

Rpt. 1.

STEEL STEAMER or MOTORSHIP.

Received at London Office 22066

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 10th October, 1936.Port of HamZung

No.

Survey held at KielDate First Survey 9th August, 1936.Last Survey 28th September 1936.

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

Steel Single Screw Motor Tanker "CONGOIAN". Machinery aft.

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

Full scantling. Minimal Oil above 150° Fin Bulk. State Type of Erections Peep, Bridge etc.TONNAGE under Tonnage Deck... 4490.00CLASS * 100 A1State if with freeboard as condition of Class No.Built at KielDo. 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 395.0Launched 5th Aug. 1936. Yard No. 740.Total %Breadth (greatest moulded) B 55.0Builders Howaldtswerke A.G. Kiel.Gross Tonnage 4928.50Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 27.0Owners United Africa Co. Ltd. London.Register Tonnage 2853.171st Longitudinal Number (L x D) = 10665

Managers

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

2nd Numeral L x (B + D) = 32390Residence London.

REGISTERED DIMENSIONS.

FEET.

Length 399.8Breadth 55.2Depth 26.8Framing Depth "d," at middle of length. See Sec. 3 (1d) %Proportions—Depth to Length—Uppermost continuous deck to top of keel 14.63Do. Long Bridge to top of keel %Draught Moulded 22'-4"Port of Registry Liverpool

