

STEEL STEAMER or 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. *Yes*

Date of completion of report

Port of *Glasgow*

No. *45490*

Survey held at *Glydebank*

Date First Survey *1st April 1925*

Last Survey *July 1st 1926*

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

T.S. MOTOR TANKER - BRITISH DIPLOMAT

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

Tank Handling - Longitudinal Frames State Type of Erections *Pop, Bridge & Forecasts*

TONNAGE under Tonnage Deck *5819.89*

CLASS *100A1* State if with freeboard *162* as condition of Class

Built at *Glydebank*

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 420*

Launched *April 2nd 1926* Yard No. *504*

Total *5819.89*

Breadth (greatest moulded) *B 54.25*

Builders *John Brown & Co. Ltd.*

Gross Tonnage *6483.67*

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 32.40*

Owners *British Tanker Co. Ltd.*

Register Tonnage *4725.94*

1st Longitudinal Number (L x D) *= 13734*

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

2nd Numeral L x (B + D) *= 36819*

Residence *London*

REGISTERED DIMENSIONS. FEET.

Length *420.3*

Framing Depth "d," at middle of length. See Sec. 3 (1d) *21.7*

Port of Registry *London*

Breadth *54.4*

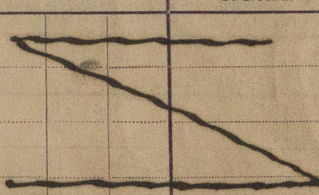
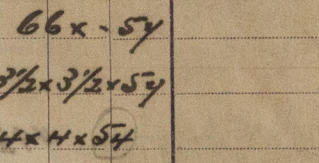
Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.84*

If surveyed while building, afloat, *Yes* in dry dock

Depth *32.45*

Draught Moulded *25'9"*

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. |
|--|--|--|--|---|--|
| S. Spacing <i>amidships</i> <i>Motor</i> <i>space</i> <i>2' 6 3/8"</i> | <i>2' 6 3/8"</i> | | Bracket Floors, Frame |  | |
| " from 1/2 length to Collision bulkhead <i>Longitudinal Frames</i> | | | " Reversed Frame | | |
| " in peaks <i>Fore</i> <i>after</i> <i>24"</i> <i>27"</i> | <i>24"</i> <i>27"</i> | | " Vertical Struts |  | |
| FRAMING <i>Motor Space</i> <i>function with web</i> <i>Amidships</i> <i>8 x 3 1/2 x 44</i> | <i>8 x 3 1/2 x 44</i> | | Centre Girder, depth and thickness amidships <i>66 x 54</i> | <i>66 x 54</i> | |
| " Extends up to <i>2nd Deck</i> | <i>2nd Deck</i> | | " top Angles <i>(2)</i> <i>3 1/2 x 3 1/2 x 54</i> | <i>3 1/2 x 3 1/2 x 54</i> | |
| sed Frame <i>Amidships</i> , Angle | | | " bottom Angles <i>(2)</i> <i>4 x 4 x 54</i> | <i>4 x 4 x 54</i> | |
| " Extends up to | | | Side Girders, No. each side and thickness <i>(2)</i> <i>47</i> | <i>47</i> | |
| of Framing Girder <i>8"</i> | <i>8"</i> | | Margin Plate depth (excl. of flange) and thickness <i>Height limit top</i> | | |
| es in Uppermost Continuous 'tween Decks, Angle, [or [<i>8 x 3 1/2 x 44</i> | <i>8 x 3 1/2 x 44</i> | | " Vertical Angle to Tank side Bracket <i>about 1/2 len. from stem</i> <i>3 1/2 x 3 1/2 x 62</i> | <i>3 1/2 x 3 1/2 x 62</i> | |
| " Second 'tween Decks, Angle, [or [| | | " Vertical Angle to Tank side Bracket forward 1/2 len. from stem | | |
| " Third " " " | | | " Gussets, spacing and scantling abaft 1/2 len. from stem | | |
| ing in Peaks, Angle, [<i>Fore</i> <i>8 x 3 1/2 x 40</i> <i>Aft</i> <i>8 x 3 1/2 x 44</i> | <i>8 x 3 1/2 x 40</i> <i>8 x 3 1/2 x 44</i> | | " Gussets, spacing and scantling forward 1/2 len. from stem | | |
| eter and Spacing of Rivets through Frame and Shell Plating <i>amidships</i> <i>at transverse frames</i> <i>6 dia.</i> | <i>6 dia.</i> | | Tank Side Brackets, height above base line at toe of Frame and thickness <i>44</i> <i>39"</i> | <i>44</i> <i>39"</i> | |
| if Frame Joggled <i>Yes</i> | <i>Yes</i> | | INNER BOTTOM PLATING. | | |
| IG ARRANGEMENTS (Sec. 7), state system and particulars <i>Deep tank top, transverse, Back angle on longitudinal, as per approved plan</i> | <i>Deep tank top, transverse, Back angle on longitudinal, as per approved plan</i> | | Breadth and thickness of Middle Line Strake <i>48" x 54</i> | <i>48" x 54</i> | |
| STRENGTHENING OF BOTTOM FOR <i>Longitudinal closed exp.</i> <i>Back angles fitted to shell</i> <i>close spaced riveting, shell thickness increased as per plan</i> | <i>Longitudinal closed exp. Back angles fitted to shell close spaced riveting, shell thickness increased as per plan</i> | | Thickness of remainder in Holds <i>57</i> | <i>57</i> | |
| RD. State Particulars | | | 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>Yes</i> | |
| BOTTOM. | | | BEAMS. | | |
| s, Depth and thickness at mid-line in Holds | | | Uppermost Continuous Deck, amidships in Wells, Angle, [or [| | |
| Height of Brackets at side above base line at toe of frame | | | " in way of Bridge, Angle, [or [| | |
| e Line Keelson, on Floors, Angles, [or [| | | Spacing | | |
| " Through Plate or Intercoastal Plate | | | Second Deck, amidships, Angle, [or [| | |
| " Foundation Plate on Floors | | | Spacing | | |
| " Flat Plate Keel Angles | | | Third Deck, amidships, Angle, [or [| | |
| Keelsons, No. each side | | | Spacing | | |
| " thickness of Intercoastal Plate | | | Fourth Deck, amidships, Angle, [or [| | |
| " Angles | | | Spacing | | |
| E BOTTOM <i>IN MOTOR SPACE</i> | | | Poop Deck, Angle, [or [| | |
| Floors, thickness and spacing <i>47 @ 2' 6 3/8"</i> | <i>47 @ 2' 6 3/8"</i> | | Spacing | | |
| " Are Frame and Reversed Frame joggled? | <i>Yes</i> | | Bridge Deck, Angle, [or [| | |
| Bracket Floors, breadth and thickness at middle line | | | Spacing | | |
| " breadth and thickness at margin plate | | | Forecastle Deck, Angle, [or [| | |
| | | | Spacing | | |

