

STEEL ~~STEAMER~~ MOTORSHIP.

Received at London Office

MAR 28 1938

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 **25th MARCH 1938** Port of **BREMEN** No. **2003**
Survey held at **VEGESACK** Date First Survey **26th JULY, 1937** Last Survey **5th MARCH, 1938**On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) **STEEL SINGLE SC. MOTOR VESSEL "INVERLEE" MACHINERY FITTED AFT.**State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) **FULL SCANTLING VESSEL** State Type of Erections **POOP, BRIDGE & FLE.**

TONNAGE under Tonnage Deck... **8,340.04** CLASS *** 100 A 1** State if with freeboard **NO** Built at **VEGESACK**
 Do. of space or spaces between Tonnage Dk. and Upper Dk. **-** CARRYING PETROLEUM as condition of Class **NO** Launched **30th JANUARY, 1938** Yard No. **748**
 Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) **L 470.0** Builders **BREMER VULKAN**
 Breadth (greatest moulded) **B 63.5** Owners **THE INVER TANKERS LTD.**
 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 35.33** Managers **-**
 1st Longitudinal Number (L x D) **= 16605** (Where necessary to be entered in Reg. Book.)
 2nd Numeral L x (B + D) **= 46450**

REGISTERED DIMENSIONS.
FEET.

Length **480.1**
 Breadth **63.8**
 Depth **35.7**

Framing Depth "d," at middle of length. See Sec. 3 (1d) **-**Proportions—Depth to Length—Uppermost continuous deck to top of keel **13.3** Port of Registry **DUBLIN**
Do. Long Bridge to top of keel **-**Draught Moulded **28.33**Residence **LONDON**

If surveyed while building, afloat, or in dry dock

WHILE BUILDING ON STOCKS AND AFLOAT.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	As built IN SHIP.	Any Departure from Approved Plans to be Noted.		As built IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships 760 ✓			Bracket Floors, Frame -		
" " from $\frac{3}{4}$ length to Collision bulkhead 685 AND 760 ✓			" " Reversed Frame -		
" " in peaks 610 ✓			" " Vertical Struts -		
SIDE FRAMING.			Centre Girder, depth and thickness amidships 1515 x 16.5 ✓		
Frame Amidships, Angle E CENTRE TANKS 280 90 12 ✓			" " top Angles DOUBLE 75 90 90 14 ✓		
" " Extends up to UPPER DECK ✓			" " bottom Angles 130 130 16 ✓		
Reversed Frame Amidships, Angle -			Side Girders, No. each side and thickness 2 OF 165 AND 135 ✓		
" " Extends up to -			Margin Plate depth (excl. of flange) and thickness 320/200 x 16 ✓		
Depth of Framing Girder 280 + 250 ✓			" " Vertical Angle to Tank side 160 x 160 x 14 ✓		
Frames in Uppermost Continuous 'tween Decks, Angle, [or] -			" " Vertical Angle to Tank side -		
" " Second 'tween Decks, Angle, [or] -			" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem NONE ✓		
" " Third " " " -			" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem -		
Framing in Peaks, Angle or [230 90 11 ✓			Tank Side Brackets, height above base line at toe of Frame and thickness 1170 x 18.5 ✓		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships 22.5 - 55d ✓			INNER BOTTOM PLATING.		
State if Frame Joggled NO			Breadth and thickness of Middle Line Strake 550 x 22 ✓		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars 3 SIDE STRINGERS BEAM 2ND DECK; 3 TIERS OF BEAMS IN FORE PEAK 1 WEA TO UPPER DECK; 1 WEA 2ND & 2 WEA IN DEEPTANK ✓			Thickness of remainder in 28 ✓		
STRENGTHENING OF BOTTOM FORWARD. State Particulars 5 BOTTOM SPRAKES (3, C & D) 20.5 - 19.5" THICK. BOTTOM BEAMS IN DEEPTANK 150 x 13 - 12 DOUBLE RIVETED 22.5 - 11.6 EXTRA INTERCOSTAL FITTED IN DEEPTANK & TANK 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? -		
SINGLE BOTTOM. One floor in each centre te.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds 1500 x 11 ✓			Uppermost Continuous Deck, amidships 230 90 11 ✓		
Height of Brackets at side above base line at toe of frame FLANGED 125 x 90 ✓			IN CENTRE TANKS in Wella, Angle, E or [200 90 10 ✓		
Middle Line Keelson, on Floors, Angles 600 x 23 ✓			IN WING TANKS " in way of Bridge, Angle, E or [AS ABOVE		
" " Through Plate 2100 x 18 ✓			Spacing 760 ✓		
" " Intercoastal Plate 2100 x 18 ✓			Second Deck, amidships, Angle, E or [250 90 11 ✓		
" " Foundation Plate on Floors 2100 x 18 ✓			Spacing 230 90 11 ✓		
" " Flat Plate Keel Angles 2100 x 18 ✓			Spacing 200 90 11 ✓		
Side Keelsons, No. each side 2			Spacing 610 AND 760 ✓		
" " thickness of Intercoastal Plate 2100 x 14.5 ✓			Third Deck, amidships, Angle, [or] -		
" " Angle 2100 x 14.5 ✓			Spacing -		
DOUBLE BOTTOM. ONLY AFT IN MOTOR SPACE.			Fourth Deck, amidships, Angle, [or] -		
Solid Floors, thickness and spacing 135 x 760 ✓			Spacing -		
" " Are Frame and Reversed Frame joggled? NO ✓			Poop Deck, Angle, E or [230 90 13 ✓		
Bracket Floors, breadth and thickness at middle line NONE ✓			Spacing 230 90 11 ✓		
" " breadth and thickness at margin plate -			Spacing 200 75 10.5 ✓		
			Spacing 610 AND 760 ✓		
			Bridge Deck, Angle, E or [230 90 11 ✓		
			Spacing 760 ✓		
			Forecastle Deck, Angle, E or [230 90 11 ✓		
			Spacing 200 90 11 ✓		
			Spacing 685 AND 610 ✓		

