Rpt. 1.

STEEL STEAMER or MOTORSHIP.

Received at London Office 9 AUG 1932

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: 6th August 1932. Port of: Bilbao No. 8167

Survey held at: Bilbao Date First Survey: 15th June 1931 Last Survey: 25th July 1932.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw): Twin Screw Motorship "CAMPEADOR." (machinery fitted aft)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings): Full scantling Oil tanker Bracketless State Type of Erections: P.B. & Forecastle.

TONNAGE under Tonnage Deck	6911·64	CLASS + 100 A1 Carrying Petroleum in Bulk Longitudinal Framing (Bracketless System)	State if with freeboard as condition of Class: No	Built at: Bilbao, Spain	
Do. of space or spaces between Tonnage Dk. and Upper Dk.	111·54	Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)	FEET. L 455·0	Launched: 24th Feb: 1932. Yard No. 96	
Total	7023·18	Breadth (greatest moulded)	B 59·0	Builders: Cia. Euskalduna de Const. y Rep.	
Gross Tonnage	7932·06	Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)	D 34·0	Owners: Cia. Arrendataria del Monopolio de Petroleos.	
Register Tonnage	4411·76	1st Longitudinal Number (L × D)	= 14938	Managers: ✓ (Where necessary to be entered in Reg. Book.)	
		2nd Numeral L × (B + D)	= 41483	Residence: Madrid.	
REGISTERED DIMENSIONS. FEET.		Framing Depth "d," at middle of length. See Sec. 3 (1d)	✓	Port of Registry: Santander	
Length	455·0	Proportions—Depth to Length—Uppermost continuous deck to top of keel	13·38	If surveyed while building, afloat, or in dry dock:	
Breadth	59·0	Do. Long Bridge to top of keel	✓	whilst building, afloat & in dry dock.	
Depth	34·0	Draught Moulded	25' 4½"		

FRAMES, DOUBLE BOTTOM AND BEAMS.

	Inches in Ship.	Any Departure from Approved Plans to be Noted.		Fr. Br. Inches in Ship.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	Longitudinal Framing Isherwood System (Bracketless) 24"	Please see Report (separate sheet)	Bracket Floors, Frame	✓	
" " from ¾ length to Collision bulkhead			" Reversed Frame	✓	
" " in peaks			" " Vertical Struts	✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships in way of Engine Space	2360 × 14	✓
Frame Amidships, Angle, [or [	Longitudinal Framing Isherwood Bracketless System		" " top Angles ~~Double~~	90 × 90 × 12·5	✓
" " Extends up to			" " bottom Angles ~~Double~~	100 × 100 × 14	✓
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	Fore 12·5 & 18 m/m Main Mach. & Aft 12·5 m/m thick.	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	350 × 13·5 aft	Level tank in way of midship
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft ¼ len. from stem	150 150	
Frames in Uppermost Continuous 'tween Decks, Angle, [or [	✓		" " Vertical Angle to Tank side Bracket forward ¼ len. from stem	✓	Double at Extremes
" " Second 'tween Decks, Angle, [or [	✓		" " Gussets, spacing and scantling abaft ¼ len. from stem	✓	
" " Third " " " " After	✓		" " Gussets, spacing and scantling forward ¼ len. from stem	✓	
Framing in Peaks, Angle, [	200 90 10·2		Tank Side Brackets, height above base line at toe of Frame and thickness	11·5 thick extends to lowest side longitudinal above tank.	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	✓		INNER BOTTOM PLATING.		
State if Frame Joggled	No		Breadth and thickness of Middle Line Strake	1400 – 13 m/m	✓
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	In the Peak 2 tank solid floors at frames 4 & 5 and 15 & 16 & 50 C to frame 103 Deep of the tank Intercostals & longitudinals as shown		Thickness of remainder in Holds	✓	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Three strakes of bottom plating not taken 19 m/m thick to full portion of the bottom. Bilged. Reversed framing single frames 150 × 150 × 11 m/m		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	
SINGLE BOTTOM. in Cargo Hold.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	1600 × 10·5 spaced 1 m/m		Uppermost Continuous Deck, amidships in Wells, Angle, [or [		
Height of Brackets at side above base line at toe of frame	Longitudinal Framing above tank of floors		" " in way of Bridge, Angle, [or [		
Middle Line Keelson, on Floors, Angles	150 × 75 × 12 continuous O. Angles		Spacing	Longitudinal	
" " " ~~Through Plates~~ Intercostal Plates	10·5 m/m		Second Deck, amidships, Angle, [or [		
" " " Foundation Plate on Floors	✓		Spacing	Framing	
" " " Flat Plate Keel Angles	100 × 100 × 15 m/m		Third Deck, amidships, Angle, [or [		
Side Keelsons, No. each side	One		Spacing	Isherwood	
" " thickness of Intercostal Plate	10·5 m/m		Fourth Deck, amidships, Angle, [or [		
" " Angles ~~on floors (double)~~	150 × 75 × 12 Continuous O. Ang.		Spacing	Bracketless	
DOUBLE BOTTOM. Aft in Engine Space			Poop Deck, Angle, [or [		
Solid Floors, thickness and spacing	12·5 10 – 1500 m/m		Spacing	System	
" " Are Frame and Reversed Frame joggled?	No		Bridge Deck, Angle, [or [		
Bracket Floors, breadth and thickness at middle line	✓		Spacing		
" " breadth and thickness at margin plate	✓		Forecastle Deck, Angle, [or [		
			Spacing		