PILLARS AND DECKS.

| | INCHES IN SHIP. | Any Departure from Approved Plans to be Noted. |
|--|---------------------|--|
| PILLARS , No. of Rows..... | | |
| <i>Cargo</i> in 'tween Decks, Size and Spacing..... | 6 1/2 x 40 | |
| " " " " " " | | |
| in Holds " " | 10 1/2 x 48 | |
| " " " " " | | |
| Centre Line Bulkhead. | | |
| Stiffeners and Spacing..... | 9 x 4 x 16 L | |
| Plating, thickness of | 6 x 3 x 38 | |
| STRINGERS AND DECKS. | | |
| Uppermost Continuous Deck. | | |
| Stringer Plate, breadth and thickness in Wells | 8 1/2 x 44 | |
| " " " " in way of Bridge | 8 3/4 x 68 | |
| Angle in Wells | 7 x 7 x 6 1/2 | |
| Thickness of Plating abreast Deck openings } in way of Wells | 8 8 1/2 x 52 | |
| Thickness of Plating abreast Deck openings } in way of Bridge | | |
| Thickness of Plating within line of openings... | 48 | |
| If Sheathed, material and thickness | | |
| Second Deck. | | |
| Stringer Plate, breadth and thickness in Wells... | 86 x 44 | |
| Stringer Plate, breadth and thickness in way } of Bridge | 86 x 44 | |
| Thickness of Plating abreast Deck openings } in way of Wells | 48 | |
| Thickness of Plating abreast Deck openings } in way of Bridge | | |
| Thickness of Plating within line of openings... | | |
| If Sheathed, material and thickness | | |
| 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 | 36 x 36 | |
| Plating, Sheathing, material and thickness ... | 34 | |
| Bridge Deck. | | |
| Stringer Plate, breadth and thickness..... | 40 x 42 | |
| Plating, Sheathing, material and thickness ... | 30 | |
| Forecastle Deck. | | |
| Stringer Plate, breadth and thickness..... | 36 x 36 | |
| Plating, Sheathing, material and thickness ... | 34 Sheathed 3" P.P. | |

SHELL PLATING.

