

STEEL STEAMER or MOTORSHIP.

25 NOV 1930

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 *From Sld.*Date of completion of report *24 NOV 1930*Port of *Newcastle-on-Tyne*No. *86471*Survey held at *Jarrow-on-Tyne*Date First Survey *15 Janr*Last Survey *14 Nov*

1930.

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

Single Sc. M.V. "CHEYENNE"

(MCHY AFT)

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

*Full Scantling oil Carrier (LONGITUDINAL FRAMING AT BOTTOM + AT DECK)*State Type of Erections *Pop, Bridge + Fcde.*TONNAGE under Tonnage Deck... *8083.99*CLASS *100A1* *carrying petroleum* State if with freeboard as condition of ClassBuilt at *JARROW-ON-TYNE*

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 470.0*Launched *22nd Aug 1930* Yard No. *1001*Total *8083.99*Breadth (greatest moulded) *B 63.5*Builders *Palmer S.B. & Co. Ltd.*Gross Tonnage *8825.82*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 34.75*Owners *Anglo American oil Co. Ltd*Register Tonnage *5267.42*1st Longitudinal Number (L x D) *= 16332.5*

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

REGISTERED DIMENSIONS.

FEET.

Length *477.0*

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.52*Residence *London*Breadth *63.8*

Do. Long Bridge to top of keel

Port of Registry *Newcastle*Depth *34.8*Draught Moulded *FULL SUMMER 26' 11 1/2*

If surveyed while building, afloat, or in dry dock

Building, afloat + 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.
TRANSVERSE SIDE FRAMING					
FRAMES, Spacing amidships	31"		Bracket Floors, Frame		
" " from $\frac{3}{8}$ length to Collision bulkhead	31" 27"		" " Reversed Frame		
" " in peaks	FORE 24" AFT 22" 22 1/2"		" " Vertical Struts		
SIDE FRAMING.					
Frame Amidships, Angle, [or]	9 3 1/2 43		Centre Girder, depth and thickness amidships	60 64	
" " Extends up to	upper deck		" " top Angles	3 1/2 3 1/2 55	
" " for deep web frames (see long. framing sheet)			" " bottom Angles	5 5 56	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	3 @ 52	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder	9"		" " Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			Bracket abaft 1/2 len. from stem		
" " Second 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side		
" " Third " " " "			Bracket forward 1/2 len. from stem		
Framing in Peaks, Angle, [or]	8 1/2 3 1/2 44 9 3 1/2 50	8 1/2 x 3 1/2 x 40 9 x 3 1/2 x 40	" " Gussets, spacing and scantling abaft 1/2 len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" 4 7/8" spacing		" " Gussets, spacing and scantling forward 1/2 len. from stem		
State if Frame Joggled	yes		Tank Side Brackets, height above base line at toe of Frame and thickness	7' 6" x 47	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars					
STRENGTHENING OF BOTTOM FORWARD. State Particulars					
SINGLE BOTTOM. FOR ² OF OIL					
Floors, Depth and thickness at mid-line in Holds	5' 0" to 6' 6" x 40		INNER BOTTOM PLATING. MACH ² SPACE		
Height of Brackets at side above base line at toe of frame	7' 6" to 9' 0"		Breadth and thickness of Middle Line Strake	62 x 62	
Middle Line Keelson, on Floors, Angles, [or]			Thickness of remainder in Holds	1.25 under engines	
" " Through Plate or Intercoastal Plate	43 - part of force aft bulkhead		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?	yes	
" " Foundation Plate on Floors			BEAMS. longitudinal in oil space		
" " Flat Plate Keel Angles			Uppermost Continuous Deck, amidships		
Side Keelsons, No. each side	2 5 5 54		FOR ² in Wells, Angle, [or]	9 3 1/2 48	
" " thickness of Intercoastal Plate	44		" " in way of Bridge, Angle, [or]		
" " Angles top	2 BA 7 x 3 1/2 x 46		Spacing	every frame	
DOUBLE BOTTOM. in MACH ² SPACE					
Solid Floors, thickness and spacing	52 27" to 30"		Second Deck, amidships, Angle, [or]	11 3 1/2 44	
" " Are Frame and Reversed Frame joggled?	yes		Spacing	every frame	
Bracket Floors, breadth and thickness at middle line			Third Deck, amidships, Angle, [or]		
" " breadth and thickness at margin plate			Spacing		
			Fourth Deck, amidships, Angle, [or]		
			Spacing		
			Poop Deck, Angle, [or]	8 3 42	
			Spacing	every frame	
			Bridge Deck, Angle, [or]	8 3 42	
			Spacing	every frame	
			Forecastle Deck, Angle, [or]	8 3 37 1/2	
			Spacing	every frame	