PILLARS AND DECKS.

	m/m	IN SHIP.	Any Departure from Approved Plans to be Noted.	m/m	IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS , No. of Rows.. <i>TWO LONGITUDINAL BULKHEADS:</i> ✓ <i>VERTICAL STIFFENERS AND IRONS 225 90 M</i> ✓						
" " " " " " " " " " " " <i>BULKHEAD PLATING, SEAM VERTICAL</i> 760 ✓ <i>" " " " " " " " " " " "</i> 11.5 ✓ <i>" " " " " " " " " " " "</i> 13.0 ✓						
<i>THREE PARTIAL DECK IN "WING" TANKS</i> <i>STRINGER PLATES 1100x10 FLANGED 25%</i> <i>FITTED AT SHELL AND LONGTDL. 3RD. BEAMS</i> <i>AT EVERY 10' FRAME 1 200x100x10</i> <i>HAVING BRACKETS AT EVERY THIRD FRAME</i>						
" " " " " " " " " " " "						
Centre Line Bulkhead. IN DEEPTANK						
Stiffeners and Spacing..... 6 200 90 18 ✓ <i>ONE HORIZONTAL STRINGER</i> 685 * 10 ✓ <i>FACE BAR OF ---</i> 6 200 75 10.5 ✓ Plating, thickness of 8.5, 9.5, 11.5 ✓						
STRINGERS AND DECKS.						
Uppermost Continuous Deck.						
Stringer Plate, breadth and thickness in Wells 1750 x 22.5 ✓						
" " " " " " " " " " " " in way of Bridge 1750 x 27.0 ✓						
" " " " " " " " " " " " Angle in Wells L 200 200 23 ✓						
Thickness of Plating abreast Deck openings } 21 ✓ in way of Wells }						
Thickness of Plating abreast Deck openings } ✓ in way of Bridge }						
Thickness of Plating within line of openings... 12 ✓						
If Sheathed, material and thickness 16 ✓						
Second Deck. AFT 1350/ Stringer Plate, breadth and thickness in Wells. 1100 x 10-8.5 ✓						
Stringer Plate, breadth and thickness in way) of Bridge)						
Thickness of Plating abreast Deck openings) in way of Wells)						
Thickness of Plating abreast Deck openings) in way of Bridge)						
Thickness of Plating within line of openings... 9 ~ 8 ✓ " " " BELOW BOILERS 10						
If Sheathed, material and thickness IN BOLER SPACE ONLY ✓						
Third Deck.						
Stringer Plate, breadth and thickness..... " ✓						
If Plated, state thickness..... " ✓						
Fourth Deck.						
Stringer Plate, breadth and thickness..... " ✓						
If Plated, state thickness " ✓						
Poop Deck.						
Stringer Plate, breadth and thickness 1350 x 9.5 ✓						
Plating, Sheathing, material and thickness ... 7 ~ 8.5 ✓ <i>SHEATHING</i> " " PINE 2 1/2"						
Bridge Deck.						
Stringer Plate, breadth and thickness..... 1040 x 11.5 ✓						
Plating, Sheathing, material and thickness .. 8.5 ~ 9.0 ✓ <i>SHEATHING</i> " " PINE 2 1/2"						
Forecastle Deck.						
Stringer Plate, breadth and thickness..... 1030 x 9.5 ✓						
Plating, Sheathing, material and thickness .. 2 MIDDLE STRAKES 15 ✓ <i>REMAINING</i> " " NO SHEATHING 9 ✓						

