i>not sheathed. ✓</i>		Plating, Sheathing, material and thickness ..	<i>8 ✓</i>	
Second Deck. <i>forward and aft</i>			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	<i>10 & 8 1/2 ✓</i>		Stringer Plate, breadth and thickness.....	<i>1100 9 ✓</i>	
			Plating, Sheathing, material and thickness ..	<i>9-8 1/2 Oregon pine 63. ✓</i>	

SCANTLINGS.					ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>not jogged</i>		RIVETING.				
STRAKES.	AS IN VESSEL.					SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAFFED OR LAPPED.
	AMIDSHIPS.		FORWARD.	AFT.			Diam.	Spacing or. to or.		Diam.	Spacing or. to or.	
	Breadth.	Thickness.	Thickness.	Thickness.								
FLAT PLATE KEEL	<i>13</i> 20	<i>23</i> $\frac{1}{2}$	18	18	✓	Double	7/8	3 $\frac{1}{2}$	5 to 4	1	4	Lapped
„ DELG. (if any)												
BOTTOM PLATING, No. of Strakes ...3.....	<i>A 2220</i> <i>B 2350</i> <i>C 2550</i>	16	17 $\frac{1}{2}$	13	✓	Double	7/8	3 $\frac{1}{2}$	4 to 3	7/8	3 $\frac{1}{2}$	Lapped
BILGE PLATING, No. of Strakesme.....	<i>D 2180</i>	16	16	16	✓	Double	7/8	3 $\frac{1}{2}$	4 to 3	7/8	3 $\frac{1}{2}$	Lapped
SIDE PLATING, No. of Strakes2.....	<i>E 2550</i> <i>F 2550</i>	15	11 $\frac{1}{2}$	11 $\frac{1}{2}$	✓	Double	7/8	3 $\frac{1}{2}$	3	7/8	3 $\frac{1}{16}$	Lapped
UPPER DECK, Sheer-strake in Wells.....	<i>14 1605</i>	23 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	✓				5 to 4	1 1/8	4 $\frac{3}{4}$	Lapped
UPPER DECK, Sheer-strake in Bridge.....		28			✓				5	1 1/8	4 $\frac{3}{4}$	Lapped
STRAKE BELOW SHEER-strake in Wells.....	<i>19 2200</i>	18	11 $\frac{1}{2}$	11 $\frac{1}{2}$	✓	Double	1	4	4 to 3	7/8	3 $\frac{1}{2}$	Lapped
STRAKE BELOW SHEER-strake in Bridge ...)												
POOP SIDE PLATING			9 $\frac{1}{2}$		✓	none			2	3/4	2 5/8	Lapped
BRIDGE SIDE PLATING ...		10 $\frac{1}{2}$			✓	none			2	3/4	2 5/8	Lapped
FOREC'TLE SIDE PLATING			10 $\frac{1}{2}$		✓	Single	3/4	3	1	3/4	2 5/8	Lapped

Total No. of ⁰W.T. BULKHEADS in Vessel— <i>16</i> ✓		Casting or Forging	Scantlings	Maker's Name	Any departure from approved plans to be noted
Extending to Upper Deck (Sec. 3 c) <i>15</i> ✓					
" Deck next below <i>1</i> — ✓					
As per Rule		KEEL, Bar	<i>Flat</i>	<i>Reckgenke</i>	✓
		STEM	<i>Forging</i>	<i>250x65</i>	<i>rolled bar</i>
		STERN	Propeller Post	<i>Casting as per</i>	<i>Bochumer</i>

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted
KEEL, Bar		Flat Rielplate		✓
STEM	forging.	250x65	rolled bar	
STERN FRAME	{ Propeller Post	Casting as per Bochner approved plan	Verein S. C. Busselcoff	
	{ Rudder "	" "	" "	
Speed of Vessel		12 knots		✓
RUDDER—Type		Certy patent.		✓
" A x D		87.7		✓
" Diam. of head	Forging	32"	Bochner Verein S. C.	
" Mainpiece at top pintle	Casting as per frame	Verein S. C. Busselcoff		
" " heel		approved		
" how constructed		double plate Certy patent & approved		
" double or single plate		1/2'		
" coupling, vertical or		Louisonall couplings		
" horizontal				

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens Martin Process.*
The Camanche Steel & Co. Ltd. Motherwell; Societe Anonyme d'Acierie-Marchage Bessemer
Reunion Havre Action Gesellschaft. Thyssen Huette Action Gesellschaft.
 Has the Steel been tested as required by the Rules? *Yes By Surveys at Malunko.*

