

## STEEL STEAMER

Received at London Office AUG 9 1937

State if Report has been sent on the Freeboard of the Vessel yesState if Report is sent on the Machinery of the Vessel yesDate of completion of report 27th July, 1937 Port of Hamburg No. 22443Survey held at Kiel Date First Survey 7th August, 1936 Last Survey 9th July 1937On the (State if Machinery fitted Aft and) Steel Single Screw Steam Tanker "GOIMBRA" Machinery aft.State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling, Longitud. Framing, Brackets State Type of Erections Peep Bridge, FullTONNAGE under Tonnage Deck... 6243.60 CLASS +100A1 State if with freeboard as condition of Class No. Built at KielDo. of space or spaces between Tonnage Dk. and Upper Dk. 1 Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 420'-0" Launched 20th May 1937 Yard No. 756Total 1 Breadth (greatest moulded) B 60'-0" Builders Hewaldtswerke A.G. KielGross Tonnage 6767.92 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 33'-0" Owners Standard Transportation Co.Register Tonnage 3975.56 1st Longitudinal Number (L x D) = 13860 Managers Do.REGISTERED DIMENSIONS. FEET. 2nd Numeral L x (B + D) = 39060 Residence Hong KongLength 422.8 Framing Depth "d," at middle of length. See Sec. 3 (1d) 12.73 Port of Registry LondonBreadth 60.4 Proportions—Depth to Length—Uppermost continuous deck to top of keel 12.73 If surveyed while building, afloat, or in dry dockDepth 32.8 Draught Moulded 27'-0" While building, afloat, or 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.
<b>FRAMES, Spacing amidships</b>	<u>Longitud.</u>	<u>1</u>	<b>Bracket Floors, Frame</b>	<u>1</u>	<u>1</u>
" from $\frac{1}{2}$ length to Collision bulkhead	<u>711</u>	<u>1</u>	" " Reversed Frame	<u>1</u>	<u>1</u>
" in peaks	<u>610</u>	<u>1</u>	" " Vertical Struts	<u>1</u>	<u>1</u>
Aft end Eng. space	<u>737</u>	<u>1</u>	<b>Centre Girder, depth and thickness amidships</b>	<u>1860 x 15.5</u>	<u>1</u>
<b>FRAMING.</b>			" " top Angles	<u>EW</u>	<u>1</u>
Frame Amidships, Angle, [ or ]	<u>Longitud.</u>	<u>1</u>	" " bottom Angles	<u>100 100 15</u>	<u>1</u>
" Extends up to	<u>1</u>	<u>1</u>	<b>Side Girders, No. each side and thickness</b>	<u>Two 12.5 x 10</u>	<u>1</u>
Reversed Frame Amidships, Angle	<u>1</u>	<u>1</u>	<b>Margin Plate</b> depth (excl. of flange) and thickness <u>1860 x 15.5</u>	<u>90 90 15.5</u>	<u>1</u>
" Extends up to	<u>1</u>	<u>1</u>	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<u>1</u>	<u>1</u>
Depth of Framing Girder	<u>1</u>	<u>1</u>	" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	<u>1</u>	<u>1</u>
Frames in Uppermost Continuous tween Decks, Angle, [ or ]	<u>280 90 14</u>	<u>1</u>	" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<u>1</u>	<u>1</u>
" Second tween Decks, Angle, [ or ]	<u>280 90 12</u>	<u>1</u>	" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<u>1</u>	<u>1</u>
" Third " " "	<u>200 90 11</u>	<u>1</u>	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<u>1</u>	<u>1</u>
Spacing in Peaks, Angle or [	<u>22 77 132</u>	<u>1</u>	<b>INNER BOTTOM PLATING.</b>		
Number and Spacing of Rivets through Frame and Shell Plating amidships	<u>Ordinary</u>	<u>1</u>	Breadth and thickness of Middle Line Strake	<u>400 14 x 21</u>	<u>1</u>
Is Frame Joggled	<u>3 Stringers 900 x 10</u>	<u>1</u>	Thickness of remainder in Holds <u>Eng. &amp; B. sp.</u>	<u>14 13.5 21</u>	<u>1</u>
<b>FRAMING ARRANGEMENTS</b> (Sec. 7), state system and particulars	<u>3 Webframes 800 x 12.5</u>	<u>1</u>	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?	<u>yes</u>	<u>1</u>
<b>STRENGTHENING OF BOTTOM FOR- WARD.</b> State Particulars	<u>3 Tiers Beams 280 x 90 x 12.5</u>	<u>1</u>	<b>BEAMS.</b>		
<b>UPPER BOTTOM.</b>	<u>3 Bottom Strs. 18</u>	<u>1</u>	<b>Uppermost Continuous Deck, amidships</b>	<u>Longitud.</u>	<u>1</u>
Frames, Depth and thickness at mid-line in Holds	<u>Bottom Fram. 150 x 150 x 11</u>	<u>1</u>	" " in Wells, Angle, [ or ]	<u>200 90 13</u>	<u>1</u>
Height of Brackets at side above base line at toe of frame	<u>Extra Inters. 1524 space.</u>	<u>1</u>	" " in way of Bridge, Angle, [ or ]	<u>200 75 11.5</u>	<u>1</u>
Line Keelson, on Floors, Angles, [ or ]	<u>1676 x 12.5</u>	<u>1</u>	Spacing	<u>610</u>	<u>1</u>
" " Through Plate or Intercostal Plate	<u>1676</u>	<u>1</u>	<b>Second Deck, amidships, Angle, [ or ]</b>	<u>Longitud.</u>	<u>1</u>
" " Foundation Plate on Floors	<u>Longit. B'd.</u>	<u>1</u>	Spacing	<u>610</u>	<u>1</u>
" " 2 Flat Plate Keel Angles	<u>100 100 14</u>	<u>1</u>	<b>Third Deck, amidships, Angle, [ or ]</b>	<u>1</u>	<u>1</u>
Keelsons, No. each side	<u>1</u>	<u>1</u>	Spacing	<u>1</u>	<u>1</u>
" thickness of Intercostal Plate	<u>1</u>	<u>1</u>	<b>Fourth Deck, amidships, Angle, [ or ]</b>	<u>1</u>	<u>1</u>
" Angles	<u>1</u>	<u>1</u>	Spacing	<u>1</u>	<u>1</u>
<b>DOUBLE BOTTOM, Eng. space:</b>			<b>Poop Deck, Angle, [ or ]</b>	<u>230 90 11</u>	<u>1</u>
Solid Floors, thickness and spacing	<u>12.5 737-762</u>	<u>1</u>	Spacing	<u>610</u>	<u>1</u>
" " Are Frame and Reversed Frame joggled?	<u>No</u>	<u>1</u>	<b>Bridge Deck, Angle, [ or ]</b>	<u>Longitud.</u>	<u>1</u>
Bracket Floors, breadth and thickness at middle line	<u>1</u>	<u>1</u>	Spacing	<u>1</u>	<u>1</u>
" " breadth and thickness at margin plate	<u>1</u>	<u>1</u>	<b>Forecastle Deck, Angle, [ or ]</b>	<u>230 90 11</u>	<u>1</u>
			Spacing	<u>711</u>	<u>1</u>



