

STEEL STEAMER or MOTORSHIP.

16 DEC 1931

Received at London Office

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

Dec 15th 1931

Port of

Belfast

No.

10.739

Survey held at

Belfast

Date First Survey

5th Sept. 1930

Last Survey

Dec 7th 1931

1931.

On the

Twin Screw Motor Vessel "CORBIS" (Machinery fitted aft)

State Type

Full Scantling (Longitudinal framing at bottom & deck)

State Type of Erection

Forecastle

TONNAGE under Tonnage Deck

*7510.33*CLASS *100A1*

State if with freeboard as condition of Class

No

Built at

Belfast

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 450*Launched *July 16th 1931* Yard No. *519*

Total

Breadth (greatest moulded)

*B 61.75*Builders *Workman Clark (1928) Ltd.*

Gross Tonnage

8131.63

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*Owners *Anglo Sarn Petroleum Co. Ltd.*

Register Tonnage

*4777.27*1st Longitudinal Number (L x D) = *15300*

Managers

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

2nd Numeral L x (B + D) = *43087*Residence *London*

REGISTERED DIMENSIONS.

FEET.

Length

452.4

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

*13.24*Port of Registry *London*

Breadth

62.1

Do. Long Bridge to top of keel

26'-2 1/4"

If surveyed while building, afloat, or in dry dock

Yes

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>29</i> | | Bracket Floors, Frame | <i>✓</i> | |
| " " from $\frac{3}{8}$ length to Collision bulkhead | <i>29</i> & <i>27</i> | | " " Reversed Frame | <i>✓</i> | |
| " " in peaks | <i>24</i> | | " " Vertical Struts | <i>✓</i> | |
| IDE FRAMING. | | | Centre Girder, depth and thickness | <i>60</i> x <i>57</i> | |
| Frame Amidships, <i>N.B.S.</i> | <i>10</i> x <i>3 1/2</i> x <i>44</i> | | " " top Angles | <i>3 1/2</i> x <i>3 1/2</i> x <i>54</i> | |
| " " Extends up to <i>Upper Dk</i> | | | " " bottom Angles | <i>4</i> x <i>4</i> x <i>60</i> | |
| Side Stringers | | | Side Girders, No. each side and thickness | <i>1</i> x <i>50</i> | |
| Amidships, <i>Two</i> | <i>26</i> x <i>42</i> | | Margin Plate (excl. of flange) and thickness | <i>54</i> | |
| Face Angles | <i>3 1/2</i> x <i>3 1/2</i> x <i>42</i> | | " " Angle to Tank side | <i>6</i> x <i>6</i> x <i>46</i> | |
| " " | <i>3 1/2</i> x <i>3 1/2</i> x <i>44</i> | | Bracket <i>1/2</i> len. from | <i>✓</i> | |
| Depth of Framing Girder | <i>10</i> | | " " Vertical Angle to Tank side | <i>✓</i> | |
| Struts in each Side Tank <i>Upper</i> | <i>10</i> x <i>3 1/2</i> x <i>44</i> | | Bracket forward $\frac{1}{2}$ len. from stem | <i>✓</i> | |
| Frames in Uppermost Continuous <i>Lower</i> | <i>10</i> x <i>3 1/2</i> x <i>44</i> | | " " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem | <i>✓</i> | |
| Three to each Stringer <i>Lower</i> | <i>10</i> x <i>3 1/2</i> x <i>44</i> | | " " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem | <i>✓</i> | |