2m.8.29. T.

WS16-0012 1/2

PILLARS AND DECKS.

	In. In. ~~Inches~~ IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows...One in Hold	15⅝ dia. solid at Transverses 9⅝, 9⅞, 10⅝	
" in 'tween Decks, Size and Spacing.....	⅞ dia. solid at Transverses 9⅞	Interior pillars under Windlass.
" " " Tow peak tank	Bosh plate & Bilge floor Angles 150×75×11	
" in Holds " " Cargo	130×130×12⅝ ✚ at Trans. 9⅞	
" " " " " Wing		
Centre Line Bulkhead. Not in Oil Tanks		
Stiffeners and Spacing.....Longitudinals	12×3½×50 L. & 110×75×9 ⊥ & 7⅝	
Plating, thickness of	12⅝ & 9⅝ & 10⅝ at Deck	
STRINGERS AND DECKS.		
Uppermost Continuous Deck.		
Stringer Plate, breadth and thickness in Wells	1600×19⅝ & 1065×11 at ends.	
" " " " in way of Bridge	19⅝ in way of Bridge	
	24⅝ at ends of Bridge & Poop.	
" Angle in Wells	150×150×17⅝	
Thickness of Plating ~~abreast Deck openings~~ in way of Wells	19 & 13	
Thickness of Plating ~~abreast Deck openings~~ in way of Bridge	19 & 13	
Stiffenings fitted in way of transverse bulkheads as approved.		
Thickness of Plating within line of openings...	✓	
If Sheathed, material and thickness	✓	
Second Deck.		
Stringer Plate, breadth and thickness ~~in Wells~~	940×10⅝ & 9	

	Inches in Ship.		Any Departure from Approved Plans to be Noted.
Stringer Plate, breadth and thickness in way of Bridge	✓		
Thickness of Plating abreast Deck openings ~~in way of Wells~~	9⅝ & 8⅝	10⅝	under Boilers
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	940×9		
Plating, Sheathing, material and thickness ...	7⅝ & 8⅝	& 65⅝	Pitch Pine when sheathed
Bridge Deck.			
Stringer Plate, breadth and thickness.....	1040×10⅝		
Plating, Sheathing, material and thickness ...	7⅝ & 8⅝	& 65⅝	Pitch Pine when sheathed.
Forecastle Deck.			
Stringer Plate, breadth and thickness.....	890×9		
Plating, Sheathing, material and thickness ...	9⅝	125	under windlass no sheathing.