If surveyed while building, afloat, or in dry dock

On Stocks, afloat and 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.
AMES, Spacing amidships <u>in oil tanks</u>	<u>31 7/8</u>	<u>✓</u>	Bracket Floors, Frame	<u>9 3/4 .42</u>	<u>✓</u>
" from 3/4 length to Collision bulkhead	<u>26 3/4</u>	<u>✓</u>	" Reversed Frame	<u>9 3/4 .38</u>	<u>✓</u>
" in peaks	<u>24</u>	<u>✓</u>	" Vertical Struts <u>Plate</u>	<u>30 3/4 x .39</u>	<u>3 7/8 .41</u>
E FRAMING.			Centre Girder, depth and thickness amidships	<u>40 1/2 .50 .40</u>	<u>✓</u>
Frame Amidships, Angle, [or]	<u>8 3 1/2 .40</u>	<u>✓</u>	" top Angles	<u>3 x 3 .42 .44</u>	<u>✓</u>
" Extends up to	<u>Upper deck</u>	<u>✓</u>	" bottom Angles	<u>4 x 4 .48 .46</u>	<u>✓</u>
Reversed Frame Amidships, Angle	<u>✓</u>	<u>✓</u>	Side Girders, No. each side and thickness <u>M.sp. 3 .48 .38</u>		
" Extends up to	<u>✓</u>	<u>✓</u>	" <u>A.H. 1 x .36</u>		
Depth of Framing Girder	<u>8</u>	<u>✓</u>	" <u>F.H. 4 x .36</u>		
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	<u>✓</u>	<u>✓</u>	Margin Plate depth (excl. of flange) and thickness	<u>33 1/2 x .48</u>	<u>✓</u>
" Second 'tween Decks, Angle, [or]	<u>✓</u>	<u>✓</u>	" Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<u>3 1/2 3 1/2 .40</u>	<u>✓</u>
" Third " " "	<u>✓</u>	<u>✓</u>	" Vertical Angle to Tank side Bracket forward 1/4 len. from stem	<u>16 1/2 x .40</u>	<u>✓</u>
Framing in Peaks, Angle or [	<u>5 7/8 3 .36</u>	<u>✓</u>	" Gussets, spacing and scantling abaft 1/4 len. from stem	<u>7 Riv. 7/8</u>	<u>every Frame</u>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>7/8 5-6 7.</u>	<u>✓</u>	" Gussets, spacing and scantling forward 1/4 len. from stem	<u>20 Riv. 7/8</u>	<u>✓</u>
State if Frame Joggled	<u>yes.</u>	<u>✓</u>	Tank Side Brackets, height above base line at toe of Frame and thickness	<u>59 x .42</u>	<u>✓</u>
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	<u>15 4 .52 Strong Frames</u> <u>11 3 1/2 .56</u> <u>36 18 1/4 .40 4 5 Frames</u> <u>3 Tiers of Beams</u>	<u>✓</u>	INNER BOTTOM PLATING. <u>M.sp. 2 84 .40</u>		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<u>3 30 1/2 5 1/2 .65</u> <u>3 1/2 3 1/2 .40 20 1/2 Frames</u> <u>Solid Floors .38</u> <u>4 Intercoastal .36</u>	<u>✓</u>	Breadth and thickness of Middle Line Strake <u>A.H. 49 .48</u>		
DOUBLE BOTTOM.			" <u>F.H. 49 .40</u>		
Floors, Depth and thickness at mid-line in Holds	<u>49 x .46</u>	<u>✓</u>	Thickness of remainder in Holds <u>M.sp. .48</u>		
Height of Brackets at side above base line at toe of frame	<u>29 1/2 x .40</u>	<u>✓</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>		
Middle Line Keelson, on Floors, Angles, [or]	<u>63 x 9 109</u>	<u>✓</u>	BEAMS.		
" Through Plate or Intercoastal Plate	<u>3 1/2 3 1/2 .44</u>	<u>✓</u>	Uppermost Continuous Deck, amidships in Wells, Angle, [or]	<u>7 3 1/2 .40</u>	<u>✓</u>
" Foundation Plate on Floors	<u>49 x .42</u>	<u>✓</u>	" in way of Bridge, Angle, [or]	<u>7 3 1/2 .40</u>	<u>✓</u>
" Flat Plate Keel Angles	<u>Diamond .50</u>	<u>✓</u>	Spacing	<u>27 1/2</u>	<u>✓</u>
Keelsons, No. each side	<u>4 4 .48</u>	<u>✓</u>	Second Deck, amidships, Angle, [or]	<u>8 3 .36</u>	<u>✓</u>
" thickness of Intercoastal Plate	<u>One Longit.</u>	<u>✓</u>	Spacing	<u>26 3/4</u>	<u>✓</u>
" Angles	<u>Bulkhead</u>	<u>✓</u>	Third Deck, amidships, Angle, [or]	<u>✓</u>	<u>✓</u>
DOUBLE BOTTOM, Motorspace & Cargo holds.			Spacing	<u>✓</u>	<u>✓</u>
Solid Floors, thickness and spacing	<u>26 3/4 x .50</u>	<u>✓</u>	Fourth Deck, amidships, Angle, [or]	<u>✓</u>	<u>✓</u>
" Are Frame and Reversed Frame joggled?	<u>28 3/4 x .40</u>	<u>✓</u>	Spacing	<u>✓</u>	<u>✓</u>
Bracket Floors, breadth and thickness at middle line	<u>26 3/4 x .38</u>	<u>✓</u>	Poop Deck, Angle, [or]	<u>8 3 .36</u>	<u>✓</u>
" breadth and thickness at margin plate	<u>yes.</u>	<u>✓</u>	Spacing	<u>24 26 3/4 28 1/2</u>	<u>✓</u>
	<u>40 1/2 30 1/4 .39</u>	<u>✓</u>	Bridge Deck, Angle, [or]	<u>6 1/2 3 .38</u>	<u>✓</u>
	<u>32 30 3/4 .39</u>	<u>✓</u>	Spacing	<u>31 7/8</u>	<u>✓</u>
			Forecastle Deck, Angle, [or]	<u>8 3 .36</u>	<u>✓</u>
			Spacing	<u>26 3/4 x 24</u>	<u>✓</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.
PILLARS, No. of Rows.....2 Longit. Bulkhd.			.40	✓				✓
Stiffeners in 'tween Decks, Size and Spacing.....	8	3 1/2	.40	✓				✓
" " " " " " " "	8	3 1/2	.36	✓				✓
" " " " " " " "		3 1/8		✓				✓
" in Holds sides " " " " " " " "	2	Tiers of Beams		✓				✓
" " " " " " " " " " " "	20/23	.40		✓				✓
" " " " " " " " " " " "	3 1/2	3 1/2	.44	✓				✓
Centre Line Bulkhead.	49 3/8	x	.40	✓				✓
Stiffeners and Spacing.....in Holds A.R.F.	3 1/2	6	.50	✓				✓
" " " " " " " " " " " "	10	3 1/2	.55	✓				✓
Plating, thickness of " " " " " " " "		5 3/4		✓				✓
Notespace & Pillar " " " " " " " "	14 x 4	x	.56 x .64	✓				✓
STRINGERS AND DECKS.	12	x	.44	✓				✓
Uppermost Continuous Deck.								
Stringer Plate, breadth and thickness in Wells	57	x	.73	✓				✓
" " " " " " " " " " " "	57	x	.89	✓				✓
" " " " " " " " " " " "	6	6	.73	✓				✓
Angle in Wells				✓				✓
Thickness of Plating abreast Deck openings in way of Wells .....	.68	-	.60	✓				✓
Thickness of Plating abreast Deck openings in way of Bridge .....	.68			✓				✓
Thickness of Plating within line of openings...	.58	-	.50	✓				✓
If Sheathed, material and thickness	unshathed.			✓				✓
Second Deck.								
Stringer Plate, breadth and thickness in Wells...				✓				✓
Stringer Plate, breadth and thickness in way of Bridge				✓				✓
Angle in Wells				✓				✓
Thickness of Plating abreast Deck openings in way of Wells .....	.68	-	.60	✓				✓
Thickness of Plating abreast Deck openings in way of Bridge .....	.68			✓				✓
Thickness of Plating within line of openings...	.58	-	.50	✓				✓
If Sheathed, material and thickness	unshathed.			✓				✓
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	.34	✓				✓
Plating, Sheathing, material and thickness ...	2 1/2	Oregon		✓				✓
Bridge Deck.								
Stringer Plate, breadth and thickness.....	39	x	.40	✓				✓
Plating, Sheathing, material and thickness ...	2 1/2	Oregon		✓				✓
Forecastle Deck.								
Stringer Plate, breadth and thickness.....	34	x	.34	✓				✓
Plating, Sheathing, material and thickness ...	2 1/2	Oregon		✓				✓