| Angle <i>Forward</i> | <i>8</i> x <i>3 1/2</i> x <i>46</i> <i>N.B.S.</i> | | Tank Side Brackets, height above base line at toe of Frame and thickness | <i>8'-0"</i> x <i>44</i> | |
| " " <i>Third</i> | | | INNER BOTTOM PLATING. | | |
| Framing in Peaks, <i>N.B.S.</i> | <i>8</i> x <i>3 1/2</i> x <i>46</i> | | Breadth and thickness of Middle Line Strake | <i>54</i> x <i>70</i> | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | <i>7/8</i> x <i>4</i> x <i>16</i> | | Thickness of remainder <i>Hold</i> | <i>52</i> x <i>108</i> | |
| State if Frame Joggled | <i>Amidships only</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>In accordance with approved plan.</i> | |
| PANTING ARRANGEMENTS (Sec. 7), state system and particulars | <i>Two Side Stringers</i> | | BEAMS. | | |
| STRENGTHENING OF BOTTOM FORWARD. State Particulars | <i>3 strakes shell plating midship thickness 1/2 Coll Bhd.</i> | | Uppermost Continuous Deck, amidships | <i>Longitudinal</i> | |
| SINGLE BOTTOM. | <i>Two rows intercostals each side & 1/2 of 6 x 3 1/2 x 44 O.A. stiffens 1/2 shell between intercostals.</i> | | in Wells, Angle <i>8</i> x <i>3 1/2</i> x <i>41</i> | | |
| Floors, Depth and thickness at mid-line in <i>Fore Deep Tank</i> | <i>66</i> x <i>40</i> | | " " in way of <i>Bridge</i> | <i>10</i> x <i>3 1/2</i> x <i>40</i> | |
| Height of Brackets at side above base line at toe of frame | <i>✓</i> | | Spacing <i>29 1/2</i> Forward <i>27</i> x <i>24</i> | | |
| Middle Line Keelson, <i>Centre Line</i> | <i>Bulkhead</i> | | Second Deck, amidships, Angle <i>N.B.S.</i> | <i>8</i> x <i>3 1/2</i> x <i>36</i> | |
| " " Through Plate or Intercostal Plate | <i>Through</i> | | Spacing <i>29 1/2</i> Forward <i>27</i> x <i>24</i> | | |
| " " Foundation Plate on Floors | <i>None</i> | | Deep Tank Forward | <i>9</i> x <i>3 1/2</i> x <i>42</i> | |
| " " Flat Plate Keel Angles | <i>4</i> x <i>4</i> x <i>52</i> | | Third Deck, amidships, Angle <i>N.B.S.</i> | <i>9</i> x <i>3 1/2</i> x <i>42</i> | |
| Side Keelsons, No. each side | <i>Two</i> | | Spacing | <i>27</i> | |
| " " thickness of Intercostal Plate | <i>42</i> | | Fourth Deck, amidships, Angle <i>N.B.S.</i> | <i>8</i> x <i>3 1/2</i> x <i>42</i> | |
| " " Angles | <i>3 1/2</i> x <i>3 1/2</i> x <i>44</i> | | Spacing | <i>29</i> | |
| DOUBLE BOTTOM. in Machy Space. | | | Poop Deck, Angle <i>N.B.S.</i> | <i>8</i> x <i>3 1/2</i> x <i>36</i> | |
| Solid Floors, thickness and spacing | <i>42</i> x <i>29 1/2</i> | | Spacing | <i>29 1/2</i> x <i>24</i> | |
| " " Are Frame and Reversed Frame joggled? | <i>Yes</i> | | Bridge Deck, Angle <i>N.B.S.</i> | <i>8</i> x <i>3 1/2</i> x <i>42</i> | |
| Bracket Floors, breadth and thickness at middle line | <i>✓</i> | | Spacing | <i>29</i> | |
| " " breadth and thickness at margin plate | <i>✓</i> | | Forecastle Deck, Angle <i>N.B.S.</i> | <i>8</i> x <i>3 1/2</i> x <i>36</i> | |
| | | | Spacing | <i>27</i> x <i>24</i> | |

PILLARS AND DECKS.