SHELL PLATING.

SCANTLINGS.

STRAKES.	As in Vessel. Amidships. Breadth.	Amidships. Thickness.	Forward. Thickness.	Aft. Thickness.	Any Departure from Approved Plans to be Noted.
	Inches in Inches	Inches in Inches	Inches in Inches	Inches in Inches	
Flat Plate Keel	1895	25	20	20	
" Delo. (if any)	✓	✓	✓	✓	
Bottom Plating, No. of Strakes ....4....	Double 255×31·875 long at Trans. 1065×16·5 thick as approved.	16·5	13	13	
Bilge Plating, No. of Strakes .....4.....		16·5	13	13	
Side Plating, No. of Strakes .....11.....	Double 255×7·875 long at Trans. 1065×15·5 thick as approved.	15·5	12	12·5	
Upper Deck, Sheer-strake in Wells.....	Double 1·875 long at Bridge ends & Poop front.	30	12	12·5	
Upper Deck, Sheer-strake in Bridge ...		29			
Strake below Sheer-strake in Wells.....		16⅞	20	12	12·5
Strake below Sheer-strake in Bridge ...					
Poop Side Plating				10	At Poop front 12⅝ carried down to deck
Bridge Side Plating ...	10·5	At Bridge ends 12·5 carried down to deck			
Forec'tle Side Plating			10·5		

RIVETING.

STRAKES.	Edges. State if joggled? No. Single or Double.	Rivets. Diam. Inches.	Rivets. Spacing cr. to cr. Inches.	No. of Rows of Rivets.	Butts. Rivets. Diam. Inches.	Butts. Rivets. Spacing cr. to cr. Inches.	Butts. Strapped or Lapped.
Flat Plate Keel	Double	1	4	3R	1⅛	4	Lapped alternate 3R for Flat. 5R in strakes above 17·5 ⅝ – 3R.
" Delo. (if any)	✓	✓	✓	4R	1⅛	4½	
				✓	✓	✓	✓
Bottom Plating, No. of Strakes ....4....	Double	⅞	3½	4R & 3R	⅞	3½	Lapped
Bilge Plating, No. of Strakes .....4.....	"	"	"	" "	"	"	"
Side Plating, No. of Strakes .....11.....	"	"	"	" "	"	"	"
Upper Deck, Sheer-strake in Wells.....	Double	1	4	5R. 4R 3.	1	4½	4R in strakes above 17·5 – 3R
Upper Deck, Sheer-strake in Bridge ...	"	"	"	5R	1	4½	Lapped
Strake below Sheer-strake in Wells.....	✓	✓	✓	4R – 3R	1	4	4R in strakes above 17·5 – 3R
Strake below Sheer-strake in Bridge ...	Double	1	4	4R	1	4	Lapped
Poop Side Plating	Single	¾	3	2R	¾	2⅝	"
Bridge Side Plating ...	"	"	"	"	"	"	"
Forec'tle Side Plating	"	"	"	"	"	"	"

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) 2 watertight & 14 bilight

" Deck next below ..... none

As per Rule 2 watertight & 14 bilight as approved.

STIFFENERS.

	Plating Thickness.	Vertical. Scantlings	Vertical. Spacing.	Horizontal. Scantlings	Horizontal. Spacing.
MIDSHIP BULKH'D. Upper 'tween decks	12⅝	11×12	250×90×12	D.A.4 inch P.	665
" " Second "		11×12	250×90×12	D.A.4 inch P.	665
" " Third "	12⅝	11×12	250×90×12	D.A.4 inch P.	665
" " Holds					
COLLISION " (in Hold)	12⅝	11×12	250×90×12	D.A.4 inch P.	665
AFTER PEAK " "	12⅝	11×12	250×90×12	D.A.4 inch P.	665

Bilge & Poop fronts D. 1060

Zed and angle of top flr. 1650×11⅝ Flat 160×90×13520 in Other Tank. 1370×11⅝ Flat 150×90×11820 in Wing Tanks. 280×90×12 D.A. 4 inch P. 665 in Wing Tanks.