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.	
	AMIDSHIPS.		FORWARD.	AFT.		RIVETS.		RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	Diam.	No. OF ROWS OF RIVETS.	Spacing or to cr.
	Inches.	Inches.	Inches.	Inches.			Inches.		Inches.
FLAT PLATE KEEL	76 1/2	.84	.64	.64	✓	Double	1	4	4
" DBLG. (if any)	x	x	x	x	✓	x	x	x	x
BOTTOM PLATING, No. of Strakes ....3.....	82	.56	.63	.47	✓	Double	7/8	3 1/2	3 1/2
BILGE PLATING, No. of Strakes .....4.....	90	.56	.47	.51	✓	do.	7/8	3 1/2	3 1/2
SIDE PLATING, No. of Strakes .....2.....	78	.56	.44	.45	✓	do.	7/8	3 1/2	3
UPPER DECK, Sheer-strake in Wells.....	58	.97	.44	.44	✓	do.	1 1/8	4 1/2	5
UPPER DECK, Sheer-strake in Bridge ...	84	1.14	x	x	✓	do.	1 1/8	4 1/2	5
STRAKE BELOW Sheer-strake in Wells.....	86	.69	.44	.44	✓	do.	7/8	3 1/2	4
STRAKE BELOW Sheer-strake in Bridge ...	86	.69	x	x	✓	do.	7/8	3 1/2	4
POOP SIDE PLATING	86	x	x	.50	✓	Single	3/4	3	2
BRIDGE SIDE PLATING ...	84	.44	x	x	✓	Double	7/8	3 1/2	2
FORECASTLE SIDE PLATING	82	x	.44	x	✓	Single	3/4	3	2

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) 11 Bulkheads.

" Deck next below x

As per Rule yes! as approved.

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	46/36	5 7/8 x 3 1/2	27 1/2	28 3/4 x 40	188
" " " " " " " "				39 x 40	
" " " " " " " "				51 x 52	104
" " " " " " " "	46/36	5 7/8 x 3 1/2	27 1/2	20/23 x 40	88
" " " " " " " "				3 1/2 x 44	104
COLLISION " (in Hold)	48/28	5 11/16 x 3 1/2	24	5 11/16 x 48	26/27
AFTER PEAK " "	60/34	5 6 x 3 x 36	24	Doors	88

FORGINGS and CASTINGS.

	Casting or Forging	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Flat plate	Keel		✓
STEM	Bar	9 1/2 x 2 1/4		✓
STERN FRAME { Propeller Post	Cast.	14 x 7 1/2	14 3/4 x 7 1/2	Schichau
{ Rudder "	x			Etzling.
Speed of Vessel		12 Km.		
RUDDER—Type		Simplex Balance	Hewlett	
" A x B		125 x		Kiel.
" Diam. of head	Forg.	8"		
" Mainpiece at top (pintle)	Forg.	10 1/2"		
" " heel ...		10 3/16		
" how constructed	Struct	7 x 10 x 15		Elect. welded.
" double or single plate	Double	.48		✓
" coupling, vertical or horizontal	Horiz.	6 Bolts 3 1/2 x 4 1/2		✓

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Stahl-Walzwerk Kiser-Brandenburg; Geisshausen-Gesellschaft; Oberhausen; Aug. Thyssen-Hütte; Mannesmann; Dortm. Hoerder Verein; Dillinger Hüttenwerke; Friedr. Alfred Hütte-Rheinl.; Ruhrstahl A.G. Gelsenk.; Kalker; Cöln; Eisen- u. Stahlwerke; Has the Steel been tested as required by the Rules? yes! by the Society's Surveyors.

