

State if Report is sent on the Machinery of the Vessel.....*Yes*

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

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

TONNAGE under) 6364.63
Tonnage Deck...)

Do. of space or spaces
between Tonnage Dk.
and Upper Dk.

Total

Gross Tonnage 6748.35

Register Tonnage 4046.18

REGISTERED DIMENSIONS.
FEET.

Length 1435.3

Breadth 57.2

Depth 33.4

CLASS # 100 A / carrying State if with freeboard) NO
Petroleum in bulk as condition of Class)
Longitudinal framing FEET.

Length from fore part of stem to after part of stern } L 434.0
post on summer L. W. L. See Sec. 3 (1a) }

Breadth (*greatest moulded*) B 57.0

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) } D 33.375

1st Longitudinal Number (L x D)..... = 14484.7

2nd Numeral $L \times (B + D) \dots\dots\dots = 39222 \cdot y$

Framing Depth "d," at middle of length. See } 21.58
Sec. 3 (1d) }

Proportions —	Depth to Length—	Uppermost continuous deck to top of keel	13
	Do.	Long Bridge to top of keel	—

Draught Moulded (25-11 $\frac{1}{8}$)

Built at Sunderland

Launched 25th July 1930 Yard No. 409

Builders Sir James Laing & Sons Ltd.

Owners Messrs Skibsaktieselskapet. - Thorsholm

Managers *A. S. Thor Dahl*
(Where necessary to be entered in Reg. Book.)

Residence Sandefjord, Norway

Port of Registry *Sandefjord*

If surveyed while building, afloat, or in dry dock

Building, afloat & Dry dock

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships			Bracket Floors, Frame		
" " from $\frac{3}{8}$ length to Collision bulkhead.....	Longitudinal Framing		" " Reversed Frame		
" " in peaks.....	24		" " Vertical Struts		
" " in Eng. space	30		Centre Girder, In Eng space aft. depth and thickness amidships	65 x 50	
SIDE FRAMING.			" " top Angles	3½ 3½ 52	
Frame Amidships, Angle, [or]			" " bottom Angles	4 4 58	
" " Extends up to	Longitudinal framing see attached list		Side Girders, No. each side and thickness	Three 42	
Reversed Frame Amidships, Angle			Margin Plate depth (excl. of flange) and thickness	9 x 51	
" " Extends up to			" " Vertical Angle to Tank side Bracket abaft ¼ len. from stem		✓
Depth of Framing Girder.....	✓		" " Vertical Angle to Tank side Bracket forward ¼ len. from stem		✓
Frames in Uppermost Continuous tween Decks, Angle, E or F	Engine Room 70BS 9 3½ 38 web frames 42 x 48 + 10 3½ 60 face angle NRS,		" " Gussets, spacing and scantling abaft ¼ len. from stem.....		✓
" " Second tween Decks, Angle, E or F			" " Gussets, spacing and scantling forward ¼ len. from stem.....		✓
" " Third "			Tank Side Brackets, height above base line at toe of Frame and thickness)		✓
Framing in Peaks, Angle or [.....	NRS 8 3½ 46		INNER BOTTOM PLATING, in Eng space.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	see attached list		Breadth and thickness of Middle Line Strake ...	49 x 51	
State if Frame Joggled			Thickness of remainder in Holds	125 x 51	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	30 stringers 36½ x 35 with beams 10 x 3½ x 52. Transverses as approved abaft coll bhd. Thickness of shell bottom Coll. bhd. Girders in deep tank as app. angle frames 6 x 6 x 42.		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	
STRENGTHENING OF BOTTOM FORWARD. State Particulars			BEAMS.		
SINGLE BOTTOM. In foredeep.			Uppermost Continuous Deck, amidships in Wells, Angle, [or]		
Floors, Depth and thickness at mid-line in Holds	36 x 42		" " in way of Bridge, Angle, [or]		
Height of Brackets at side above base line at toe of frame	✓		Spacing		
Middle Line Keelson, on Floors, Angles, E or F	148 - 35		Second Deck, amidships, Angle, [or]	Longitudinal framing	
" " Stiffeners Through Plate or Intercostal Plate	10 3½ 50		Spacing.....		
" " Foundation Plate on Floors	7 3½ 44		Third Deck, amidships, Angle, [or]		
" " Flat Plate Keel Angles	webs 24 x 40 as app. 4 4 52		Spacing.....		
Side Keelsons, No. each side	Two		Fourth Deck, amidships, Angle, [or]		
" " thickness of Intercostal Plate....	42		Spacing.....		
" " B. Angles	8 3 40		Poop Deck, Angle, E or F	NRS 10 3½ 44	
DOUBLE BOTTOM. In Eng space, aft.			Spacing.....	48	
Solid Floors, thickness and spacing	42 @ 30		Bridge Deck, Angle, E or F	6½ 3 34	
" " Are Frame and Reversed Frame joggled ?.....	yes		Spacing	35	
Bracket Floors, breadth and thickness at middle line.....	✓		Forecastle Deck, Angle, E or F	NRS 10 3½ 44	
" " breadth and thickness at margin plate.....	✓		Spacing	48 x 53	

[illegible]