| | INCHES IN SHIP. | Any Departure from Approved Plans to be Noted. |
|--|---|--|
| PILLARS, No. of Rows..... <i>Trans longitudinal bulkheads</i> | | |
| " in 'tween Decks, Size and Spacing..... | ✓ | |
| " " " " " | ✓ | |
| " in Holds " " | ✓ | |
| <i>Longitudinal</i> Centre-Line Bulkheads <i>15'-6" Port & Starboard</i> | <i>10 3 1/2 .43</i> | |
| Stiffeners and Spacing..... <i>L.N.B.S.</i> | <i>spaced 29"</i> | |
| Plating, thickness of | <i>.42 .38</i> | |
| STRINGERS AND DECKS. | | |
| Uppermost Continuous Deck. | | |
| Stringer Plate, breadth and thickness in Wells | <i>7 6 1/2 .70</i> | |
| " " " " in way of Bridge | <i>✓ .70</i> | |
| " Angle in Wells | <i>7 7 .60</i> | |
| Thickness of Plating abreast Deck openings in way of Wells | <i>.70 ✓ .90</i> | |
| Thickness of Plating abreast Deck openings in way of Bridge | <i>✓</i> | |
| Thickness of Plating within line of openings... | <i>✓ .58</i> | |
| If Sheathed, material and thickness | <i>✓</i> | |
| Second Deck. | | |
| Stringer Plate, breadth and thickness in Wells | <i>✓ .36</i> | |
| Stringer Plate, breadth and thickness in way of Bridge | <i>.36 ✓ .44</i> | |
| Thickness of Plating abreast Deck openings in way of Wells | <i>.34 ✓ .32</i> | |
| Thickness of Plating abreast Deck openings in way of Bridge | <i>✓ .34</i> | |
| Thickness of Plating within line of openings... | <i>✓</i> | |
| If Sheathed, material and thickness | <i>✓</i> | |
| Third Deck. | | |
| Stringer Plate, breadth and thickness | <i>✓ .38</i> | |
| If Plated, state thickness..... | <i>✓ .38</i> | |
| Fourth Deck. | | |
| Stringer Plate, breadth and thickness..... | <i>✓</i> | |
| If Plated, state thickness | <i>✓</i> | |
| Poop Deck. | | |
| Stringer Plate, breadth and thickness | <i>Tapered. .38. .30 ✓ .26</i> | |
| Plating, Sheathing, material and thickness ... | <i>5' x 2" W.P. in accordance.</i> | |
| Bridge Deck. | | |
| Stringer Plate, breadth and thickness..... | <i>.42 .44 5' x 2 1/2" O.R. exposed</i> | |
| Plating, Sheathing, material and thickness ... | <i>✓ .28. 5' x 2 WP in accordance.</i> | |
| Forecastle Deck. | | |
| Stringer Plate, breadth and thickness..... | <i>✓ .37. .30 ✓ .48</i> | |
| Plating, Sheathing, material and thickness ... | <i>✓ 5' x 2 1/2 O.P.</i> | |

SHELL PLATING.

| SCANTLINGS. | | | | | RIVETING. | | | | | | | | |
|---|----------------------------------|------------|--------------------------|--------------------------|--|----------------------|----------------------|-------------|-----------------------|---------------------------|---------|-----------------------|------------------------|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. | | | BUTTS. | | | | |
| | AMIDSHIPS. | | FORWARD. | AFT. | | State if joggled? | 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 | 60 1/4 | 1.94 | 1.83 | 1.80 | | Double | 1 | 1 1/4 | 15 | 1 1/8 | 1 1/2 | Lapped. | |
| „ DBLG. (if any) | ✓ | | | | | | | | | | | | |
| BOTTOM PLATING, No. of Strakes A..... | 93 1/4 68 95 1/4 65 3/4 | 1.65 | 12 @ .50 1.52 1.54 | .50 .53 .57 .58 | | Double. | 7/8 | 3 1/2 3 3/4 | 14 | 7/8 | 3 1/2 | Lapped. | |
| BILGE PLATING, No. of Strakes | 79 | 1.65 | 1.57 | 1.65 .50 | | do. | 7/8 | 3 3/4 | 14 | 7/8 | 3 1/2 | do. | |
| SIDE PLATING, No. of Strakes | 2 @ 95 1/2 3 | 1.61 | 1.48 | 1.48 .48 | | do. | 7/8 | 3 3/4 | 14 | 7/8 | 3 1/2 | do. | |
| UPPER DECK, Sheer- strake in Wells..... | 55 1/2 | 1.97 | 1.48 | 1.48 | | ✓ | ✓ | ✓ | 5 | 1 1/8 | 5 1/16 | do. | |
| UPPER DECK, Sheer- strake in Bridge ... | 56 | ✓ 1.16 | ✓ | ✓ | | ✓ | ✓ | ✓ | 5 | 1 1/8 | 5 1/16 | do. | |
| STRAKE BELOW Sheer- strake in Wells..... | 53 1/4 | 1.84 | 1.48 | 1.48 | | Double. | 1 | 3 5/8 | 14 | 1 | 1 1/4 | do. | |
| STRAKE BELOW Sheer- strake in Bridge ... | 53 1/4 | 1.84 | ✓ | ✓ | | do. | 1 | 3 5/8 | 14 | 1 | 1 1/4 | do. | |
| POOP SIDE PLATING | | | | 1.40 | | Single | 7/8 | 3 3/4 | 12 | 7/8 | 3 7/16 | do. | |
| BRIDGE SIDE PLATING ... | 85 1/2 | ✓ 1.46 | | | | To Main Sheer do. | 1 1/8 | 4 1/7 | 2 | 7/8 | 3 7/16 | do. | |
| FOREC'TLE SIDE PLATING | | | 1.44 | | | do. | 7/8 | 3 1/2 | 11 | 7/8 | 3 7/16 | do. | |