13 brackets to shell

9 brackets of longitudinals to deck & shell

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓	✓	✓	✓
STEM .....Mild Steel	Forging	260×70	Altos Hornos	✓
STERN FRAME Propeller Post	Upper part Forging	24×70	Altos Hornos	✓
STERN FRAME Rudder "	Lower part Casting		Ges. Gusskeldwerk, Bochum	
RUDDER—A×D	214			
Speed of Vessel	12 knots			
RUDDER mainpiece at head	Forging	3½ dia.	Altos Hornos	✓
" " at heel	"	260	"	✓
" how constructed	Pintle & gudgeons cons. taped on main piece			
" double or single plate	Single	29⅝		
" coupling, vertical or horizontal	Vertical.			

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth Process. Ges. Siemensgiesser Stl. Mediterranea, Altos Hornos de Vizcaya. & Vereinigte Stahlwerke, Dusseldorf.

Has the Steel been tested as required by the Rules? Yes.

Number of Certificate. 1719 1718 1720 1721

Iron Stream Chain or Steel Wire

Steering

Boats

Ceiling

Cargo

Size

Number

GENERAL

This

Society

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EQUIPMENT No. 43.400. LETTER C+. ANCHORS.

Number of Certificate.	Anchors.	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	cwts.	qrs.	lbs.	Weight required by Table 53. Cwts.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
1419	1st Bower ...	48	0	0				57	12	2	0		Main "Stockless"	Fortmunder Union	Dusseldorf 26.2.32 K.H.
1418	2nd " ...	47	3	24				57	12	2	0		" "	" "	" " " "
1420	3rd " ...	68	2	8				63	1	3	14		" "	" "	" " " "
	Collective weight.	234	3	4								210½			
1421	Stream	22	0	6	6	0	11	22	9	1	14	22	"Stock"	Fortmunder Union	Dusseldorf 26.2.32 K.H.

CHAIN CABLES.

Number of Certificate.	Length and size supplied. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts.	qrs.	lbs.	Per Rule. Cwts.	Length and Size per Table 53. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	Where and when tested, and Superintendent.
920	301	2 7/16	106 3/4	149 3/4	967·2·20			890 3/4	300	2 7/16	S.L.	Carl Schlieper Grüne Westph.	Grüne 23·1·32. J.A.
Iron Stream Chain or Steel Wire	120	Cir. 5	✓	71	✓			✓	120	Cir. 5"	S.F.S.W.R.	Trefilerie Espinda Bilbao	Bilbao Est.

HAWSERS AND WARPS.

Material.	Length and Size supplied. Fathoms.	Cir. Ins.	Breaking Test of Steel Wire. Tons.	Length and Size per Table 54. Fathoms.	Cir. Ins.
TOWLINE...	130	5 1/4	77 1/2	130	5 1/4
HAWSERS & WARPS	4 2/100	8	✓	✓	✓
"					
"					

Steering Gear, ~~Steam~~ Electric Thomas Thrige Copenhagen quadrant friction brake fitted **Steering Gear, Hand** Hand gear direct coupled to tiller quadrant on rudder head, and relieving blocks and tackle operated by winch.

Boats 4 Steel lifeboats 23·5×7·6×2·14 deep **Steering Chains,** Size and Test ✓ **Windlass** steam b.s. Haskeldune

Ceiling in Holds, thickness and material single one hold only, no ceiling **Cargo Battens,** thickness, material and spacing no cargo battens

Cargo Hatchways.—(Upper Deck) Steel plate & angles usual construction for oil tankers. **Thickness of Hatches** ·50 plate, No. 1 Cargo Hatch, ·50 plate for oil tanks

Size of **No. 1 Hatchway** (Forward) 2·50 m × 2·0 m **No. 2** ✓ **No. 3** ✓ **No. 4** ✓ **No. 5** ✓ (# on long side × 3 on short side. PLATE ·50")

Number of **Shifting Beams** and/or **Fore** and **Afters** No. 1 Cargo Hatch cover of steel 12 m/m thick with three stiffeners 125×75×10 m/m. 2 STIFFENERS 4×3×1/16 OILTIGHT HATCHES.