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..... <i>built pillars for E Room</i>				Stringer Plate, breadth and thickness in way of Bridge			
„ in 'tween Decks, Size and Spacing.....				Thickness of Plating abreast Deck openings in way of Wells			
„ „ „ „ „				Thickness of Plating abreast Deck openings in way of Bridge			
„ in Holds <i>Fore + aft Holds</i>				Thickness of Plating within line of openings...			
WING „ „ „ „				If Sheathed, material and thickness			
Centre Line Bulkheads - 2 <i>2'6" space</i>	11	3 1/2	.48	Third Deck.			
Stiffeners and Spacing.....	6 1/2	3	.38	Stringer Plate, breadth and thickness.....			
Plating, thickness of	52	6	.45	If Plated, state thickness.....			
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in Wells	67 1/4	x	.92	If Plated, state thickness			
„ „ „ „ in way of Bridge	67 1/4	x	1.06	Poop Deck.			
„ Angle in Wells	6	6	.74	Stringer Plate, breadth and thickness	38 1/2	.38	
Thickness of Plating abreast Deck openings in way of Wells .....	.92	.82	.60	Plating, Sheathing, material and thickness	sheathed .26	sheathed 2 1/2"	teak ova accom?
Thickness of Plating abreast Deck openings in way of Bridge				Bridge Deck.			
Thickness of Plating within line of openings...	—			Stringer Plate, breadth and thickness	43	.44	
If Sheathed, material and thickness	none			Plating, Sheathing, material and thickness ...	Plating .26	sheathed 2 1/2"	teak
Second Deck.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells...	✓			Stringer Plate, breadth and thickness.....	36	.38	
				Plating, Sheathing, material and thickness ...	36	.50	under windlass
					sheathing 3 1/2"	teak	" "

SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>no</i>			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.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	53	1.10	1.10	.88	appd 1.00	double	1"	4"	3	1 1/8	4"	double straps
„ DBLG. (if any)						double	1"	3 1/2	4	7/8	3 1/2	lapped
BOTTOM PLATING, No. of Strakes .....4.....		.65 .65 .78 .62	.51 .51 .53 .52	.54 .53 .56 .52		"	7/8	3 1/2	3	1"	4"	double straps
BILGE PLATING, No. of Strakes .....1.....		.70	.66	.68		"	7/8	3 1/8	4	7/8	3 1/2	lapped
SIDE PLATING, No. of Strakes .....3.....		.65	.49	.49		"	7/8	3 1/8	4	7/8	3 1/2	lapped
UPPER DECK, Sheer-strake in Wells.....	81	1.02	.57	.49	appd .92				5	1 1/8	5	lapped
UPPER DECK, Sheer-strake in Bridge ...	81	1.22			appd 1.12	"	7/8	3 1/8	5	1 1/4	5 5/8	lapped
STRAKE BELOW Sheer-strake in Wells.....	81	.82	.49	.49		"	1"	3 1/2	4	1"	4"	lapped
STRAKE BELOW Sheer-strake in Bridge ...	81	.82				"	1 1/8	4"	4	1"	4"	lapped
POOP SIDE PLATING .....				.41		single	7/8	3 5/8	2	3/4	2 5/8	lapped
BRIDGE SIDE PLATING ...		.44 .52 already				double	7/8	3 5/8	2	3/4	2 5/8	lapped
FOREC'TLE SIDE PLATING				.44		single	7/8	3 5/8	1	3/4	2 5/8	lapped.