24 OCT 1936

Rpt, 1*.

"Congonian."

PARTICULARS OF LONGITUDINAL FRAMING. *Howaldtsw. Kiel No 740.*

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.					
		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 Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Inches.	Number.	Diameter.	
Framing of L, L or C																			
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																		
Spacing of Longitudinal Frames	Amidships																		
	At Ends																		
Double Bottoms L, L or C	Tank Top Longitudinals																		
	Bottom																		
Spacing of Longitudinals	Amidships																		
	At Ends																		
Transverses.																			
In Bridge 'tween Decks	Depth and Thickness																		
	Face Angles																		
	Lugs to Shell*																		
In Upper 'tween Decks	Depth and Thickness																		
	Face Angles																		
	Lugs to Shell*																		
In Hold.	Depth and Thickness																		
	Face Angles																		
	Lugs to Shell*																		
	Back Bars																		
	Brackets																		
Spacing of Transverse Frames																			
	State if joggled or liners.																		
Longitudinal Beams of L, L or C	Bridge Deck																		
	Upper																		
	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.

EQUIPMENT No 34100											LETTER X Y.	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.				Cwts.
35753	1st Bower ...	59	0	0	REMARKS	47	15	0	0	✓	60.0	Gruson-Stockless	A. Gruson & Co.	Sunderland 6.3.36.	
35754	2nd „ ...	59	0	0		47	15	0	0	✓	60.0	„	„	Magdeburg.	„ Butler.
35755	3rd „ ...	59	0	0		47	15	0	0	✓		„	„	„	„
	Collective weight.	177	0	0							170 1/2				
35757	Stream	15	2	14	4	3	7	17	0	3	21	16 1/4	Gruson-Stock.	„	Sunderl. 6.3.36. Butler.

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.	Ins.		Length.	Ins.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
36487	270	2 3/16	86 1/2	120 1/2	690.2.0	645 3/4	270	2 3/16	57 link	J.D. Thiele	Cardiff 2.4.36	TOWLINE	120	4 3/4	47	120	4 3/4
36529	270	2 3/16	96 1/4	134 3/4	764.2.3	645 3/4	270	2 3/16	57 link	J.D. Thiele	Cardiff 30.6.36	HAWSERS & WARPS	180	2 3/4	15.2	180	2 3/4
										Schwerze	Wright's		180	2 3/4	15.2	180	2 1/2
		Cir.						Cir.	Rot	25080							
Iron Stream Chain or Steel Wire	90	4 3/4	x	47	x	x	90	4 3/4	57 link	Geme	Longerich 13.7.36		180	8	Manila Ropes.		
										Longerich							

Steering Gear, Steam *Direct driven Steam-Hydraulic.* Steering Gear, Hand *yes! efficient.*

Boats *2 on 24.60' x 8.20' x 3.28'* Steering Chains, Size and Test *No steering chains.* Windlass *driven steam, good.*

Ceiling in Holds, thickness and material *2 1/2" Pine* Cargo Battens, thickness, material and spacing *6x2" Pine, 5" space.*

Cargo Hatchways.—(Upper Deck) *Twilt Steel Plates & Angles.* Thickness of Hatches *2 1/2" Pine and hinged Steel Covers .50.*

Size of No. 1 Hatchway (Forward) *26'9 1/4" x 15'0"* No. 2 *9'5" x 18'0"* No. 3 *6'0" x 4'3 1/2"* No. 4 *6'0" x 4'3 1/2"* No. 5 *9'5" x 18'0"* No. 6 *28'4 1/2" x 15'0"*

Number of Shifting Beams and/or Fore and Afters *No 1 and No 6 Hatches each 4 shifting beams. No Fore & Afters.*

Howaldtswerke A.-G.
Builder's Signature *W. H. H. H.*

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 *Tanker. Min. Oil 150° F.* 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".

The workmanship is throughout of the best description for this type of vessels. All parts conforming well with each other without use of any packing, and efficiently riveted together. The Peak tanks and double-bottom tanks have been filled and tested as required by the Rules, with Bulkheads and weather decks. Toppers, Oil tanks and Fuel Oil Tanks have been filled and tested with a pressure of 8'0" & 10'0" above the highest point above expansion tanks, and were found perfectly tight.

Air & sounding pipes of all tanks comply with the Rules. The painting arrangements and strengthening of the bottom forward have been carried out as approved and to my satisfaction. Masts, Rigging & Gear found satisfactory.