SHELL PLATING.

SCANTLINGS.					RIVETING.									
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>YES</i> ✓			BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		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.			
	<i>inches</i> <i>ft/in</i>	<i>inches</i> <i>ft/in</i>	<i>inches</i> <i>ft/in</i>	<i>inches</i> <i>ft/in</i>		<i>inches</i> <i>ft/in</i>	<i>inches</i> <i>ft/in</i>		<i>inches</i> <i>ft/in</i>	<i>inches</i> <i>ft/in</i>				
FLAT PLATE KEEL	1800	26 ✓	26 ✓	20 ✓		DOUBLE	28	110	✓	5	28	119	✓	LAPPED
„ DBLG. (if any)														
BOTTOM PLATING, No. of Strakes 3	2360 / 2460	17.5 ✓	19.5 ✓	13.5 ✓		DOUBLE	22	86	✓	5	22	99	✓	LAPPED
BILGE PLATING, No. of Strakes 1	2240 / 1890	17.5 ✓	12.5 ✓	13.5 ✓		DOUBLE	22	86	✓	5	22	99	✓	LAPPED
SIDE PLATING, No. of Strakes 3	2360 / 1890	16.5 ✓	12.5 ✓	12.5 ✓		DOUBLE	22	86	✓	4	22	88	✓	LAPPED
UPPER DECK, Sheer-strake in Wells	2200	24.5 ✓	13	12.5 ✓		DOUBLE	28	110	✓	5	28	118	✓	LAPPED
UPPER DECK, Sheer-strake in Bridge ...	2200	28.5 ✓				DOUBLE	28	110	✓	5	28	118	✓	LAPPED
STRAKE BELOW Sheer-strake in Wells	2350	20.5 ✓	12.5 ✓	12.5 ✓		DOUBLE	25	95	✓	4	25	99	✓	LAPPED
STRAKE BELOW Sheer-strake in Bridge ...	2350	20.5 ✓	12.5 ✓	12.5 ✓		DOUBLE	25	95	✓	4	25	99	✓	LAPPED
POOP SIDE PLATING	2300			167 / 10.5 ✓		DOUBLE SINGLE	22 22	77 86	✓ }	2	19	66 270	✓	LAPPED
BRIDGE SIDE PLATING ...	2360	11.0 ✓				DOUBLE	22	77	✓	2	19	66	✓	LAPPED
FORE'C'TLE SIDE PLATING	1200		11.0 ✓			SINGLE	19	66	✓	2	19	66	✓	LAPPED.