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	17
Extending to Upper Deck (Sec. 3 c)	17
„ Deck next below	17
As per Rule	appd as above

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks <i>wing</i>	.52 .45	13A	2'3"	9x3 1/2x4 1/2	2'3"
„ „ Centre <i>centre</i>	.48	10x3 1/2x4 1/2	2'6"	10x3 1/2x4 1/2	2'6"
„ „ Second „	„	10x3 1/2x4 1/2	2'6"	10x3 1/2x4 1/2	2'6"
„ „ Third <i>wing</i>	„	10x3 1/2x4 1/2	2'6"	10x3 1/2x4 1/2	2'6"
„ „ Holds	„	10x3 1/2x4 1/2	2'6"	10x3 1/2x4 1/2	2'6"
COLLISION „ (in Hold) .....	.48/26	11x3 1/2x4 1/2	24"	11x3 1/2x4 1/2	24"
AFTER PEAK „ „ .....	.44/30	7 1/2x3x4 1/2	24"	7 1/2x3x4 1/2	24"

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		Plate 1/2"		
STEM	Bottom Middle Top	10 1/2 x 2 3/4	Darlington Forge	
STERN FRAME	Propeller Post Upper Rudder	Forging Cast Steel	Darlington Forge	
RUDDER—A x D.....	„ part of rudder	Forging Cast Steel	Darlington Forge	
Speed of Vessel.....		11 3/4		
RUDDER mainpiece at head ..	Forging	9 1/2"	„	„
„ „ heel ..				
„ how constructed	Electrically welded	„	„	„
„ double or single plate coupling, vertical or horizontal.....				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *open hearth process*
S. Durham, Steel Co of Scotland, Consett, Pease & Partners, Cargo Fleet

Has the Steel been tested as required by the Rules? *yes*

EQUIPMENT No. 47719										LETTER dt		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.			
24569	1st Bower ...	89	3	0				63	5	0	0	81 1/4	Byers Stockless	—	L. Walker 30.5/30 Green
24567	2nd " ...	89	2	0				63	5	0	0	81 1/4	" "	—	" 23.5/30 "
24566	3rd " ...	77	3	7				57	12	2	0	69 1/2	" "	—	" " "
	Collective weight.	257	0	7								232			
91957	Stream	24	0	0	6	0	7	23	17	2	0	23 1/2	Rodgers	—	Belhutton 30.6.30 Green

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.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.
85957	150	2 1/2	112 1/2	157 1/2	470	0	10	—	—	Stud	—	Belhinton 25.6.30 Green	TOWLINE	130	6	99.1	—	—
85977	150	2 1/2	"	"	471	1	11	940	300	2 1/2	"	" 30.6.30 "	HAWSERS & WARPS	4-100	8	111.1	4 1/2	8
2 end pieces 30 ft each 85-980	300	3 3/8	"	"	8	0	17	—	—	Open Link	—	" " " "	"	2-90	3 1/2	35.2	2-90	3 1/2
													"	2-90	2 1/2	17.7	2-90	2 1/2
Iron Stream Chain Steel Wire	120	5 1/4	77.5	—	—	—	—	—	120	5 1/4			"					

Steering Gear, Steam *Electro-Hydraulic, Haste 16* Steering Gear, Hand *Iron tackles to winch, special tiller.*

Boats *2 life boats 27' 1 inch 20', 1 dinghy 16'* Steering Chains, Size and Test *—* Windlass *Steam, Emerson Walker*

Ceiling in Holds, thickness and material *none* Cargo Battens, thickness, material and spacing *none*

Cargo Hatchways.—(Upper Deck) *oil tight 6' x 4' to all cargo tanks* Thickness of Hatches *50 plate*

Size of No. 1 Hatchway (Forward) *6' 9" x 10'* No. 2 *—* No. 3 *—* No. 4 *—* No. 5 *—* No. 6 *—*

Number of Shifting Beams and/or Fore and Afters *5 No. 1. 34 plate cover + 5 x 3 x 40 angle stiffeners.*

PALMERS SHIPBUILDING & IRON Co., Ltd.,

Builder's Signature

G. H. Williams

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.

SHIPYARD MANAGER.

This vessel has been built in accordance with the approved plans, the Society's Rules & the Committee's instructions. The workmanship and materials are good and to our satisfaction. All cargo tanks, oil fuel tanks, feed & drain tanks, cofferdams and ballast tanks have been fitted to rule head and found tight; all weather decks that were not tested under pressure in tank testing have been tested by flooding with hose. The assigned freeboards have been marked on vessel's sides, verified and cut in.

