

STEEL ~~STEAMER~~ OF MOTORSHIP.

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

Date of completion of report 1st February 1940Port of DANZIGNo. 194Survey held at DANZIGDate First Survey 24th October 1938Last Survey 30th September 1939

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Twin Sc. Motorship "TAMESIS" (Machinery fitted amidships)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

Complete superstructure vessel with tonnage opening State Type of Erections Poop and forecastle on shelter deck.

TONNAGE under Tonnage Deck...

6733CLASS \*100A1State if with freeboard as condition of Class YesBuilt at DANZIG

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 495.6Launched 13th May 1939 Yard No. 1424

Total

6733Breadth (greatest moulded) B 63.0Builders F. Schichau S. m. b. H., Danzig

Gross Tonnage

7256Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 42.92

Owners

Register Tonnage

44111st Longitudinal Number (L x D) = 19616Managers Wilk. Wilhelmussen  
(Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) = 50839Residence Toldbodgaden 20, OsloREGISTERED DIMENSIONS.  
FEET.

Length

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

11.55Port of Registry Tönsberg

Breadth

Do. Long Bridge to top of keel

If surveyed while building, afloat, or in dry dock

Depth

Draught Moulded

While building on stocks and afloat

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	mm INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		mm INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>FRAMES, Spacing amidships</b>	<u>830</u> ✓		<b>Bracket Floors, Frame</b>	✓	
" " from $\frac{3}{4}$ length amidships to Collision bulkhead	<u>685</u> ✓		" " Reversed Frame	✓	
" " in peaks	<u>610</u> ✓		" " Vertical Struts	✓	
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	<u>1195 x 14.5</u> ✓	
Frame Amidships, Angle <u>E or C</u>	<u>300 90 13</u> ✓		" " top Angles	<u>90 90 13</u> ✓	
" " Extends up to	<u>3rd deck</u> ✓		" " bottom Angles <u>BUTTS E.W.</u>	<u>130 130 14.5</u> ✓	
Reversed Frame Amidships, Angle	✓		<b>Side Girders, No. each side and thickness</b>	<u>Two 10.5</u> ✓	
" " Extends up to	✓		<b>Margin Plate</b> depth (excl. of flange) and thickness	<u>995 x 14.5</u> ✓	
Depth of Framing Girder	✓		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<u>E.W.</u> ✓	
Frames in Uppermost Continuous 'tween Decks, Angle <u>E or C</u>	<u>200 90 10</u> ✓		" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area	<u>E.W.</u> ✓	
" " Second 'tween Decks, Angle <u>E or C</u>	<u>200 90 10</u> ✓		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<u>Continuous plate 11.5</u> ✓	
" " Third " " "	✓		" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area		
" " from $\frac{1}{4}$ len. for'd. to 15% len. from Stem	<u>300 90 15</u> ✓		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<u>1850 x 11.5</u> ✓	
" " in Peaks, Angle <u>E or C</u>	<u>200 90 10.5</u> ✓			<u>2/2.5 as appd.</u> ✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>22 mm rivets 135 mm apart</u> ✓		<b>INNER BOTTOM PLATING.</b>		
State if Frame Joggled	<u>No</u> ✓		Breadth and thickness of Middle Line Strake	<u>1450 x 14.5</u> ✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<u>Yes</u> ✓		Thickness of remainder in Holds	<u>12.5</u> ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<u>Yes</u> ✓		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in <u>E. &amp; B. space</u> and framing in Bunkers and Boiler Room? <u>MACHINERY SPACE</u>	<u>Yes</u> ✓	
<b>SINGLE BOTTOM.</b>				<u>and as per approved plans</u> ✓	
Floors, Depth and thickness at mid-line in Holds	✓		<b>BEAMS.</b>		
Height of Brackets at side above base line at toe of frame	✓		Uppermost Continuous Deck, amidships in Wells, Angle <u>E or C</u>	<u>230 90 11</u> ✓	
Middle Line Keelson, on Floors, Angles, <u>E or C</u>	✓		" " in way of Bridge, Angle, <u>E or C</u>	✓	
" " Through Plate or Intercostal Plate	✓		Spacing	<u>Every frame</u> ✓	
" " Foundation Plate on Floors	✓		<b>Second Deck, amidships, Angle <u>E or C</u></b>	<u>250 90 11</u> ✓	
" " Flat Plate Keel Angles	✓		Spacing	<u>Every frame</u> ✓	
Side Keelsons, No. each side	✓		<b>Third Deck, amidships, Angle <u>E or C</u></b>	<u>230 90 11</u> ✓	
" " thickness of Intercostal Plate	✓		Spacing	<u>Every frame</u> ✓	
" " Angles	✓		<b>Fourth Deck, amidships, Angle, <u>E or C</u></b>	✓	
<b>DOUBLE BOTTOM.</b>			Spacing	✓	
Solid Floors, thickness and spacing	<u>11.5 ex. frame</u> ✓		<b>Poop Deck, Angle <u>E or C</u></b>	<u>200 75 10</u> ✓	
" " Are Frame and Reversed Frame joggled?	<u>No</u> ✓		Spacing	<u>Every frame</u> ✓	
Bracket Floors, breadth and thickness at middle line	✓		<b>Bridge Deck, Angle, <u>E or C</u></b>	✓	
" " breadth and thickness at margin plate	✓		Spacing	✓	
			<b>Forecastle Deck, Angle <u>E or C</u></b>	<u>200 75 10</u> ✓	
			Spacing	<u>Every frame</u> ✓	