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* oil tanker *The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.*

This vessel has been constructed in accordance with the approved plans, the Society's Rules, and Secretary's letters. The materials and workmanship are good. The freeboard has been verified and cut in, on the vessel's sides. The oil cargo tanks, cofferdams, oil fuel bunkers, peak tanks and double bottom tanks, bulkheads, decks and W.T. doors have been satisfactorily tested as required by the Rules. Heating coils in oil fuel tank & double bottom oil tested. The vessel is fitted for burning oil fuel F.P. above 150°F. Plans of midship section and profile and decks of vessel as built together with forging & testing certificates are herewith enclosed.

The amount of Entry Fee ..... £ 16 : 440 — Fees applied for, 5/8/ 1932.

Special Survey Fee.... £ " 39.402 —

Travelling Expenses, if any £ : 435 —

Received by me, 16·8·1932

We are ~~I am~~ of opinion the Vessel should be Classed + 100 A·1 Carrying Petroleum in bulk, Longitudinal Framing Brackeless.

State whether the Vessel has been built under Special Survey Yes

Signature R. Crawford. Jas Deans

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Bilbao Date of issue 19/8/32.

Committee's Minute FRI. 12 AUG 1932

Character assigned + 100 A1 Carrying Petroleum in Bulk + L.M.C. 7.32 C.L.

Oil Eng. 2 D.B. 150 lb.

Lloyds A.R.C.

The surveyor's recommendations are to be carried out at the place indicated below the Committee's Minute.

Rp 1*. Twin Screw Motorship "CAMPEADOR." REPORT No 8167

PARTICULARS OF LONGITUDINAL FRAMING. (Bracketless)