The vessel in oil spaces is built on the Combination plan with longitudinal framing at bottom & at deck and transverse framing at sides; there are 2 longitudinal oil tight bulkheads dividing the breadth of the vessel into 3 rows of oil cargo tanks. The oil fuel is carried in bunker at fore end of machinery space, flash point of oil above 150°F. The rudder - hollow & built of steel plates electrically welded - was tested by filling with "bitumastic" solution to a head of 16 ft & found tight. The solution was then drained off.

All approved plans are sent herewith. They are required in this office for completion of sister vessel. Print of midships and sections as built is also forwarded.

The amount of Entry Fee £ 11 : 0 : 0 Fees applied for, *24 NOV 1930*

Special Survey Fee.... £ 630 : 19 : 6 Received by me, *19.2.31*

Travelling Expenses, if any £ : : *ebb*

I am of opinion the Vessel should be Classed *+ 100A1* *carrying petroleum in bulk.*

longitudinal framing at bottom & at deck

"Rudder electrically welded"

State whether the Vessel has been built under Special Survey *yes.* Signature *G. H. Williams* Alfred E. Skap.

IN DUPLICATE *Newcastle* Date of issue *19/2/31* Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *mech. cert. also required in duplicate*

Committee's Minute

TUE. 2 DEC 1930

Character assigned

+ 100A1

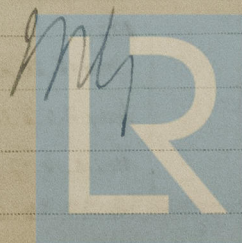
carrying Petroleum in Bulk

Write to Lloyds' agent + Lmb 11.30 oil reg.

" Rdr" 2 S.B. - 150 lbs

Rudder Electrically welded

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


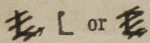


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Lloyd's Register Foundation

WS10-026933

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.					
		In Ship.			In Ship.			As approved.			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.	Ins.	Ins.	Ins.	Ins.	Ins.	
Framing of 																			
Frames in Bridge 'tween Decks ...		TRANS. FRAMING																TRANS. FRAM	
Frames from Transverse Bulkheads <u>CENTRE LINE.</u> No. 1		15 x 4 x 4 x $\frac{41}{62}$												$\frac{7}{8}$ $\frac{43}{8}$		3 $\frac{1}{8}$ FOR 9 RVS		16 TO BHD 19 TO LONG $\frac{7}{8}$	
" 2																			
" 3																			
" 4																			
" 5																			
" 6																			
" 7		LONG WING BHD																X CLEAR OF VERT. 16 TO BHD STIFFERS	
" 8		15 x 4 x 4 x $\frac{41}{62}$												$\frac{7}{8}$ $\frac{43}{8}$		3 $\frac{1}{8}$ FOR 9 RVS		19 TO LONG $\frac{7}{8}$	
" 9																			
" 10																			
" 11		17 x 4 x 4 x $\frac{48}{68}$																	
" 12																		X 14 TO BHD $\frac{7}{8}$	
" 13																		IN WAY OF VERT. STIFFER	
" 14																			
" 15																			
" 16																			
Spacing of Longitudinal Frames		Amidships ... 2'-6" 2'-9" & 2'-3"																	
		At Ends ... TRANSVERSE FRAMING																	
Double Bottoms L, L or C		Tank Top Longitudinals																	
		Bottom																	
Spacing of Longitudinals		Amidships																	
		At Ends...																	
Transverses.																			
In Bridge 'tween Decks		Depth and Thickness			TRANSVERSE FRAMING.														
		Face Angles																	
		Lugs to Shell*																	
In Upper 'tween Decks.		Depth and Thickness			NO 2 ND DECK IN OIL TANKS														
		Face Angles			(See letter)														
		Lugs to Shell*																	
In Hold.		Depth and Thickness			48 x .46														
		Face Angles			6 x 3 $\frac{1}{2}$ x .52 OA														
		Lugs to Shell*			6 x 6 x .46 SINGLE & JOGGED														
		" " Back Bars																	
		Brackets																	
Spacing of Transverse Frames		10'-4" 7'-9" 10'-4"			10'-4" 7'-9" 10'-4"														
		* State if jogged or liners.																	
Longitudinal Beams of 		Bridge Deck ...			TRANSVERSE FRAMING IN BRIDGE.														
		Upper			8 x 3 $\frac{1}{2}$ x .40 & 10 x 3 $\frac{1}{2}$ x .45			TRANSVERSE FRAMING AT ENDS.			8 x 3 $\frac{1}{2}$ x .40 & 10 x 3 $\frac{1}{2}$ x .45			2'-3" 2'-6" 2'-7" 2'-9"					
		Second			NO 2 ND D ^K AMIDSHIPS														
		Third																	
Transverse Beams.																			
		In Ships.			As approved.														
		Plate.			Angles.			Plate.			Angles.								
		TRANSVERSE FRAMES																	
		.46			5x3x.46OA			.46			5x3x.46								
		NO 2 ND D ^K AMIDSHIPS																	