| SCANTLINGS. | | | | | | RIVETING. | | | | | | | |
|---|---------------|------------|------------|------------|--|------------------|----------------------|--------|---------------------------|-----------------------|-------|------------------------|-----------------------|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. | | BUTTS. | | | | | |
| | AMIDSHIPS. | | FORWARD. | AFT. | | State if jogged? | RIVETS. | | No. OF ROWS OF RIVETS. | RIVETS. | | STRAPPED OR LAPPED. | |
| | Breadth. | Thickness. | Thickness. | Thickness. | | | SINGLE OR DOUBLE. | Diam. | | Spacing cr. to cr. | Diam. | | Spacing cr. to cr. |
| | Inches. | Inches. | Inches. | Inches. | | | | | | | | | |
| FLAT PLATE KEEL | 49 1/2 | .94 | .46 | .46 | ✓ | Double | 1 | 3 1/8 | 3R | 1 1/8 | 3 5/8 | Double strap | |
| " DBLG. (if any) | " | " | " | " | | " | " | " | " | " | " | " | |
| BOTTOM PLATING, No. of Strakes ... 4 | | .64 | .50 | .50 | ✓ | " | 1/8 | 3 3/8 | 4R | 1/8 | 3 1/2 | Lapped | |
| BILGE PLATING, No. of Strakes 2 | | .62 | .63 | .48 | .56 | ✓ | " | " | 4R | " | " | " | |
| SIDE PLATING, No. of Strakes 3 | | .62 | .46 | .54 | ✓ | " | " | " | 3R | " | " | " | |
| UPPER DECK, Sheer-strake in Wells | 58 | .80 | .54 | .57 | ✓ | " | 1 | 3 3/8 | 4R | " | " | " | |
| UPPER DECK, Sheer-strake in Bridge ... | 58 | .80 | | | ✓ | " | 1 | 3 3/8 | 4R | " | " | " | |
| STRAKE BELOW Sheer-strake in Wells | 62 | .43 | .62 | .56 | ✓ | " | 1/8 | 3 3/8 | 4R | " | " | " | |
| STRAKE BELOW Sheer-strake in Bridge ... | 62 | .42 | | | ✓ | " | " | 3 3/8 | 4R | " | " | " | |
| POOP SIDE PLATING | | .50 | | | .40 | Single-Double | 3/4 | 3" | 2R | 3/4 | 2 5/8 | " | |
| BRIDGE SIDE PLATING ... | | .50 | | | .42 | " | " | " | 2R | " | " | " | |
| FOREC'TLE SIDE PLATING | | .42 | | | ✓ | Angle | " | " | 2R | " | " | " | |

WATERTIGHT BULKHEADS.

| | | | | | |
|--|--------------------|---|----------|-------------|----------|
| <p><i>40 lighter</i></p> <p>Total No. of W.T. BULKHEADS in Vessel—</p> <p>Extending to Upper Deck (Sec. 3 c) <i>18</i> <i>12</i></p> <p>„ Deck next below <i>✓</i> <i>6</i></p> <p>As per Rule. <i>approved 18 ✓</i></p> | | | | | |
| | Plating Thickness. | STIFFENERS. | | | |
| | | VERTICAL. | | HORIZONTAL. | |
| | | Scantlings. | Spacing. | Scantlings. | Spacing. |
| MIDSHIP BULKH'D, Upper tween decks | <i>✓</i> | | | | |
| „ „ Second „ | <i>✓</i> | <i>Bulkheads on</i> | | | |
| „ „ Third „ | <i>✓</i> | <i>per approved plans -</i> | | | |
| „ „ Holds | <i>✓</i> | | | | |
| COLLISION „ (in Hold) | <i>✓</i> | <i>18-30 1/2 x 40 3 1/2 L N.T. flat</i> | | | |
| AFTER PEAK „ „ | <i>✓</i> | <i>50-33 9 x 36 3 1/2 L N.T. flat & shelf</i> | | | |

FORGINGS and CASTINGS.

| | Casting or Forging. | Scantlings. | Maker's Name. | Any departure from approved plans to be noted. |
|--------------------------|----------------------------------|-------------------------------|------------------|--|
| KEEL, Bar | | Flat plate keel | | |
| STEM | | Plated 10x3 1/4 Colville | | |
| STERN FRAME { | Propeller Post | | | |
| | Rudder .. | Forged 9 3/4 x 3 1/2 Clelland | | |
| RUDDER—AxD | 196 | | | |
| Speed of Vessel | 11 knots | | | |
| RUDDER mainpiece at head | | Forged 13 5/8 | Darlington Forge | |
| " " | heel | 10 5/8 | | |
| " | how constructed | Forged arm & shank on | | |
| " | double or single plate | Single plate 1-12 thick | | |
| " | coupling, vertical or horizontal | Horizontal | | |

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

Has the Steel been tested as required by the Rules?