## 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.
<b>PILLARS</b> , No. of Rows.....	3 longitudinal.	Both heads	/	%	Stringer Plate, breadth and thickness in way of Bridge .....	1700	x	11	%
Stiffeners in 'tween Decks, Size and Spacing ...	Side B'rd. Plat.	11	/	%	Thickness of Plating abreast Deck openings in way of Wells .....		x		%
" " " " "	5 230 90 11	11	/	%	Thickness of Plating abreast Deck openings in way of Bridge .....		x		%
" " " " "	5 230 90 12.5	12.5	/	%	Thickness of Plating within line of openings...		x		%
" in Holds	Space	762	/	%	If Sheathed, material and thickness .....	unsheathed			%
" " " " "	Transverses	685/840	10	/	<b>Third Deck.</b>				
" " " " "	" Face Angl.	150 90 10	/	%	Stringer Plate, breadth and thickness.....		x		%
<b>Centre Line Bulkhead.</b>					If Plated, state thickness.....		x		%
Stiffeners and Spacing.....	762	5 230 90 11	/	%	<b>Fourth Deck.</b>				
Plating, thickness of .....		5 380 100 13	/	%	Stringer Plate, breadth and thickness.....		x		%
<b>STRINGERS AND DECKS.</b>		11 10 12.5		%	If Plated, state thickness .....		x		%
<b>Uppermost Continuous Deck.</b>					<b>Poop Deck.</b>				
Stringer Plate, breadth and thickness in Wells	2150	x	17	%	Stringer Plate, breadth and thickness .....	960	x	9	%
" " " " in way of Bridge	2150	x	20.5	%	Plating, Sheathing, material and thickness ...	6.5	Pine	3"	%
" Angle in Wells .....	180	150	17	%	<b>Bridge Deck.</b>				
Thickness of Plating abreast Deck openings in way of Wells .....	180	180	17	%	Stringer Plate, breadth and thickness.....	990	x	11	%
Thickness of Plating abreast Deck openings in way of Bridge .....	17			%	Plating, Sheathing, material and thickness ..	8	unsheathed		%
Thickness of Plating within line of openings...	23.5			%	<b>Forecastle Deck.</b>				
If Sheathed, material and thickness .....	11.5			%	Stringer Plate, breadth and thickness.....	900	x	9	%
<b>Second Deck.</b>					Plating, Sheathing, material and thickness ..	8.5	unsheathed		%
Stringer Plate, breadth and thickness in Wells...	1700	x	11	%					