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

| Total No. of W.T. BULKHEADS in Vessel— | | | | Casting or Forging. | Scantlings. | Maker's Name, | Any departure from approved plans to be noted. |
|--|------------|-------|---|------------------------------------|--|-------------------|--|
| Extending to Upper Deck (Sec. 3 c) | | | | | | | |
| ,, Deck next below | | | | | | | |
| As per Rule | | | | | | | |
| | | | | STIFFENERS. | | | |
| Plating Thickness. | | | | VERTICAL. | | HORIZONTAL. | |
| | | | | Scantlings. | Spacing. | Scantlings. | Spacing. |
| MIDSHIP BULKH'D, | 1st Holds. | 42-38 | L NBS. 10x3½x43 Centre Web 47x44 Face Boards 6x4x64 OA | 31 | Plate 25x40 Faul L 6x3½x48 Plate 27x40 Faul L 6x3½x62 | as per Plan | |
| " | Second | | | | | | |
| " | Third | | | | | | |
| " | Holds | | | | | | |
| COLLISION | (in Hold) | 31-50 | L NBS. 9x3½x36 12x3½x50 | 24 | 2 S.B. Beams Steel Plate | as plan ✓ | |
| AFTER PEAK | | 30-50 | | 24 | | | |
| | | | | KEEL, Bar | ✓ | flat plate. | |
| | | | | STEM | Roller | 10¼x2¾ | |
| | | | | STERN FRAME | Propeller Post | | Wiltons & S. Co |
| | | | | | Rudder | forged 8x4½ | Rotterdam. |
| | | | | RUDDER—AxD | 686. | | |
| | | | | Speed of Vessel | 12 knots. | | |
| | | | | RUDDER mainpiece at head | 15 | 13 do. | |
| | | | | " " heel | 9¾ | 9¾ | |
| | | | | " how constructed | Amis struts in stayed. | | |
| | | | | " double or single plate | Single. | | |
| | | | | " coupling, vertical or horizontal | No horizontal. | | |

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens open hearth process.*
Steel Co. of Scotland, Lanarkshire Steel Co. Ltd., Corbett Iron Co. Ltd.
Colvilles Ltd, New Ballinn & Sons
 Has the Steel been tested as required by the Rules? *Yes*