FRAMING.	Amidships. In Ship.	Ends. In Ship.	Amidships. Per Rule or as approved.	Ends. Per Rule or as approved.	Rivets in Longitudinal Frames. Diam.	Rivets in Longitudinal Frames. Spacing.	Riveting. Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets thro' Shell doublings ~~Rivets in Brackets to Bulkheads~~. Number.	Diameter.
	mm/m in/ft in/ft	mm/m in/ft in/ft	Ins. Ins. Ins.	Ins. Ins. Ins.	mm/m		inches		inches
Framing of ⅄, L or ⊥									
Frames in Bridge 'tween Decks ...	180 90 10·4	✓	6½ 3½ ·40	✓	19	6 dia.	✓	✓	✓
Frames from Uppermost Continuous Deck No. 1	200 90 9·6	F. 165 75 9·4 A. 180 90 9·6	7½ 3½ ·38	7½ 3 ·38	22	6 dia.	3½ dia for 6 Rivs (B)	3½ dia for 6 Rivets to Bulkheads	4 dia. elsewhere
" 2	" " "	F. 165 75 9·4 A. 180 90 10·2	" " "	6½ 3 ·35 7½ 3½ ·40	"	"	— ditto —	✓	✓
" 3	230 90 10·2	F. 180 90 10·4 A. 200 90 9·6	8½ 3½ ·40	7½ 3½ ·38 7 3½ ·40	"	"	— ditto —	✓	✓
" 4	230 90 11·2	F. 180 90 11·2 A. 200 90 9·6	9 3½ ·43	7 3½ ·43	"	"	— ditto —	3½ dia for 6 Rivs 4 dia. elsewhere	
" 5	250 90 11·4	F. 180 90 12·2 A. 200 90 9·6	9½ 3½ ·44	7½ 3½ ·38 7 3½ ·43	"	"	— ditto —	— ditto —	
" 6	250 90 11·4	F. 200 90 9·6 A. 200 90 10·2	10 3½ ·45	8 3½ ·40	"	"	— ditto	✓	✓
" 7	280 90 11·2	F. 250 90 11·2 A. 230 90 10·7	10½ 3½ ·47	7½ 3½ ·40 8½ 3½ ·42	"	"	3½ dia for 6 Rivs (B) 4½ dia for 8 Rivs (T)	✓	✓
" 8	280 90 11·2	F. 230 90 10·7 A. 230 90 11·2	10½ 3½ ·49	8 3½ ·43 9 3½ ·44	"	"	— ditto	3½ dia for 6 Rivs 4 dia. elsewhere	
" 9	280 90 12·2	F. 230 90 11·2 A. 250 90 11·4	11 3½ ·48	8½ 3½ ·45 9½ 3½ ·45	"	"	— ditto —	— ditto —	
" 10	300 90 12·7	F. 250 90 11·4 A. 250 90 11·4	11½ 3½ ·49	9 3½ ·43 10 3½ ·45	"	"	— ditto —	— ditto —	
" 11	300 90 12·7	F. 230 90 12·7	11½ 3½ ·51	8½ 3½ ·43	"	"	— ditto —	— ditto —	
" 12	300 90 12·7	F. 250 90 11·4	12 3½ ·50	9½ 3½ ·49	"	"	— ditto —	✓	✓
" 13	15 × ·44 × 4 × 4 × ·625 Bottom Longitudinals	F. 280 90 12·2	15 × ·44 × 4 × 4 × ·625	10 3½ ·45	"	"	— ditto —	✓	✓
" 14	15 × ·50 × 4 × 4 × ·625	F. 280 90 12·2	15 × ·50 × 4 × 4 × ·625	10½ 3½ ·45	"	"	3½ dia for 6 Rivs (B) 4½ dia for 8 Rivs (T)	3½ dia for 6 Rivs 4 dia. elsewhere	
" 15	to 22	✓	to 22.	11 3½ ·48	to 22.	✓	— ditto	— ditto	
" 16		✓							
Spacing of Longitudinal Frames — Amidships	760 + 815 m/m		760 m/m	760 m/m					
Spacing of Longitudinal Frames — At Ends		760 m/m					✓ 7½ dia in No. 1 tank.		
Double Bottoms ⅄, L or ⊥ — Tank Top Longitudinals			Transverse System						
Double Bottoms — Bottom "									
Spacing of Longitudinals — Amidships									
Spacing of Longitudinals — At Ends...									
Transverses. In Bridge 'tween Decks — Depth and Thickness	762 – 610 × 9·5		762 – 610 × 9·5		Rivets in Lugs to Shell mm/m	Spacing.			
In Bridge 'tween Decks — Face Angles	Flanges ·75 m/m on face		Flanges ·75 m/m on face.						
In Bridge 'tween Decks — Lugs to Shell	Joggled 90 × 90 × 9·5		90 × 90 × 9·5		19 m/m	5 dia.			
In Upper 'tween Decks. — Depth and Thickness									
In Upper 'tween Decks. — Face Angles									
In Upper 'tween Decks. — Lugs to Shell*									
In Hold. — Depth and Thickness	1680 – 1350 × 11·5		1680 – 1350 × 11·5						
In Hold. — Face Angles	B.A. 180 × 90 × 14·7		7 × 3½ × ·54		22 m/m	4½ dia.			
In Hold. — Lugs to Shell	Joggled 150 × 150 × 11·5		150 × 150 × 11·5						
In Hold. — " " Back Bars ...	None		None						
In Hold. — Brackets	None		None						
Spacing of Transverse Frames	2·09 + 3·200 m Centre space		2·09 + 3·200 m Centre space						

* State if joggled or liners.