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>Ordinary.</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.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL .....	1448	24	19	19	✓	Double	25	100	3	25	100	Double Strapped.
„ DBLG. (if any)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
BOTTOM PLATING, No. of Strakes ..... 3 .....	2150	16	18	17-12.5	✓	Double	22	88	3	22	77	EW Strapped.
BILGE PLATING, No. of Strakes ..... 2 .....	1800	16	12.5	12.5	✓	„	22	88	3	22	77	Double Strapped.
SIDE PLATING, No. of Strakes ..... 3 .....	1850	15	11.5	17-11.5	✓	„	22	88	3	22	77	Lapped.
UPPER DECK, Sheer-strake in Wells .....	1778	22.5	11.5	11.5	✓	„	25	100	3	25	100	Double Strapped.
UPPER DECK, Sheer-strake in Bridge ...	1778	27.0	✓	✓	✓	„	25	100	3	28	112	Double Strapped.
STRAKE BELOW Sheer-strake in Wells .....	1700	20.0	11.5	11.5	✓	„	25	100	4	25	100	Lapped.
STRAKE BELOW Sheer-strake in Bridge ...	1700	20.0	✓	✓	✓	„	25	100	4	25	100	„
POOP SIDE PLATING .....	1250	✓	✓	12-10	✓	Single	19	66	1	19	66	„
BRIDGE SIDE PLATING ...	2500	12-10.5	✓	✓	✓	Double	22	88	3	22	77	„
FOREC'TLE SIDE PLATING	1200	✓	10.5-11.5	✓	✓	Single	19	66	1	19	66	„

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 15. ✓ 113H

Extending to Upper Deck (Sec. 3 c) 15 ✓ Bulkheads.

„ Deck next below 4 in way of Summer tanks ✓

As per Rule yes, as approved. -

## FORGINGS and CASTINGS.

	Casting or Forging.	Scanlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....	<i>Flat Plate Keel</i>			<i>Y</i>
<b>STEM</b> .....	<i>Cast. 5700</i>	<i>Cast. 255-68</i>	<i>as appr. Krieger</i>	<i>Düsseldorf.</i>
<b>STERN FRAME</b> {	Propeller Post .....	<i>Cast. 46</i>	<i>Klöckner</i>	<i>!</i>
	Rudder " .....	<i>Cast. 37pr.</i>	<i>Osnabrück.</i>	<i>!</i>
<b>Speed of Vessel</b> .....		<i>13 Kn.</i>		
<b>RUDDER—Type</b> .....	<i>Overtz.</i>	<i>Boilt as appr.</i>	<i>4 w. Kiel</i>	
" A x D .....		<i>1860</i>	<i>✓</i>	
" Diam. of head .....	<i>Forg.</i>	<i>315</i>	<i>Klöckner Osnabrück</i>	
" Mainpiece at top pintle		<i>250</i>	<i>dia</i>	
" " heel ...		<i>250</i>	<i>dia.</i>	
" how constructed .....		<i>Boilt Plates</i>	<i>Electr. welded.</i>	
" double or single plate		<i>Double Plates</i>	<i>13.</i>	
" coupling, vertical or horizontal .....		<i>Horizontal</i>	<i>6 Boits 3 5/8"</i>	