Lloyd's Register
Foundation

| EQUIPMENT No 38099 | | | | | | | | | | | | LETTER a f | | 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. | | | | | | |
| 87995 | 1st Bower | 46 | 2 | 12 | | | | 86 | 16 | 0 | 0 | 194-2-0 | Shankless | Hargreaves | 12/11/25 H. Green | | |
| 87996 | 2nd " | 46 | 1 | 22 | | | | 86 | 10 | 0 | 0 | | " | " | " | " 12/11/25 " | |
| 87997 | 3rd " | 88 | 3 | 21 | | | | 17 | 15 | 0 | 0 | | " | " | " | " 12/11/25 " | |
| | Collective weight. | 209 | 3 | 27 | | | | | | | | | | | | | |
| 87998 | Stream | 19 | 0 | 31 | 5 | 1 | 5 | 20 | 1 | 3 | 14 | 19-0-0 | Common | Hargreaves | 12/11/25 | | |
| 84561 | | 8 | 0 | 12 | 2 | 0 | 8 | CHAIN CABLES. | | | | 10 | 5 | 0 | " | " | HAWSEERS 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. | Statur-ory. | Break-ing. | Supplied. | Per Rule. | Length. | Diam. | | | | | Length. | Cir. | | Length. | Cir. | |
| | Fathoms. | Ins. | Tons. | Cwts. | qrs. | lbs. | Cwts. | Fathoms. | Ins. | | | | Fathoms. | Ins. | Tons. | Fathoms. | Ins. | |
| 46936 | 135 | 2 5/16 | | 363-0-3 | | | | 270 | 2 5/16 | Shankless | Hargreaves | 12/11/25 | TOWLINE... | 120 | 5 1/4 | 65 | 120 | 5 1/4 |
| 46938 | 135 | 2 5/16 | | 363-0-6 | | | | | | | | | HAWERS & WARPS | 120 | 9 3/8 | 26 | 2090 | 24 1/2 |
| | | | | | | | | | | | | | | 120 | 8 | | 3090 | 23 1/2 |
| Iron Stream Chain or Steel Wire | 90 | 5 | 59 | | | | | 90 | 5 | 5.5.11 | | | | 100 | 4 | | | |
| | | 6 | | | | | | | | | | | | 60 | 14 | cir | | |

60 fms 2 5/16 mooring chain was also supplied as per test certificate 46935 mentioned. - 12/11/25

Steering Gear, Steam *Brown Bros* Steering Gear, Hand *Combined*

Boats 4 life & 2 others Steering Chains, Size and Test *none* Windlass *Clark Chapman Steam*

Ceiling in Holds, thickness and material *no ceiling* Cargo Battens, thickness, material and spacing *6 x 2 1/2 spaced 6' apart in fore hold*

Cargo Hatchways.-(Upper Deck) *Fore hold 9'0" x 11'8 1/2* Thickness of Hatches *2 1/2 W.P.*

Remainder oil tank hatches as per plan -

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 *1 shifting beam in fore hatch -*

for John Brown & Company, Limited.

Builder's Signature *M. Black.*

GENERAL DECLARATION *This vessel has been built in accordance with the approved plans, Secretaries letter & otherwise in general accordance with the rules for the class contemplated - The workmanship & materials are of a high standard. - The cargo & other tanks, decks, oil fuel bunkers & bulkheads have been tested as required by the rules. - The foreboard has been cut in on the deck side & verified - Provision has been made for the carriage of motor oil in properly constructed bunkers & sec 35 of the rules has been complied with so far as it applies. - The following approved plans are being sent forward -*

Keel section (sent in advance), Profile & Decks, Center Line Bulkhead, Oil tight flat, Shell expansion, Framing in motor room, Poop front bulkhead, Bridge front bulkhead, oil tight hatches, P.T.O.

The amount of Entry Fee £ 10 : 0 : 0 Fees applied for, *26/6/1926*

Special Survey Fee £ 543 : 3 : 0 Received by me, *1/7/1926*

Indebted Travelling Expenses, if any £ 13 : 0 : 0

I am of opinion the Vessel should be Classed *B100 A1.*

Carrying petroleum in Bulk - Longitudinal Framing -

State whether the Vessel has been built under Special Survey *yes* Signature *William Rowntree*

Certificate to be sent to *GLASGOW* Date of issue *9/7/26 in duplicate.*

Committee's Minute *GLASGOW 6 - JUL 1926*

Character assigned *100 A1.*

726.