PILLARS AND DECKS.

	mm INCHES	IN SHIP.	Any Departure from Approved Plans to be Noted.	mm INCHES	IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>	Two	✓		Stringer Plate, breadth and thickness in way of Bridge .....	✓	
„ in 'tween Decks, Size and Spacing.....	widely spaced * tubular pillars as approved and as per Ruler			Thickness of Plating abreast Deck openings) in way of Wells .....	10.5	✓
„ „ „ „ „				Thickness of Plating abreast Deck openings) in way of Bridge .....	✓	
„ in Holds „ „		✓		Thickness of Plating within line of openings...	9	✓
„ „ „ „ „				If Sheathed, material and thickness .....		
<b>Centre Line Bulkhead.</b>				<b>Third Deck.</b>		
Stiffeners and Spacing.....	240 x 11	1/2 ft. ✓		Stringer Plate, breadth and thickness.....	1450 x 9	✓
Plating, thickness of .....	9	✓	8 approved ✓	If Plated, state thickness.....	7.5	✓
<b>STRINGERS AND DECKS.</b>				<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>				Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells	1 1/10 x 2 1/5	✓	20 approved ✓	If Plated, state thickness .....	✓	
„ „ „ „ in way of Bridge	✓			<b>Peop Deck.</b>		
„ Angle in Wells .....	160	160	20 ✓	Stringer Plate, breadth and thickness .....	980 x 9.5	✓
Thickness of Plating abreast Deck openings) in way of Wells .....	17.5	✓	16.5 approved ✓	Plating, Sheathing, material and thickness ...	6.5 x 7.5	✓
Thickness of Plating abreast Deck openings) in way of Bridge .....	✓			<b>Bridge Deck.</b>		
Thickness of Plating within line of openings...	12.5	✓	11 approved ✓	Stringer Plate, breadth and thickness.....	✓	
If Sheathed, material and thickness .....	✓			Plating, Sheathing, material and thickness ...	✓	
<b>Second Deck.</b>				<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells...	1450 x 11.5	✓	1300 x 11.5 appd. ✓	Stringer Plate, breadth and thickness.....	1100 x 9.5	✓
					9 x 13	✓
				Plating, Sheathing, material and thickness ...	NOT SHEATHED	✓