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 Process.  
Thyssen-Mittheim; Hoerder Verein-Dortmund; Gutehoffnungshütte-Oberhausen; Burmeister & Wain-Berlin;  
Mitteldeutsche Stahlwerke-Brandenburg; Weiser & Söhne-Weidenau; Dillinger Hüttenwerke; Klöcknerwerke  
 Has the Steel been tested as required by the Rules? yes, by the Society's Surveyors.



## "COIMBRA" PARTICULARS OF LONGITUDINAL FRAMING. Howardt. Kiel. 756.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.				
		In Ship.			AFT. 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.	
														Diam.	Speng.		Number.	Diameter.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.	Inches.		
Framing of L, L or C .....		165	75	9.5	✓	7		7			7			19	114	7		
Frames in Bridge 'tween Decks 5		230	90	11	✓	180	90	10	✓		7			22	132	8R = 77		
Frames from Uppermost Continuous Deck No. 1		230	90	12.5	✓	180	90	10	✓		7			22	132	8R = 77		
5 " 2		250	90	12	✓	180	90	10	✓		7			22	132	8R = 77		
5 " 3		Deck.			Deck.					7			Deck.	Deck.				
" 4		280	90	13.5	✓	180	90	10	✓		7			22	132	8R = 77		
5 " 5		300	90	12	✓	200	90	10	✓		7			22	132	10R = 99 8R = 77		
5 " 6		300	90	13.5	✓	210	90	12	✓		7			22	132	10R = 99 8R = 77		
5 " 7		300	90	15	✓	230	90	11	✓		7			22	132	10R = 99 8R = 77		
5 " 8		340	100	12	✓	230	90	11	✓		7			22	132	10R = 99 8R = 77		
5 " 9		340	100	13.5	✓	250	90	11	✓		7			22	132	10R = 77 8R = 77		
5 " 10		340	100	14.5	✓	250	90	11	✓		7			22	132	10R = 77 8R = 77		
5 " 11		380	100	13	✓	250	90	12.5	✓		7			22	132	10R = 77 8R = 77		
5 " 12		431.8	101.6	17.3	✓	250	90	12	✓		7			22	132	12R = 77 Doubt. = 88		Ends welded.
5 " 13		431.8	101.6	17.3	✓	250	90	12	✓		7			22	132	12R = 77 Doubt. = 88		" "
5 " 14		431.8	101.6	17.3	✓	250	90	12	✓		7			22	132	12R = 77 Doubt. = 88		" "
5 " 25.		Ordin. Fram.								7								
" 16		762								7								
Spacing of Longitudinal Frames		Amidships .....						762.										
At Ends .....																		
Double Bottoms L, L or C		Tank Top Longitudinals			Ordinary			Framing.										
Bottom "					7			7			7							
Spacing of Longitudinals		Amidships																
At Ends...																		
Transverses.																		
In Bridge 'tween Decks		610 x 9.5			✓	7		7			7							
Face Angles .....		Flanged 75			✓	7		7			7							
Lugs to Shell* .....		75	75	9.5	✓	7		7			7			19	95	✓		
In Upper 'tween Decks.		685-915			10	610	x	10	✓		7							
Face Angles .....		150	90	10	✓	150	75	10	✓		7							
Lugs to Shell* Liners		150	150	11	✓	150	150	11	✓		7			22	99	Double riveted.		
Depth and Thickness		1372-1676	11.5	760	x	12.5	✓			7								
Face Angles .....		150	90	12.5	✓	150	90	12.5	✓		7							
In Hold.		150	150	12-12.5	✓	150	150	12.5	✓		7			22	99	Double = 4 Rows.		
Lugs to Shell* Liners		90	90	12.5	✓	150	150	12.5	✓		7							
Bilge " " Back Bars ...											7							
Bottom											7							
Brackets .....											7							
Spacing of Transverse Frames .....		3810				3050					7							
State if joggled or liners.																		
Longitudinal Beams of L, L or C		150 75 8			✓	7		7			7			913				
Bridge Deck ...		200	90	11	✓	180	90	10	✓		7			762				
Upper "		250	90	12	✓	200	90	10	✓		7			762				
Second "						150	75	8	✓		7							
Third "											7							
Transverse Beams.																		
In Ships.		250 x 9.5			75-75-115													
Angles.		505 x 10			FL 130													
As approved.		840 x 11			150/100/14													
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 40400										LETTER 27		ANCHORS.			
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	owts.	qrs.	lbs.	Owts.			
24859	1st Bower ...	80	0	7	1			59	0	0	0	68	Union Stockless.	Dortmund	Lea Walker 3.26.
24860	2nd " ...	67	3	14	1			52	12	2	0		" "	Hoerder	" " Green
24861	3rd " ...	65	2	7	1			51	7	2	0		" "	Hiltnerrein	" " "
	Collection weight.	213	2	0								194 1/2			
24862	Stream .....	21	1	21	1			26	15	0	0	19	" "	" "	" " "