Rotterdam
Report N^o 25273 ✓

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		RIVETS IN BRACKETS TO BULKHEADS.			
		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.	
		In.	Ins.	Ins.	In.	Ins.	Ins.	In.	Ins.	Ins.	In.	Ins.	Ins.	Diam.	Spang.	Inches.	Number.	Diameter.	
		In.	Ins.	Ins.	In.	Ins.	Ins.	In.	Ins.	Ins.	In.	Ins.	Ins.	In.	Ins.	Inches.	Number.	Diameter.	
Framing of L, L or C																			
Frames in Bridge 'tween Decks																			
Frames from Uppermost Continuous Deck																			
No. 1		Steel single Screw Motor Tank vessels																	
2																			
3		<u>"EULIMA"</u>																	
4																			
5		Upper stringer in Wing tanks																	
6		to shell 610 x 10.5 to longit. bulkheads 610 x 10																	
7		face bar 90 x 90 x 10.5 face bar 90 x 90 x 10																	
8																			
9		Second stringer in Wing tanks.																	
10		to shell 715 x 11 to longit. bulkheads 715 x 10.5																	
11		face bar 90 x 90 x 11 face bar 90 x 90 x 10.5																	
12																			
13																			
14																			
15																			
16																			
Spacing of Longitudinal Frames		For ordinary steel framing see first entry report.																	
Double Bottoms																			
Tank Top Longitudinals																			
Bottom		400 x 15 x 110 x 18 400 x 15 x 110 x 18 7/8 5 1/4 3 7/8 for eleven rivets each side of bulkheads and transverse.																	
Spacing of Longitudinals		Amidships 825 Ends 825																	
At Ends																			
Transverses.																			
In Bridge		Depth and Thickness																	
'tween Decks		Face Angles																	
		Lugs to Shell																	
In Upper 'tween Decks.		Depth and Thickness																	
		Face Angles																	
		Lugs to Shell																	
Bottom Transverses		Depth and Thickness																	
		Face Angles																	
In Hold.		Lugs to Shell																	
		Back Bars																	
		Brackets																	
Spacing of Transverse Frames		3224 3224 3224 3224																	
State if jagged or liners.																			
Longitudinal Beams of L, L or C		Bridge Deck Upper Cente 200 90 13 Transverse 200 90 13 Transverse 825 685 x 10.5 130 x 90 x 10 685 x 10.5 130 x 90 x 10 Second Wings 200 90 13 framing 200 90 13 framing 825 Third																	

1m, 10, 29, T.

W1168-0061(213)

Hoyd's Rediste

Foundation
W168-006(313)

EQUIPMENT No 37659												LETTER a +		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.			
24039	1st Bower ...	67	0	7	Stockless			52	5	0	0	68-0-0	stockless Union real line		L.P.H. Low Walker 30/1-37
24038	2nd „ ...	67	0	7	„			52	5	0	0		„ „	„	„ „ a green
24037	3rd „ ...	67	0	21	„			52	5	0	0		„ „	„	„ „ „
	Collective weight.	201	1	4								194-2-0			
24040	Stream	10	3	7	4	3	0					19-0-0	common Stock	„	„ „ „

CHAIN CABLES. <i>in Rot. letter 1/3/37</i>												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.	Stain- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.
14700	270	2 ⁵ / ₁₆	96 ³ / ₄	134 ³ / ₄	780-3-7			720-3-0	270	2 ⁵ / ₁₆	<i>Steel real line</i>	<i>Low Walker</i> <i>30/1-1937 A. Green.</i>	<i>new</i> TOWLINE	120	4 ³ / ₄	64.6	120	4 ³ / ₄
													HAWSERS & WARPS	2x90	3 ¹ / ₂	21.7	2x90	2 ³ / ₄
													"	2x90	3	18.6	2x90	2 ¹ / ₂
		Cir.								Cir.								
Iron Stream } Chain or } Steel Wire }	90	5			52.8				90	5	<i>Hadfield</i> <i>Frederik C. de Krom Gouda</i>		"					

Steering Gear, Steam *Hydraulic direct Acting* ✓ Steering Gear, Hand *Releasing tackle fitted* ✓
 Boats *4 lifeboats* ✓ Steering Chains, Size and Test ✓ Windlass *Steam patent* ✓
 Ceiling in Holds, thickness and material ✓ Cargo Battens, thickness, material and spacing ✓
 Cargo Hatchways.-(Upper Deck) *Cielight hatches* ✓ Thickness of Hatches *Steel covers* ✓
 Size of No. 1 Hatchway (Forward) ✓ No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓
 Number of Shifting Beams and/or Fore and Afters ✓

WILTON - FIJENOORD.
 (N.V. WILTON'S Machinefabriek en Scheepswerf
 (WILTON'S Engineering & Shipway Co.)
 Maatschappij voor Scheeps- en Werktuigbouw
 FIJENOORD N.V.)