Lloyd's Register
Foundation

| EQUIPMENT No | | | | | | | | | | LETTER C+✓ | 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. |
| 33700 | 1st Bower | 85 | 1 | 0 | - | - | - | 61 | 10 | - | - | 77 | Byers Improved stockless | Not stated | Sunderland 17/4/31 J.H. Butler |
| 33703 | 2nd " | 77 | 0 | 0 | - | - | - | 57 | 5 | - | - | 74 | do. | do. | do 20/4/31 do. |
| 33747 | 3rd " | 66 | 0 | 0 | - | - | - | 51 | 10 | - | - | 68.5 | do. | do. | do 16/6/31 do. |
| | Collective weight. | 228 | 1 | 0 | | | | | | | | ✓ 219.5 | | | |
| 46306 | Stream | 22 | 1 | 4 | 15 | 2 | 8 | 22 | 11 | 1 | 0 | ✓ 22.0 | Rodgers forged W.I. | do. | Bradley Heath 19/5/31 L.C. Paul |

| 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. | |
| 46042 | 300 | 2 7/16 | 106.9 | 149.62 | 890-1-14 | 890 1/4 | 300 | 2 7/16 | 106.9 | 149.62 | Stud Link | J. Westwood & Sons | Bradley Heath 24/6/31 L. C. Paul. | TOWLINE | 130 | 5 3/4 | 91.5 | 130 | 5 3/4 |
| 46044 | No. off. for cable. | 2. | 2 7/16 | 106.9 | 149.62 | 3-2-0 | - | - | - | - | Spare shackles | do. | - do - do - | HAWSERS & WARPS | 4-120 | 2 3/4 | 21.1 | 4-120 | 2 3/4 |
| | | Cir. | | | | | | | | | | | | " | | | | | |
| Long Stream Cable Steel Wire | 120 | 5" | 70.9 | | | | 120 | 5" | | | | Alex. Tough & Sons. | | " | | | | | |

| | | | |
|---|-----------------------------|--|-------------------|
| Steering Gear, Steam | Wastie & Co. Ltd. Greenock. | Steering Gear, Hand | Relieving Tackle. |
| Boats | Four lifeboats. 1 dughty. | Steering Chains, Size and Test | ✓ |
| Ceiling in Holds, thickness and material | ✓ | Cargo Battens, thickness, material and spacing | ✓ |
| Cargo Hatchways.—(Upper Deck) | Steel plates & angles. | Thickness of Hatches | Steel covers. |
| Size of No. 1 Hatchway (Forward) | 12' x 9' | No. 2 | ✓ |
| | | No. 3 | ✓ |
| | | No. 4 | ✓ |
| | | No. 5 | ✓ |
| | | No. 6 | ✓ |
| 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 ✓ 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 general accordance with the approved plans, Secretary's letters and the Rules. The materials and workmanship are good. All cargo tanks, cofferdams, oil fuel bunkers, fore deep tanks, fore & after peak tanks, & double bottom tanks have been satisfactorily tested to rule requirements. The weather decks & watertight bulkhead have been satisfactorily hose tested. The steering gear & windlass have been satisfactorily tested under working conditions. The freeboard marking port & starboard has been verified & cut in on the vessel's sides. The vessel is fitted for the carrying & burning of oil fuel, F.P. above 150° F. Interim certificate issued. Copy attached.

| | | | |
|--|------------------|--|---|
| The amount of Entry Fee | £ 11 : 0 : 0 | Fees applied for, | 15" Dec. 1931 |
| Special Survey Fee | £ 604 : 19 : 0 | Received by me, | 1.1.1932 |
| Freeboard | 14 : 0 : 0 | | |
| Travelling Expenses, if any | £ : | | |
| State whether the Vessel has been built under Special Survey | yes | I am of opinion the Vessel should be Classed | + 100A1 |
| Certificate to be sent to | This office | | "Carrying petroleum in bulk" |
| Date of issue | 2/1/32 | | "Longitudinal framing at Bottom & Decks" |
| Committee's Minute | TUE. 22 DEC 1931 | Signature | Jas. J. Rennie |
| Character assigned | + 100A1 | | Surveyor to Lloyd's Register of Shipping. |

Write Bill
Axts.
Mx.

Lloyd's A&CT

Oil Eng. 200. 150 lb.

W235-0008(2/3)

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



© 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.)