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		10 ✓									
Extending to Upper Deck (Sec. 3 c)		10 ✓									
" Deck next below		✓									
As per Rule		YES, AS APPROVED ✓									
		STIFFENERS <u>5</u> E.WELDED ON BHD. PLATING.									
	Plating Thickness.	<table border="1"> <thead> <tr> <th colspan="2">VERTICAL.</th> <th colspan="2">HORIZONTAL.</th> </tr> <tr> <th>Scantlings.</th> <th>Spacing.</th> <th>Scantlings.</th> <th>Spacing.</th> </tr> </thead> </table>		VERTICAL.		HORIZONTAL.		Scantlings.	Spacing.	Scantlings.	Spacing.
VERTICAL.		HORIZONTAL.									
Scantlings.	Spacing.	Scantlings.	Spacing.								
	<i>m/in</i>										
MIDSHIP BULKH'D,	CENTRE TANKS:										
	Upper two decks	8.5 5 VERTICAL WEBS ARE 1" F 130 x 75 x 8 FITTED 2200/1520 x 11.5 1" F 130 x 75 x 9 845 ✓ 9.5 PLANGED 200 7/8 1" F 130 x 75 x 9 10.0 WEBS STIFFENED BY 1" F 130 x 75 x 10 10.5 FLAT BARS 200 x 10 1" F 170 x 75 x 10 11.5 IN LINE OF BHD. STIF. 2" F 200 x 90 x 9 760 ✓ 13.0 KENDRI AND BY TWO 2" F 225 x 90 x 10 TRIPPING BRACKETS. 2" F 225 x 90 x 10 WEBS SPACED 2250 3" F 250 x 90 x 10 ✓									
	Second										
	Third										
WING TANKS:											
	Holds (G.T. & H.P.)	8.5 5 225 x 90 3 PARTIAL DECKS 2500 10.5 11 11 x 11 775 1" F 130 x 75 x 9 STATED ABOVE 2850 ✓									
	Δ IN DEEPTANK										
	Δ (in Hold)	7.5 5 250 x 90 x 12 610 5 250 x 90 x 11 610 ✓ 13.5 5 180 x 95 x 9 610 4 200 x 90 x 11 ✓									
COLLISION											
AFTER PEAK											
		6.57 6 WASH 5 14 STIFFENERS FITTED 14 BULKHEAD 210 x 90 x 11 + 150 x 75 x 9 ✓ 75 x 75 x 10 800 ✓									
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)		OPEN HEARTH PROCESS. DORTMUND HOERDER HÜTTENVEREIN A.G. WERK HÖRDE & DORTMUND; DEUTSCHE RÖHRENWERKE A.G. WERK THYSEN, MÜLHEIM; GÜTENDENHAGEN HÜTTE OBERHAUSEN; MANNHEIM RÖHRENWERKE DBG-HUCKLINGEN; BURBACHERHÜTTE; GÜTENDENHAGENHÜTTE OBERHAUSEN; BREIT- THYSEN-HÜTTE A.G.									
Has the Steel been tested as required by the Rules?		YES, BY THE SOCIETY'S SURVEYORS. ✓									

EQUIPMENT No 47820 ✓										LETTER d + ✓	ANCHORS.
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	
24953	1st Bower ...	78	3	7	✓	✓	✓	58	2	2	0 ✓ 81:1:0 ✓ "UNION" STOCKLESS
24954	2nd " ...	77	3	7	✓	✓	✓	57	12	2	0 ✓ 81:1:0 ✓ "UNION" STOCKLESS
24952	3rd " ...	77	3	7	✓	✓	✓	57	12	2	0 ✓ 69:2:0 ✓ "UNION" STOCKLESS
	Collective weight	234	1	21	✓	✓	✓				232:0:0 ✓
24955	Stream	24	1	7	✓	✓	✓	14	24	4	0 ✓ 23:2:0 ✓ "UNION" STOCK ANCHOR

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.	Stn.	Break- ing.	Supplied.	Per Rule.			Length. Diam.					Length. Cir.	Tons.	Length. Cir.				
14871	300 2 1/2	112	157	1018	2:21	940	0:0	300 2 1/2	STUD LINK	✓	LPH.-L.W. M.37 - GREEN.	TOWLINE	130 5 1/2	91.5	130 5 1/2	✓			
16864	3 1/4	✓	✓	3 LINK ATTACHMENT					OPEN LINKS	✓	LPH.-L.W. 1.38 - GREEN.	HAWSERS & WARPS	2x 100 8"	✓	2x 100 8"	✓			
													2x 100 8"	✓	2x 100 8"	✓			
Iron Stream Chain - Steel Wire	120 4 3/4	✓	✓	73.5				120 4 3/4	6x24 BUTTE GELSEN. SP. FLEX. KIRCHEN	✓	GUTEHOFFNUNG DÜSSELDORF 14.2.38 - SCHEIN.								