Builder's Signature

W. J. M. M. M.

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.

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 bunker, settling tanks, deep tanks, fore and afterpeak tanks, cofferdams and double bottom tanks in motor space have been tested by a head of water as required by the rules and found sound and tight.

The freeboard has been marked on the vessels sides; Verified and cut in. Certificates of Stowage and Manner enclosed herewith.

The amount of Entry Fee *£ 120.00*
 Special Survey Fee..... *£ 6393.00*
 Travelling Expenses, if any *£ 52.00*

Fees applied for, *only*
 Received by me, *15/3*

(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
and on deck.
 Signature *B. Leunenburg* *J. V. Heerwaarden*
 Surveyor to Lloyd's Register of Shipping.

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

Certificate to be sent to *Rotterdam Surveyors* Date of issue *26/2/37*

Committee's Minute

FRI 26 FEB 1937

Character assigned

+ 100 A1

Carrying petroleum in bulk

Lloyd's A+C + DMC 2.37 all big CL
DB 18th.

Weir Bar

Agos
End

Brink



© 2020

Lloyd's Register
 Foundation
 W168 006 (3/3)

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.)

London letters M 26/2; 4/3; 8/3; 12/3; 13/3; 15/3; 19/3; 20/3; 27/3; 8/4; 10/5; 17/5; 20/5; 25/5; 1935. 30/12-1935
Rotterdam letters 7/3; 14/3; 18/3; 19/3; 22/3; 3/4; 1/5; 13/5; 16/5; 1935.

The following plans, referred to in the above letters, have been approved for this vessel.
Copies of these plans have been retained in the London office for record.

Description of plans.

Midship section; Transverse bulkheads; Profile and deck.—
Preliminary plan of double plate bottom.—
Midship section; Scantlings in metric units.—
Stringer and connections in Cargo tanks.—
Amended riveting in Transverses and bulkhead webs, scantlings of oil tanks in way of sheer and of keel framing.—
Plan of Transverse oil tight bulkheads.—
Plan of Transverse bulkhead N° 56.—
Keel frame and keelson.—
Plan of fore end framing.—
Plan of Transverse bulkheads N° 124-136 and longitudinal bulkhead.—
Plan of Stringers in Cargo tanks.—
Plan of Oil fuel bunkers and double bottom in motor room.—
Plan of Peak bulkheads.—
Plan of deep tank and forehold.—
Plan showing proposed scantlings at bridge ends.—

Sister vessel: motor vessel Elusa Rott. Rep. N° 24684

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

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower Head 44-1-23 Dusseldorf 4507 M.B. 18/8-36 Shank 18/8-36 N° 1820 M.B. Dusseldorf 22-2-4 2nd " " 44-0-13 Dusseldorf 4505 M.B. 18/8-36 Shank 22-3-19 18/8-36 N° 1818 M.B. " 2/10-36 3rd " " 44-0-11 " 4586 M.B. 18/8-36 Shank 23-0-10 18/8-36 N° 23-0-10 M.B. " 2/10-36
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PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 26.6 ft., R.Q.D. " ft., Bridge 30 ft., Forecastle 40.25 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 One Deck (stl) 2nd deck (stl) Clear of Cargo tanks ✓

Official No. " ; Signal Letters " Is bottom of vessel coated with cement Yes in peaks if not give particulars of composition. " not in Cargo 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,	22	103 ✓
Double bottom, under Engines and Boilers,			After peak tank,	16	55 ✓
Double bottom, if under Engines only, aft	63.5	131.8 ✓	Deep tank, aft,	24.75	257 ✓
Double bottom, if under Boilers only,			Deep tank, forward,	7.62	267 ✓
Double bottom, forward,			Other tanks, if fitted, Oil fuel bunker		
	Total capacity of double bottom	131.8 ✓	(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. 650

Date 22/1-1936

Dates of Surveys held while building

20/4; 3-7-9-13-14-15-16-19-29/5; 4-5-29-30/6; 5-7-8-13-24-27-31/7;
1-3-4-7-10-11-14-17-20-24-28/8; 2-5-9-10-12-14-15-16-18-19-21-24-25-26-28/9;
2-3-5-7-8-13-16-17-19-20-21-23-26-27-28-29-31/10; 5-7-11-18-19-24-27-28/11;
2-11-10/12; 1936
4-5-19-22-25/1; 3-8-11/2; 1937.

Total No. of Visits 83