## 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.	Owts.	qrs.	lbs.	Length. Diam.				Length. Cir.	Ins.	Tons.	Length. Cir.
88416	270 2	100% 141%	559.3.0	538 3/4				270 2	Taylor & Sons	Netherton	TOWLINE	120	4 3/4	64.6	120 4 3/4
x	x		x	x				270 2	St. John Brierley Hill	14.10.36 Ref.					
											HAWSERS & WARPS	180	8	24.6	180 8
											manila	180	8	19.4	180 7
Iron Stream Chain or Steel Wire	90 5	52.8	x	x				90 5	57 Wire	x		x		x	x

Steering Gear, Steam *Direct driven Steam, good.* Steering Gear, Hand *Yes, efficient.*  
 Boats *45 feet: 20'0" x 6'9" x 2'7"* Steering Chains, Size and Test *No Chains.* Windlass *Steam efficient.*  
 Ceiling in Holds, thickness and material *No Ceiling.* Cargo Battens, thickness, material and spacing *No Cargo battens.*  
 Hatchways.—(Upper Deck) *Built steel plates & angles, good.* Thickness of Hatches *All hinged steel covers 12.5.*  
 No. 1 Hatchway (Forward) *7'0" x 10'0"* No. 2 *7'0" x 4'0"* No. 3 *5'5" x 4'0"* No. 4 *20" dia.* No. 5 *x* No. 6 *x*  
 Shifting Beams and/or Fore and Afters *No Shifting beams or Fore and Afters.*

Howaldtswerke A.-G.

Builder's Signature

J. A. Miesner

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, above 150°F.*  
 whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *yes, 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 Secretary's letters, and in all other respects in conformity with the Rules and Society's Requirements for "Carrying Oil in Bulk, with longitudinal framing". The workmanship is throughout of the best description for this type of vessels. All parts forming well with each other, without use of any Packing, and efficiently riveted together. The electric weldings have been carried out to Rules with approved Electrodes. — Peak tanks, deep tanks and double bottom tanks have been filled and tested as required by Rules, also bulkheads and weather-decks. Cofferdams, cargo tanks and Fuel Oil tanks have been filled and tested with a pressure of 8.0 x 10.0' above the highest point of cushion tanks, and were found perfectly tight. — The sounding-pipes of all tanks comply with the Rules. — The painting arrangements throughout of bottom forward have been carried out as approved to my satisfaction.*

The amount of Entry Fee ..... MKs: : 200:— Fees applied for, *22 July 1937*  
 Special Survey Fee.... MKs: 11076:— Received by me, *19.8.1937*  
 Travelling Expenses, if any MKs: : 504:— I am of opinion the Vessel should be Classed *+ 100 A1.*  
 Freeboard MKs: 340:— *Carry Petroleum in Bulk.*  
 State whether the Vessel has been built under Special Survey *yes, Special Survey.* Signature *J. A. Miesner.*  
 Certificate to be sent to *Hutchinson* Date of issue *15/8/37.* Surveyor to Lloyd's Register of Shipping.