Copies of the approved plans are filed in the London office.
Approved plans as shown on list below are forwarded herewith. (30 in No. 1)
Midship section, Transverse Bulkhead, Midship section & Transverse Bulkhead.
rudder, stemframe & shaft brackets (6) alternative arrangement of trans. bulkhead stiffeners
in wing tanks; alternative attachment of wing tank floors to longitudinal bulkhead.
profile & deck plan, scumblers in wing of forward oil tanks (2)
metalling list, after end framing, after end framing & cant frames,
fore end arrangements, fore end framing, transverse brackets to centre
girder, transverse bulkhead stiffeners in wing tanks, double bottom in
machinery space, shell plan, stringer choirs at plate landings,
framing plan, fore end brackets, quadrant & tiller, pump room
arrangements, upper and lower O.T. hatches,

4 Inquiry & lashing certificates are enclosed herewith.

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 10739


Received at London Office 16 DEC 1931

(LLOYD'S REGISTER.)

G.R. 180.
Lloyd's Register.

VESSELS OF 100 TONS AND UPWARDS.

PARTICULARS OF LONGITUDINAL FRAMING.

| 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 Transverse and Bulkheads. | |
| | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Inches. | Number. |
| g of  | | | | | | | | | | | | | | | | |
| in Bridge 'tween Decks ... | | | | | | | | | | | | | | | | |
| from Uppermost Continuous Plating on Bottom. No. 1 | As approved. | | | As approved. | | | Five longitudinals | | As Amidships | | | | 7/8 | 5 1/4 | 3 1/2 for 10 rivs. | 16 7/8 |
| " 2 | do | | | do | | | each side of C.L. | | Back angle to shell 3 1/2 x 3 1/2 x 1/4 | | | | 7/8 | 5 1/4 | do | 16 7/8 |
| " 3 | do | | | do | | | 15 x 14 x 1/2 trans. full length of | | | | | | 7/8 | 5 1/4 | do | 16 7/8 |
| " 4 | do | | | do | | | Back angle to shell 3 1/2 x 3 1/2 x 1/4 for | | | | | | 7/8 | 5 1/4 | do | 16 7/8 |
| " 5 | do | | | do | | | 3' 9" each side of trans bulkheads. | | | | | | 7/8 | 5 1/4 | do | 16 7/8 |
| " 6 | | | | | | | | | | | | | | | | |
| " 7 | | | | | | | On C.L. intercostal plate between bottom transverse 52" x 1/2 | | | | | | | | | |
| " 8 | As approved. | | | As approved. | | | Face bar 6 x 3 1/2 x 1/2 L | | As amidships | | | | | | | |
| " 9 | | | | | | | Bottom angles 1/8 keel 14 x 14 x 50 continuous between bulkheads | | | | | | | | | |
| " 10 | | | | | | | | | | | | | | | | |
| " 11 | | | | | | | | | | | | | | | | |
| " 12 | As approved. | | | Transverse | | | Two longitudinals each side in wing tanks 15 x 14 x 1/2 | | Transverse | | | | 7/8 | 5 1/4 | 3 1/2 for 10 rivs. | 16 7/8 |
| " 13 | | | | framing | | | | | framing | | | | | | | |
| " 14 | | | | | | | | | | | | | | | | |
| " 15 | | | | | | | | | | | | | | | | |
| " 16 | | | | | | | | | | | | | | | | |
| ing of longitudinal frames | Amidships | | | At Ends | | | | | | | | | | | | |
| le ms or | Tank Top Longitudinals | | | | | | | | | | | | | | | |
| g of Longitudinals | Bottom | | | | | | | | | | | | | | | |
| m Transverses. | | | | | | | | | | | | | | | | |
| Tanks | Depth and Thickness | 32 | 144 | Transverse | | | 32 x 144 | | Transverse | | | | | | | |
| Face Angles | 16 | 3 1/2 | 144 | framing | | | 6 3 1/2 144 | | framing | | | | 7/8 | 3 1/2 | | |
| Lugs to Shell | 16 | 6 | 144 | | | | 6 6 144 | | | | | | | | | |
| In 'tween decks. | Depth and Thickness | | | | | | | | | | | | | | | |
| Face Angles | | | | | | | | | | | | | | | | |
| Lugs to Shell | | | | | | | | | | | | | | | | |
| Depth and Thickness | | | | | | | 52 x 146 | | | | | | | | | |
| Face Angles | | | | | | | 6 4 164 | | | | | | | | | |
| Lugs to Shell | | | | | | | 6 6 146 cut at seams & fitted direct to shell. | | | | | | 7/8 | 4 3/8 | | |
| Back Bars | | | | | | | 3 1/2 3 1/2 144 | | | | | | | | | |
| Brackets | | | | | | | 146 flanged 5" stiffened 7' 3" 1/2 transverse. | | | | | | | | | |
| ing of Transverse Frames | | | | | | | 9' 8" | | | | | | | | | |
| State if jogged or liners. | | | | | | | | | | | | | | | | |
| itudinal | Bridge Deck | | | | | | | | | | | | | | | |
| ams of | Upper | 8 | 3 1/2 | 42 | 8 | 3 1/2 | 42 | 8 | 3 1/2 | 42 | 8 | 3 1/2 | 42 | 31" | | |
| Second | | | | | | | | | | | | | | | | |
| Third | | | | | | | | | | | | | | | | |