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth. <i>mm</i> <i>Inches</i>	Thickness. <i>mm</i> <i>Inches</i>	Thickness. <i>mm</i> <i>Inches</i>	Thickness. <i>mm</i> <i>Inches</i>				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
		<i>x</i>			<i>x</i>	<i>Inches</i>	<i>mm</i>	<i>mm</i>		<i>Inches</i>	<i>Inches</i>		
FLAT PLATE KEEL .....	1420	<i>x</i> 22.5 22.6 <i>Sec LONDON</i> <i>letter M 27.10.</i> <i>38</i>	20.5	21	<i>x</i> 23 as approved.	Double	25	93	All butts electrically welded				
„ DELG. (if any)	✓	✓	✓	✓									
BOTTOM PLATING, No. of Strakes <i>Four</i> ...		18 ✓	21.5 ✓ 23.5	14 ✓ 17.5	<i>Current increases</i> <i>forward</i>	Double	22	83 ✓					
BILGE PLATING, No. of Strakes <i>One</i> .....		18 ✓	21.5 ✓ 23.5	17.5		"	22	83 ✓					
SIDE PLATING, No. of Strakes <i>Four</i> .....		17.5 ✓ <i>15</i>	12.5 ✓ 12.5			"	22	83 ✓					
UPPER DECK, Sheer- strake in Wells.....	1390 <i>x</i>	22 <i>x</i> ✓	14.5 <i>x</i> ✓	14.5 <i>x</i> ✓	<i>x</i> 1370 <i>x</i> 20 approved ✓ <i>x</i> 12.5 approved ✓	"	25	93 ✓					
UPPER DECK, Sheer- strake in Bridge ...	✓	✓	✓	✓									
STRAKE BELOW Sheer- strake in Wells.....	2100	20.5 <i>x</i> ✓	14 <i>x</i> ✓	14 ✓	2100 <i>x</i> 19 approved ✓ <i>x</i> 12.5 approved ✓	Double	22	83 ✓					
STRAKE BELOW Sheer- strake in Bridge ...	✓	✓	✓	✓									
POOP SIDE PLATING .....				10.5 ✓		Single	19	75 ✓					
BRIDGE SIDE PLATING ...		✓											
FOREC'TLE SIDE PLATING				11 ✓		Single	19	75 ✓					

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—				STIFFENERS.				
Extending to Upper Deck (Sec. 3 c)				Plating Thickness.	VERTICAL.		HORIZONTAL.	
,, Deck next below					Scantlings.	Spacing.	Scantlings.	Spacing.
As per Rule								
				mm	mm	mm		
MIDSHIP BULKH'D, Upper tween decks								
„	„	Second	1 1/4	4	220 x 10	810	✓	✓
„	„	Third	„	4	130 x 6	6850	✓	✓
„	„	Holds	1 1/4	12.5	300 x 14	460	✓	✓
„	„	„	„	12.5	300 x 14	535	✓	✓
COLLISION	„	(in Hold)	1 1/8	13.5	180 x 8	500	Horizontal plating	✓
„	„	„	„	13.5	130 x 7	5600	at 3 stringers	✓
AFTER PEAK	„	„	1.0	12.6	300 x 14	535	tunnel recess	✓
„	„	„	„	12.6	130 x 7	6610	Top	✓

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
<b>KEEL, Bar</b> .....	✓	mm ✓	✓	✓
<b>STEM</b> .....		Made of plating 23.5 to 14 mm ✓		
<b>STERN FRAME</b> {	Propeller Post .....	✓	✓	✓
	Rudder „ .....	Casting as per app. plan	Schichau Bilbing	✓ ✓
<b>Speed of Vessel</b> .....		17.5 knots ✓		
<b>RUDDER—Type</b> .....		Semi balanced. Stream lined body ✓		
„ A × D x. 100 .....		22 1/3		
„ Diam. of head .....	Forging	38 5	Bochumer Verein	3/5 approved
„ Mainpiece at top pintle .....		} see approved plan	Schichau	
„ „ heel .....			Bilbing	
„ how constructed .....	Body of 6 1/2 x 1/8 c2. & welded		Schichau Danning	✓
„ double or single plate coupling, vertical or horizontal .....		Double plate 13 mm thick		
		Starting		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open hearth process*  
*Eutechhoffnungshütte A.G. August Thyssen-Hütte A.G. Deutsche Röhrenwerke A.G. Dortmund-Hoerder Hütten-*  
*verein A.G. . Hahnische Werke A.G.*  
 Has the Steel been tested as required by the Rules? *Yes. By the Surveyors to this Society at the Steelworks*



Number of Certificate.	Anchors.	WEIGHT, EX. STOCK. KILOGRAMS	WEIGHT OF STOCK.	TEST, PER CERTIFICATE. KILOGRAMS	WEIGHT REQUIRED BY TABLE 53. KILOGRAMS	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts. qrs. lbs.	Cwts. qrs. lbs.	Tons. cwt. qrs. lbs.	Cwts.			
✓ 46 ✓	1st Bower ...	46 18 ✓	Stockless	6 46 00 ✓	4570 ✓	Hall's Type. Cast Steel Head	J. Schichau, Elbing	Danzig, 13.7.36, J.C. Dykes
✓ 49 ✓	2nd " ...	43 40 ✓	" "	6 22 60 ✓	4570 ✓	" " " " " "	" " " "	" " " " " " " "
✓ 48 ✓	3rd " ...	42 40 ✓	" "	6 17 00 ✓	3940 ✓	" " " " " "	" " " "	" " " " " " " "
	Collective weight.	132 28 ✓			13080			
	Stream .....	14 90 ✓	Stockless	3 30 50 ✓	1681 ✓	Hall's Type. Cast Steel Head	J. Schichau, Elbing	Danzig, 9.8.39, R. Stapelfeld