The particulars of framing in peaks (if ordinary), Floors, Centre 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.

Double bottom, under Engines and Boilers,

Double bottom, if under Engines only,

Double bottom, if under Boilers only,

Double bottom forward

28.75
27.538 @ 35
113 @ 35

After peak tank,

Deep tank, aft,

Deep tank, forward,

11.25

40.5

48 @ 35

616 @ 35

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.			
	In Ship.			In Ship.			Per Rule as approved.			Per Rule 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.	Diam.	Spang.	Inches.	Number.	Diamet. Inches.
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			
Framing of 15 <u>or</u> <u>C</u>																
Frames in Bridge 'tween Decks ...	TRANS. FRAMING															
Frames from Uppermost Bulkhead <u>CENTRE LINE.</u> No. 1	15	4	4	x	4 1/2							7/8	4 3/8	3 1/8 FOR 9 RVS.	TRANS. FRAM 16 TO BHD 19 TO LONG 7/8	
" 2		"										"	"	"	"	"
" 3		"										"	"			
" 4		"														

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

1st Bower HT 50.3.7 with pin 56.0.0, K.H. Ref. 10207, 4.4.30
2nd " 50.2.2 " " 53.3.21 M.B. " 4142 28.4.30
3rd " 46.1.13 " " 57.1.21 M.B. " 4145 28.4.30

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 104.5 ft., R.Q.D. — ft., Bridge 27 ft., Forecastle 44.5 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated not joined

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 dk (stl) 2 dks (stl) at ends.

Official No. 161559 ; Signal Letters

Is bottom of Vessel coated with cement yes if not give

particulars of composition except in oil.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,	<u>23.75</u>	<u>38 @ 35</u>	After peak tank,		<u>276 @ 35</u>
Double bottom, if under Engines only,	<u>27.5</u>	<u>113 @ 35</u>	Deep tank, aft,		<u>48 @ 35</u>
Double bottom, if under Boilers only,			Deep tank, forward,	<u>40.5</u>	<u>616 @ 35</u>
Double bottom, forward,	<u>51.25</u>		Other tanks, if fitted,		
Total capacity of double bottom		<u>157 @ 35</u>	(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. 5411

Date

28.2.30

Dates of Surveys held while building

1930
Jan 15. 20. 21. 28. Feb. 4. 11. 18. 20. 24. 25. Mar. 3. 6. 11. 14. 17. 18. 25. Apr. 1. 3. 4. 7. 8. 9. 10. 11. 14. 22. 23. 24. 25. 28. 29.
May 2. 5. 8. 12. 13. 15. 16. 21. 23. 26. 29. 30. June 2. 4. 5. 10. 13. 16. 17. 18. 19. 20. 23. 24. 30. July 1. 2. 3. 4. 7. 8. 9. 10. 11.
14. 15. 16. 17. 18. 21. 22. 23. 24. 25. 26. 28. 29. 30. 31. Aug. 1. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15. 16. 18. 19. 20. 21. 22. 23. 28. Sep.
3. 4. 22. 24. Oct. 9. 27. 29. 30. 31. Nov. 3. 6. 7. 10. 11. 12. 14.

Total No. of Visits

116