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.

Total No. of Visits 10

| | | | | | |
|---|-----------|-------------------------|--------|-------|-----------------------------|
| Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test. | 1st Bower | 54. 3. 21. (incl. pins) | D.C.B. | 3323. | Jan. 16 th 1931. |
| | 2nd " | 52. 2. 0. (do) | K.H. | 8825. | Nov. 28 th 1930. |
| | 3rd " | 42. 0. 14. (do) | A.B. | 6419. | May 21 st 1931. |

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 103.08 ft., R.Q.D. ✓ ft., Bridge 33.0 ft., Forecastle 43.83 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) 1 DK (Stl)

Official No. 162662. Signal Letters L H K G
Is bottom of Vessel coated with cement Yes (clear of if not given) or compartments only
particulars of composition Nothing in oil compartments

PARTICULARS OF WATER BALLAST.—

| Where Fitted. | *Length. Feet. | Water Capacity. Tons. | Where Fitted. | *Length. Feet. | Water Capacity. Tons. |
|---|-------------------|--------------------------|--|---------------------|--------------------------|
| Double bottom, aft, | ✓ | ✓ | Fore peak tank, | 26.3 | 206 |
| Double bottom, under Engines and Boilers, | ✓ | ✓ | After peak tank, | 16 | 81 |
| Double bottom, if under Engines only, | 63.9 | 183 | Deep tank, aft, | ✓ | ✓ |
| Double bottom, if under Boilers only, | ✓ | ✓ | Deep tank, forward, | Oil fuel | 31.5 |
| Double bottom, forward, | ✓ | ✓ | Other tanks, if fitted, | 2 Cofferdams. Ford. | 4.0 |
| | | | (If necessary, furnish further information by sketch.) | 91 | 223 |
| | | | | 4.0 | 215 |
| | | | | | |

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

Order for Special Survey No. 813

Date 24 March 1930

Dates of Surveys held while building

1929 Sep 5 Oct. 6 Nov. 5. 12. 18. 21. 25. 26 Dec 9. 16. 18. 19 Feb 12. 16. 17. 18. 19. 20. 23. 25. 26. 27
Mar 2. 3. 4. 5. 6. 10. 11. 13. 17. 18. 19. 20. 24. 26. 27. 31 Apr. 9. 13. 14. 16. 17. 20. 21. 23. 24. 27. 29 May 3. 5.
5. 6. 7. 8. 11. 12. 14. 19. 20. 21. 22. 26. 27. 28. 29 June 1. 2. 3. 4. 5. 8. 9. 10. 11. 12. 15. 16. 17. 18. 19. 21. 23. 24.
26. 29 Aug 1. 2. 3. 6. 8. 9 Aug 17. 27 Sep 4. 9. 13. 29 Oct 5. 15. 16 Nov 14. 15. 24. 27. Dec 7

Total No. of Visits 10