Steering Gear, Steam *ELECTRICALLY, MADE BY DEUTSCHE WERKE - GMD* Steering Gear, Hand *BLOCKS AND TACKLES - GOOD.*
TWO INDEPENDENT E-MOTORS FITTED TO ONE QUADRANT.
Boats *12 LIFE BOATS - POOD - 292 CWT EACH* Steering Chains, Size and Test *NONE* ✓ Windlass Steam, made by ATLAS WERKE - *GOOD.*
2 LIFE BOATS - BRIDGE - 292 CWT EACH
Ceiling in Holds, thickness and material *NONE* ✓ Cargo Battens, thickness, material and spacing *NONE* ✓
Cargo Hatchways. - (Upper Deck) *18 HATCHWAYS TO CARGO OIL TANKS - 92" x 48"* Thickness of Hatches *STEEL HINGED COVERS .50" THICK, HEMP PACKING* ✓
Size of No. 1 Hatchway (Forward) *79" x 116"* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*
UPPER DECK OFF DRY CARGO SPACE HAVING A HINGED STEEL COVER AND HEMP PACKING.
Number of Shifting Beams and/or Fore and Afters *NONE.*
BREMER VULKAN
Schiffbau und Maschinenfabrik
Builder's Signature *[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 *MOTORSHIP*
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *OIL TANKER* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the approved and amended plans, the requirements embodied in the Secretaries' letters and in other respect in conformity with the requirements of the Rules for vessels carrying Petroleum in bulk. The workmanship is throughout of best quality and all steel parts are connected together without use of any packing and efficiently riveted. The Rules for the application of Electric Arc Welding to Ship Construction have been complied with and only approved electrodes have been used in accordance to the approved plans and Secretaries' letters. All the tanks, viz. cargo oil tanks, deep tanks, peak tanks, fuel oil bunkers, cofferdams and double bottom tanks have been filled with water and tested as prescribed by the Rules and were found perfectly tight and good. The pump rooms have been filled with water up to abt. 15' height and were
P.T.O.

The amount of Entry Fee ... RM 220,-
- " - " - FREEBOARD FEE RM 400,-
Special Survey Fee. RM 12,868.50
TRAVELLING EXPENSE FOR HAMBURG RM 65.-
Travelling Expenses, if any RM 416.50
(INCLUDING RM 36.- SPECIAL ATTENDANCE FEE)
Fees applied for, 19. 3. 1938
Received by me, 4. 4. 1938
I am of opinion the Vessel should be Classed *100 A1*
CARRYING PETROLEUM IN BULK.
- PART ELECTRICALLY WELDED. - CRUISER STERN. - LLOYD'S A. & C.P.
- 4" RUDDER ELECTRICALLY WELDED.
State whether the Vessel has been built under Special Survey *YES* ✓
Signature *A. Holte.*
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *BREMEN OFFICE* Date of issue *10/4/38*
Committee's Minute *TUE 5 APR 1938*
Character assigned *+ 100 A1*
Carrying Petroleum in bulk

The Surveyors are requested not to write on below the Committee's Minute.

P. Elec. Welded
Rdr. Elec. Welded
Lloyd's A & C.P.
Oil by
1806
3.38

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.)

found in order. All sea connections have been examined under water pressure of 1 kg/cm² and were found tight. The Complex rudder has been filled with water and tested with a head of water of 5 m. and was found tight and good. Air and sounding pipes comply with the requirements of the Rules. The Pumping arrangements and the strengthening of the bottom forward have been carried out as approved to my satisfaction. All steel materials used in the construction of this vessel are made at works recognized by the Committee and tested in accordance with the requirements of the Rules by the Society's Surveyors.