## 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.	Statu- 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.
1703	302	2 <sup>10</sup> / <sub>16</sub>	120 <sup>9</sup> / <sub>10</sub>	169 <sup>1</sup> / <sub>4</sub>	1129. 0. 20	1040	300	2 <sup>10</sup> / <sub>16</sub>	Stud Link	Kettenwerke Schlieper, Grüne	Grüne, 4.1.39. J. Quast	TOWLINE...	130	6	84.4	130	5 <sup>1</sup> / <sub>2</sub>
												HAWSERS & WARPS	20 145	3 <sup>1</sup> / <sub>2</sub>	15.2	20 100	2 <sup>3</sup> / <sub>4</sub>
												"	20 120	3 <sup>1</sup> / <sub>4</sub>		20 100	HEMP 8
												"	20 120	3			
Iron-Stream Chain-or Steel Wire	120	6		RULE			120	5	Sp. 7/4x 6x24								

\* The Bower anchors were originally those of the "PAUL HARNEIT" See Sadyna letter 23.11.38 & London letter of 28.11.38. Certificates have been re-endorsed.

Steering Gear, Type (Power or hand) Electric; Makers: Deutsche Werke Kiel A.G. Alternative Means of Steering Hand; Makers: Deutsche Werke Kiel A.G.

Steering Chains (Size and Test) No chains fitted Windlass Electric Makers: Deutsche Werke Kiel AG Boats Wood 4 lifeboats 1 work boat

**Ceiling in Holds,** thickness and material *63 mm pine* **Cargo Battens,** thickness, material and spacing *150 x 50 mm spaced 220 clear*

Cargo Hatchways.—(Upper Deck). *Coamings 930 x 11 mm on Shelter Deck.* Thickness of Hatches *63 mm pine*

Cargo Hatchways: (Upper Deck).

	ON SHEL.T.DK.	ON SHEL.T.DK.	ON SHEL.T.DK.	ON SHEL.T.DK.	ON SHEL.T.DK.	ON POOP DK.
Size of Hatchways No. 1 (Fwd.)	10 2 1/2 x 5 4 00	No. 2 11 6 20 x 5 4 00	No. 3 11 6 20 x 5 4 00	No. 4 11 6 20 x 5 4 00	No. 5 11 6 20 x 5 4 00	No. 6 2 6 60 x 5 4 00

Number of **Shifting Beams** } 7 shifting beams in each Hatchway on Shelter dk. One shifting beam in Hatchway on Poop dk.  
and/or **Fore and Afters** }

*Builder's 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 *yes*  
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *in midship deep tanks* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

Oil fuel with flash point above  $150^{\circ}\text{F}$  is to be carried in tanks in way of tunnels, lower & tween deck deep tanks amidships, fore peak tank and all double bottom tanks except under engines where partly to be used for feed water & lubricating oil. The requirements of Section 20 of the Rules, as far as applicable, have been complied with. The workmanship is of a good quality and the vessel has been constructed in accordance with the approved plans, the Secretary's letters and Rule requirements. All tanks have been tested by water pressure and found tight. The watertight bulkheads clear of tanks and tunnel deck have been hose tested and found tight. - The undersigned, who left Darning on the 22nd August 1939 when the vessel was nearing completion, instructed Mr R. Stapelfeld, the Society's Assistant Surveyor, to deal with the following outstanding items before or on the trials: Hose testing of weather decks, testing of tunnel watertight door and hand pump to chain locker, trial of windlass & steering arrangements under working conditions and verification of equipment of ropes. As it has been reported that Mr Stapelfeld issued a hull interim certificate on completion of the trials it is concluded that the above requirements have

The amount of Entry Fee ..... £ 16 : 14 : 0 ) Fees applied for,

Special Survey Fee.... £635: 14 : 0

Travelling Expenses, if any £ 14. 0 : 0 ) 19.