Longitudinal Beams of ⅄, L or ⊥	Amidships In Ship.	Ends In Ship.	Amidships Per Rule or as approved.	Ends Per Rule or as approved.	Transverses Spacing.	In Ships. Plate	In Ships. Angles	As approved. Plate	As approved. Angles
Bridge Deck ...	6 3 ·32	✓	6 3 ·32	✓	1·0 m	250 × 9·5	90 × 90 × 10	250 × 9·5	90 × 90 × 10
Upper "	230 90 10·2	6 3 ·32	8½ 3½ ·40	6 3 ·32	760 + 815 m/m	350 × 8·46 × 11·5	150 × 90 × 25·1	350 × 8·46 × 11·5	150 × 90 × 18·5
Second "	✓	F. 165 75 8·6 A. 180 75 10·4	✓	F. 6½ 3 ·32 A. 7 3 ·40	760 + 815 m/m	315 × 11·5	150 × 90 × 14·1	315 × 11·5	150 × 90 × 14·1
Third "	✓	✓	✓	✓		305 × 10	150 × 75 × 14·1	305 × 10	150 × 75 × 14·1
						260 × 10	150 × 90 × 12·7	440 × 10	7 × 3½ × ·52

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.*

5c.11.28. T.

Double bottom, under Engines and Boilers,		After peak tank,	29·0 124·0
Double bottom, if under Engines only,	39·5 166·0	Deep tank, aft, Oil fuel	10·0 57·4·0

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

1st Bower	Union Anchor Head	51·3·10 Cwts	K.H	10300.	11·2·32	Anchor Shank	26·0·18 Cwts	K.H.	12299. 11·2·32
2nd "	" " "	51·0·6 Cwts	K.H	10299.	11·2·32	" "	26·3·18 Cwts	K.H.	12298. 11·2·32
3rd "	" " "	44·3·4 Cwts	K.H.	10301.	11·2·32	" "	23·3·4 Cwts	K.H.	13300. 11·2·32
Stream Anchor Head		22·0·6 Cwts	K.H.	10302.	11·2·32.				

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 113·0 ft., R.Q.D. ✓ ft., Bridge 33·6 ft., Forecastle 45·5 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*) 1st & (Stl) 2nd Dks (Stl) clear of cargo tanks & web frames, longitudinal framing – bracketless system.

Official No. : Signal Letters

Is bottom of Vessel coated with cement. No stated if not give particulars of composition Paint and Cement in peaks, Bitumastic Composition in Cofferdams and Double Bottom Tanks under Machinery.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	39·5	127·0
Double bottom, under Engines and Boilers,	✓	✓
Double bottom, if under Engines only,	39·5	166·0
Double bottom, if under Boilers only,	✓	✓
Double bottom, forward,	✓	✓
Total capacity of double bottom		293·0

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Fore peak tank,	23·0	159·0
After peak tank,	20·0	224·0
Deep tank, aft, oil fuel	10·0	517·0
Deep tank, forward, oil fuel	12·0	533·0
Other tanks, if fitted, (If necessary, furnish further information by sketch.)		

Order for Special Survey No.

Date 29th June 1931.

Dates of Surveys held while building: 1931 JUNE 18, 17, 22, 25, 26, 30. JULY 2, 4, 8, 10, 13, 14, 16, 21, 24, 28. AUG. 3, 5, 6, 8, 10, 11, 13, 17, 18, 21, 24, 25, 27, 29, 31. SEPT. 1, 2, 8, 12, 14, 15, 16, 17, 18, 21, 26, 29. OCT. 1, 2, 5, 6, 8, 9, 10, 13, 15, 17, 20, 21, 22, 23, 24, 27, 29, 30. NOV. 2, 4, 5, 6, 9, 10, 13, 17, 18, 19, 20, 21, 23, 24, 26. DEC. 1, 3, 5, 10, 14, 16, 28. 1932 JAN 4, 8, 9, 14, 21, 22, 26, 28, 29, 30. FEB 1, 2, 3, 4, 5, 6, 9, 10, 11, 12, 15, 16, 17, 18, 23, 24. MARCH 1, 4, 7, 10, 14, 18, 22, 23, 29, 30. APRIL 1, 2, 4, 28. MAY 4, 6, 10, 20. JUNE 3, 14, 16, 21, 22, 28. JULY 4, 8, 12, 14, 15, 18, 22, 23.

Total No. of Visits 112.