Committee's Minute

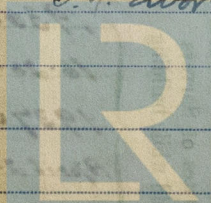
Character assigned

TUE. 17 AUG 1937

+ 100 A1  
Carrying petroleum in bulk

*Lloyd's acc'd + Lmb. 7.37 (Spt) J.D. C.F.*  
*Rudder Electrically Welded Fitted for oil fuel 7.37*  
*O.L. J.H. above 150°F.*

White Star



Lloyd's Register Foundation

(3/3) W21-0210



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.)

Masts, Rigging and Cargo-gear satisfactory. -  
All Steel material used in the Construction of this Vessel has been made at Works approved and tested by the Society's Surveyors in accordance with the Rules. -  
Anchors & Chain-cables have been compared with certificates and were found in order. -  
General Equipment complete in good condition. -  
The Freeboard approved by the Committee has been marked on the Vessel's sides, verified and cut in. - The draft corresponding to the assigned Summer freeboard is 27'-11 1/2" as given in Builders Deadweight & Displacement Scale attached. -

Attached: 1 Particulars of Longit. Framing.  
1 Section as built.  
1 Capacity Plan with Displ. Scale.  
4 Test Certificates.  
1 Interims Certificate.

The approved Plans are being retained for use in connection with the Sister Vessel, Yard No 774 at Harland & Wolff, Kiel. -

*R. P. Piers*

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Steel Single Sc. S.R. Machinery aft. -  
Petroleum in Bulk - Cruiser Stern - Two steel decks - Longitudinal Framing - Bracketless -  
Rudder electrically welded. - A.C.P. - Wireless - Direction Finding Apparatus -  
Echo sounding Apparatus - Gyro Compass - Overall length = 433.6'.

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

1st Bower Head: 714: W = 52.2.12, 12 Feet - Shank 718: W = 27.1.20, 12 Feet - Dis. 8.2.37 7/8  
2nd " Head: 715: W = 44.1.10, 12 Feet - Shank 719: W = 23.2.3, 12 Feet - Dis. 8.2.37 7/8  
3rd " Head: 716: W = 43.2.19, 12 Feet - Shank 720: W = 21.3.14, 12 Feet - Dis. 8.2.37 7/8  
Stream Anchor Head 14-019. SA New 100, 14 1/2

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 22.20 ft., R.Q.D. ft., Bridge 28.21 ft., Forecastle 42.34 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 Two steel decks  
Official No. 165498; Signal Letters G.Z.Z.C.  
Is bottom of vessel coated with cement No if not give particulars of composition Cargo tanks not coated; Eng. B space Bitumastic; Water tanks Cement; otherwise Paint.

### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, Fr. 8-16	19.5	21	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,	26.0	237
Double bottom, if under Engines only, Fr. 16-27	27.0	74	Deep tank, aft,	16.15	49
Double bottom, if under Boilers only, Fr. 27-35	24.5	115	Deep tank, forward,	3.0	160
Double bottom, forward,	41.0		Other tanks, if fitted,	28.0	388
Total capacity of double bottom		210	(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. 190

Date 7.7.1936.

Dates of Surveys held while building

1936: Aug. 7. 10. 14. 18. 21. 25. 28; Sept. 1. 4. 8. 11. 16. 21. 23. 25. 29; Oct. 2. 6. 9. 13. 16. 20. 23. 27; Nov. 3. 6. 13. 24. 27. 30; Dec. 4. 9. 16. 30.  
1937: Jan. 11. 13. 15. 20. 22. 25. 27. 29; Feb. 1. 4. 16. 22. 26; March 1. 4. 12. 17. 25; April 2. 5. 7. 9. 12. 14. 16. 19. 21. 23. 26. 29. 30; May 4. 7. 10. 12. 14. 18. 20. 21. 24. 26. 28. 30; June 3. 7. 9. 11. 14. 16. 18. 21. 25. 27. 30; July 5. 6. 9. -

Total No. of Visits 91.