See letter to Secretary dated Wokingham 2.2.40

Certificate to be sent to O.S.O. Office Date of issue 1/1/1941

(Special notations, where part of class, to be stated.)  
Please see last page of this report

I am of opinion the Vessel should be Classed **100A**

"Carrying fuel oil FP above 150°F in midships tanks."  
etc., subject to the endorsement of ropes being verified as "best possible".

Signature *James C. Pykes*  
for self *R. Shaw*, *B. S. Bielawski*, and *R. Staplefield*  
Surveyor to Lloyd's Register of Shipping

Committee's Minute

Character assigned

TUE 27 FEB 1940

+ 100A1 Subject  
With freeboard

Carrying fuel oil 7.6 at 150° F. in Midship Deep Tanks  
Lloyd's dock L. E.S.D. + 4mb 9.39 d B-100K  
S.B. (wt.) - 100 lb

Write over

W264-0181 (2/2)

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.)

received the necessary attention. Freeboards have been assigned after receipt of a report from Mr R. Shaw of Abo where they have been marked and verified.

It is recommended that arrangements be made with a view to obtaining the required particulars of ropes & the registered dimensions. It is submitted a date of Build 1939, with month be assigned in this case.

This vessel is similar to the "TARIFA" (Yard No 1359) and the "TIRANNA" (Yard No 1396) constructed by the same Builders

Approved plans forwarded herewith:

- 1 Midship Section
  - 2 Profile and Decks
  - 3 Shell plating forward
  - 4 " " aft
  - 5 Fore peak
  - 6 Bulkheads 65/67
  - 7 " 39 & 144
  - 8 & 9 " 90 & 101
  - 10 Cofferdam bulkheads
  - 11 After peak bulkhead
  - 12 Stern frame
  - 13 Rudder
  - 14 Engine seating
  - 15 Scarphing bracket in lower deck
  - 16 Propeller brackets
- Six Laying Reports attached.

PARTICULARS OF ELECTRIC WELDING (if employed) The Rule requirements as to the application of electric arc welding have been complied with. Electrode used: Böhler B-Elite K.V.A.

Butts of shell & deck plating. Butts of centre girder. Floors to centre girder & margin plating. Intercostals to floors. Tank side brackets to margin plating. Brackets. Tank top & tunnel deck plating. Engine seating. Bulk head plating and stiffening. Deck girders & pillar connections. Second & third deck to shell. Plating & stiffening of chain locker, machinery casing, deck houses & skylights. Hatch coamings & shifting beams. Butts of bulwark plating. Rudder body etc. The electric welding carried out in agreement with Owners

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

Cruiser stern. E.S.D. Lloyd's A & C.P.

1 Dk & Shelter dk. 3rd dk except in after holds. "Part electrically welded, including butts of decks and shell plating."

7 BH. "1 intermediate BH dispensed with; Coll. to Shelter dk., 6 to 2nd dk. "Carrying Fuel Oil at above 150°F in Midships Deep Tanks."

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	Weight of head: 2786 kg	Surveyors initials: J.C.D.	Cert No.: 858	Date of test: 10.1.36
	2nd "	" " " 2750 kg	" " " " " " " " " " " "	861	" " " " " " " " " " " "
	3rd "	" " " 2744 kg	" " " " " " " " " " " "	860	" " " " " " " " " " " "
	STREAM	" " " 1221 kg	" " " " " " " " " " " "	R.S.	" " " " " " " " " " " "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 42 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 56 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. Signal Letters L K G Q Extreme Breadth over Belting (Circ. 1611) Over-all Length (Circ. 1703)

No. and Material of Decks

Parts of Bottom of Vessel coated with cement or approved composition Feed water DB tank & Engine & after peak tank

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	70.8	225	Fore peak tank,		112
Double bottom, under Engines and Boilers,	46.3	216	After peak tank,		264
Double bottom, if under Engines only,			Deep tanks, aft, amidships	30	1449
Double bottom, if under Boilers only,			Deep tank, forward,		382
Double bottom, forward,	246.2	964	Other tanks, if fitted, Tanks in way of tunnels		
Total length (if continuous) and Capacity	354.3	1405	(If necessary, furnish further information by sketch.)		

Order for Special Survey No.

Date

Dates of Surveys held while building

24th October 1938 to 30th September 1939



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