Carrying Petroleum in bulk

Lloyd's A & C

+ LMC 726.

Longitudinal Framing

CD

© 2020

Lloyd's Register

Foundation

W289-0057 2/3

MOTOR TANKER BRITISH DIPLOMAT⁵⁶

PARTICULARS OF LONGITUDINAL FRAMING.

GLASGOW REPORT No. 45490

FRAMING.

Framing of \pm , \angle or \equiv

Frames in Bridge 'tween Decks ...

Frames from Uppermost Continuous Deck

No. 1

" 2

" 3

" 4

" 5

" 6

" 7

" 8

" 9

" 10

" 11

" 12

" 13

" 14

" 15

" 16

Framing from Awning, Shelter or Upper Deck to Margin Plate.

Spacing of Longitudinal Frames

Amidships
At Ends

Double Bottoms

Tank Top Longitudinals

Bottom

Spacing of Longitudinals

Amidships
At Ends

Transverses.

In Bridge

Depth and Thickness

Face Angles

Lugs to Shell

In Awning, Shelter or Upper 'tween Decks.

Depth and Thickness

Face Angles

Lugs to Shell

In Hold.

Depth and Thickness

Face Angles

Lugs to Shell

Brackets

Spacing of Transverse Frames

* State if joggled or liners.

Longitudinal

Beams of

 \angle , \angle or \equiv Bridge Deck \angle

Awg. or Shldr. Dk.

Upper \angle Second \angle Third \angle

AMIDSHIPS.

END.

Forward

AMIDSHIPS.

END.

Aftward

In Ship.

In Ship.

Per Rule or as approved.

Per Rule or as approved.

Rivets in Longitudinal Frames.

Diam. Speng.

In Ship.

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RIVETING.

Spacing of Rivets on each side of Transverses and Bulkheads.

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Rivets in Brackets to Bulkheads.

Number.

Diameter.

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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.

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.)

Propeller Bracket, Motor & Thrust Plate, Shell Transverses, Fore end framing, Rudder & Stern frame, Aperture Bulkheads, After end framing, Transverse Bulkheads, Transverse frame & web bulkhead 1/4, Bulkhead 81, Bulkhead 1/11, Brackets to longitudinal, Double Bottoms, 6 plans of multiple punching. = 28 Plans

- 4 Forging & Casting Certificates

PSA

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

| | | | | |
|-----------|-----------|----------|------|---------|
| 1st Bower | 48" 3" 12 | D. D. W. | 466 | 18/8/25 |
| 2nd " | 48" 3" 10 | " " " | 468 | 18/8/25 |
| 3rd " | 41" 2" 11 | H. H. | 3596 | 4/8/25 |

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 94.48 ft., R.Q.D. ft., Bridge 24.87 ft., Forecastle 47.0 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). 2 BK. SCL -

Official No. 148786 ; Signal Letters Is bottom of Vessel coated with cement Yes clear of sides
particulars of composition

PARTICULARS OF WATER BALLAST.—

| Where Fitted. | *Length. Feet. | *Water Capacity. Tons. | Where Fitted. | *Length. Feet. | Water Capacity. Tons. |
|---|-------------------|---------------------------|--|-------------------|--------------------------|
| Double bottom, aft, | " | | Fore peak tank, | 23 | 195 |
| Double bottom, under Engines and Boilers, | " | | After peak tank, | 38 | 177 |
| Double bottom, if under Engines only, | 58 | 232 | Deep tank, aft, | | |
| Double bottom, if under Boilers only, | " | | Deep tank, forward, | 34 | 388 |
| Double bottom, forward, | " | | Other tanks, if fitted, | | |
| Total capacity of double bottom | | 232 | (If necessary, furnish further information by sketch.) | | |

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

Order for Special Survey No. 5699

Date 2.4.25

Dates of Surveys held while building

1925 Apr 1 8 14 20 29 May 1 7 8 11 13 14 18 19 20 21 25 26 28 June 1 2 5 8 12 15 17 19 23 26 30 Jul 1 3 13 14 Aug 4 5 10 13 17 19 21 25 27 31 Sep 2 7 8 11 14 17 21 23 25 30 Oct 1 5 8 9 12 13 14 15 19 20 30 Nov 3 6 10 11 12 16 19 20 23 24 25 26 27 28 Dec 1 2 3 7 10 14 16 18 21 24 28 30 (1926) Jan 13 18 21 Feb 1 2 15 16 19 22 Apr 9 12 23 30 May 5 10 24 31 June 7 14 24 29 July 1

Total No. of Visits 11