The freeboard, as approved by the Committee, is marked on vessel's sides, verified and cut in.

The Anchors and Chain cables, placed on board, have been compared with the Certificates and were found in order. The general Equipment has been examined and was found in order.

Attached:

- 4 Forging and Casting Certificates
- 1 Interims Certificate Copy.
- 1 Plan of Midship Section as built.

NOTES:

VESSEL'S LENGTH OVER ALL = 497.9'

The approved plans of this vessel are retained for the use in connection with the Sister Vessel Mours. Bremer Vulkan's yard nos. 749 and 750.

EXISTING SISTER VESSELS = None.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book "CARRYING PETROLEUM IN BULK."

"PART ELECTRICALLY WELDED"—"RUDDER ELECTRICALLY WELDED"—"CRUISER OTERN"—"LLOYD'S A. & C.P."—

VESSEL IS FITTED WITH: "WIRELESS"—"DIRECTION FINDING APPARATUS"—"ECHO SOUNDING APPARATUS"

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

1st Bower (24953) HEAD = 51:327 - J.R. 928 - 12.8.37; SHANK = 26:3:18 - J.R. 932 - 12.8.37
2nd " (24954) " = 50:2:11 - J.R. 929 - 12.8.37; SHANK = 27:1:9 - J.R. 931 - 12.8.37
3rd " (24952) " = 50:3:16 - J.R. 927 - 12.8.37; SHANK = 27:0:10 - J.R. 930 - 12.8.37
(ALL OF ANNEALED CAST STEEL)

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 103.2 ft., R.Q.D. " ft., Bridge 32.8 ft., Forecastle 43.5 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated POOP AND FORECASTLE ARE NOT JOINED TO B.D.

No. and Material of Decks 1st DK (STEEL) 2nd DK (STEEL) clear of cargo tanks. IN MACHINERY SPACE.

Official No. 159807; Signal Letters EILW

Is bottom of vessel coated with cement No. (EXCEPTIONS BELOW) if not give

particulars of composition FORE PEAK - & M.B. DOUBLE BOTTOM TANK CEMENTED; AFTER PEAK - & D. BOTTOM FEEDW. TANK ASPHALTED; BOTTOM IN PUMP ROOMS AND MOTOR ROOM BILGES ARE COATED WITH RED LEAD.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.		Water Capacity.	Where Fitted.	*Length.		Water Capacity.	
	Feet.	Tons.			Feet.	Tons.		
Double bottom, aft, (AT FR. 12-24) FEED WATER	30.0 ✓	40.5 ✓	Fore peak tank, (AT FR. 181-F.P.) W.B.	26.0	187.7	After peak tank (--- AP-8) W.B.	16.0	100.9
Double bottom, under Engines and Boilers , LUBRIC. OIL	5.0 ✓	12.0 ✓						
Double bottom, if under Engines only (28-38) W.B.	25.0 ✓	95.2 ✓	Deep tank, aft,					
Double bottom, if under Boilers only (38-43) OIL FUEL	12.4 ✓	56.6 ✓	Deep tank, forward, (--- 165-181) W.B. OR OIL FUEL	36.0	504.0			
Double bottom, forward,			Other tanks, if fitted,					
	Total capacity of double bottom	204.3	(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. 77

Date 20th JULY 1936

Dates of Surveys held while building

JULY 26, 28; AUG 4, 6, 10, 12, 13, 17, 19, 25, 26, 27, 30, 31; SEPT 2, 3, 6, 9, 13, 15, 16, 21, 24, 25, 28, 30; OCT 2, 5, 7, 11, 12, 13, 15, 16, 18, 20, 25, 28; NOV 2, 5, 9, 11, 13, 16, 19, 23, 25, 27, 29; DEC 1, 3, 6, 9, 13, 15, 20, 21, 23, 27, 29, 31; JAN 3, 5, 6, 7, 8, 9, 10, 11, 13, 14, 17, 21, 24, 26, 28, 29, 30, 31; FEBR 1, 3, 4, 7, 9, 11, 12, 15, 17, 24, 28; MARCH 1, 2, 3, 4 AND 5.

Total No. of Visits 95