The amount of Entry Fee <i>Mks: 160.-</i>	Fees applied for, <i>any</i>	(Special notations, where part of class, to be stated.)
Special Survey Fee.... <i>Mks: 9:644.-</i>	Received by me, <i>13.11.36</i>	I am of opinion the Vessel should be Classed <i>+ 100 AT.</i>
Travelling Expenses, if any <i>Mks: 446.-</i>		<i>Mineral Oil 150° F in Bulk.</i>
Freeboard <i>Mks: 300.-</i>		<i>F.P.</i>
State whether the Vessel has been built under Special Survey <i>yes! special survey.</i>	Signature <i>[Signature]</i>	Surveyor to Lloyd's Register of Shipping.
Certificate to be sent to <i>Owners</i>	Date of issue <i>29/11/36</i>	

Committee's Minute *TUE. 22 DEC 1936*

Character assigned *+ 100 AT*

Carrying oil 2 P. above 150° F in Bulk

Rudder Electrically welded

Lloyd's arcp

Write own (Copy)

19.1.37

TUE. JAN 12 1937

L. M. C. 9.36 Subject

D.B. 180 B

Oil Inf.

TUE. JAN 19 1937

2019

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.)

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 found complete in good condition. -
All electric weldings have been carried out to Rules with approved Electrodes. -
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 22'-5 3/4" as given in the Builders Deadweight and Displacement Scale attached.

Attached:

1. Particulars of Longitud. Framing.

35 Approved Plans.

1. Section as built. -

1 Cargo plan with Displacement Scale.

5 Test Certificates. -

1 Interim Certificate for Hull.

1 Provisional Certificate for Chain-cables on board.

Note: The Chain-cables, Certificate No 36529, now on board the "Congonian" are the Chain-cables originally intended for the M/s. "Tricula" Howaldtswerke, Kiel No 746. (See Hamburg Letter.) See Tricula for letter &c.

A. P. Piers.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Steel single screw motor tanker.

Mineral Oil above 160°F in Bulk; Machinery aft; Cruiser Stern; One steel Deck, Longit. Framing at Deck & Bottom; Rudder electrically welded; Wireless and Direction Finding Apparatus fitted. -

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

1st Bower Head: 1122; W=37.0-1; 12 feet; Shank: 1126; W=17.5-19; 12 feet. LR 30-1-36 N.S. 5700 in.
2nd „ Head: 1124; W=37.0-23; 12 feet; Shank: 1127; W=17.2-3; 12 feet. LR 30-1-36 N.S. 5700 in.
3rd „ Head: 1123; W=37.0-8; 12 feet; Shank: 1125; W=17.2-20; 12 feet. LR 30-1-36 N.S. 5700 in.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 144 ft., R.Q.D. 1/2 ft., Bridge 26.7 ft., Forecastle 75.6 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated not connected. -

No. and Material of Decks One Steel Deck. -

Official No. 164299; Signal Letters G.Y.Z.R.

Is bottom of vessel coated with cement. Double bottom tanks & Peaks, if not give

particulars of composition. Motor space Bitumastic; Cargo tanks not coated; Otherwise Paint. -

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, Fr. 14-28	31.22	27.70	Fore peak tank,	22.00	106.50
Double bottom, under Engines and Boilers Fr. 29-33	8.92	17.80	After peak tank,	18.00	49.80
Double bottom, if under Engines only, Fr. 34-38	8.92	24.30	Deep tank, aft, Middle Bunker	9.48	160.80
Double bottom, if under Boilers only, Fr. 44-64	47.40	76.70	Deep tank, forward, Side Bunkers	9.48	169.10
Double bottom, forward, Ho 21 Fr. 130-154	53.52	51.50	Other tanks, if fitted, Settling Tank	9.48	20.10
		Total capacity of double bottom 198.00	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

U.E. 55.9, a. 49.8, P 53.52

Order for Special Survey No. 160.

Date 13.7.36.

Dates of Surveys held while building

1935: Aug. 9-23; Oct. 10-17; Nov. 1-11-22; Dec. 3-6-10-27. -
1936: Jan. 2-9-17-20-24-27; Feby. 4-6-11-13-17-19-21-24; March 2-4-9-11-16-18-25-31;
April 6-14-17-21-24-28; May 5-8-12-14-18-25-29; June 3-5-9-12-19-23-24-26-30;
July 3-7-8-10-13-15-16-17-20-21-23-24-27-29-31; Aug. 3-4-5-10-12-25-28;
Sept. 1-4-8-11-16-18-21-23-26-28. -

Total No. of Visits 87.