EQUIPMENT No 4055 Y-02														LETTER 87	ANCHORS.	
Number of Certificate.	Anchors.	WRIGHT, 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.				
24596	1st Bower ...	73	2	0	stockless			55	10	0	0	42 1/2		Br. W. Byers & Co.	not stated.	Low Walker, 4.7.30. A Green.
33186	2nd " ...	73	1	14	"			55	10	0	0	42 1/2		"	"	Ed. 4.7.30. J. W. B. A Green.
24594	3rd " ...	62	1	0	"			49	12	2	0	62		"	"	W. Walker, 4.7.30. A Green.
	Collective weight.	209	0	14								209				
63614	Stream	20	3	14				21	10	1	4	20 1/2		Rodgers	N. Bloomer, Donk, Yipton, 24.4.30. W. B. A 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.	
	Length.	Diam.	Status.	Break-ing.	Supplied.	Per Rule.			Length.	Diam.					Fathoms.	Ins.	Tons.	Length.	Cir.
65813	300	2 3/8	10 1/2	142 1/2	848.	3	5	844 1/2	300	2 3/8	shd.	N. Bloomer, Donk, Yipton 28.4.30. W. B. A Green.		TOWLINE...	130	5 1/2	4 1/2	130	5 1/2
														HAWSEERS & WARPS	4-100	8	manila	4-100	8
Iron-Stream Chain or Steel Wire	120	5	-	52.8	-	-	-	-	120	5	Cir.	Galv. Twok Sheathing fabric							

Steering Gear, Steam	Electric, Donkey & Co. make gear fitted.	Steering Gear, Hand	Secondary means, by blocks & tackle operated from winch.
Boats	2-25 ft life, 2-16 ft dandy	Steering Chains, Size and Test	Windlass Steam, Clark Chapman
Ceiling in Holds, thickness and material	-	Cargo Battsens, thickness, material and spacing	-
Cargo Hatchways, (Upper Deck)	Steel plates & angles	Thickness of Hatches	50 lb plate, stiffened with 2 angles 6"x3"x14, and two forming 8' doors.
Size of No. 1 Hatchway (Forward)	8'-0" x 15'-0"	No. 2	No. 3
Number of Shifting Beams and/or Fore and Afters	Cargo Oil tank Latches - 18'-6'-0" x 14'-0", 9'-3'-0" x 16 BA. Coaming 6 Centre Tanks.		
	"	"	"
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No. 5736 Port Sunderland. Date 17th October 1929
 We request that the Quail Oil Tanker Steam Vessel Building
 for Wm Thor Ball, Sandefjord by Sir James Laing & Sons Ltd.
 of about 6950 Tons. Length, 435' 0" breadth, 57' 4" Ext. depth, 33' 4 1/2"
 may be Specially Surveyed while building (100 API Petroleum & Bunkers) If for a particular term
 or class, state the same.
 We hereby engage to pay the established Special Survey Fees in accordance with the Society's Rules as
 follows, also the fees for inspection of installation of Electrical Fittings as set forth in the Society's
 Rules for Electric Fittings on board Vessels.
 For ships built under the special superintendence of the Surveyors (to entitle them to the distinctive mark \star).
 2s. per ton for the first 1,500 tons gross; 1s. per ton for every ton from 1,501 tons to 5,000 tons gross; 6d. per ton
 from 5,001 tons to 10,000 tons gross; and 3d. per ton for every ton beyond 10,000 tons gross. No fee to be less
 than £20 0s. 0d.
 50 per cent. to be added to these fees for the Special Survey during construction of Vessels for Carrying Oil in Bulk.
 For engines and boilers built under the special superintendence of the Surveyors (to entitle them to the distinctive mark \star in red):—
 Five shillings per Nominal Horse Power for the first 250 Horse Power; three shillings for each Horse Power from
 251 to 500; one shilling for each Horse Power from 501 to 1,000; and 6d. for each Horse Power beyond 1,000. No fee to be
 less than £15 0s. 0d.
 The Nominal Horse Power for regulating survey fees on engines and boilers to be determined as described in Section 29.
 For the survey and testing of Steam Boilers fitted in Diesel Engine Vessels additional fees will be charged in accordance with the
 Society's usual scale.
 For the survey and testing of each Vertical Donkey Boiler, a fee of four guineas will be charged.
 Entry Fees as per Section 28 are additional to the above charges.
 In exceptional cases an additional charge will be made according to the service performed, and in all cases where travelling
 expenses are incurred by the Surveyors in connexion with the above services, they are to be defrayed by the parties interested.
 In no case can the ship be classed until all fees, travelling expenses, &c., due thereon are paid.
 This request is made upon the terms of the Rules and Regulations of Lloyd's Register of Shipping,
 which provide that:—
 While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be
 understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy
 in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the
 Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society.
 No. 709 in Builder's Yard. Manufacturers of Engines Sir James Laing & Sons Ltd.
See Auth. 5/11/29. Ditto of Boilers S.
 To the Secretary, Signature SIR JAMES LAING & SONS, LIMITED.
 Lloyd's Register of Shipping.
 71 Fenchurch Street, London, E.C.3.
 CHIEF DRAUGHTSMAN

fully complied with.
storage tanks in engine room.
The approved plans, the
ships are good.
a tank. peak tanks,
rily water tested as
engine, steering gear.
ous ofound satisfactory

o, Amended bottom longitudinal

essel should be Classed ∇ 100 A1
roleum in bulk,
al framing.

P. Collings
Surveyor to Lloyd's Register of Shipping.

PILLARS AND DECKS.

		INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
PILLARS , No. of Rows.....	<i>Three</i>				
"	<i>Fe.</i>	<i>dia.</i>			
"	in 'tween Decks, Size and Spacing.....	<i>3" on all frames</i>			
"	<i>Bridge</i>	<i>2 3/4 "</i>			
"	" " " "	<i>Trunk casings</i>	<i>26</i>		
"	<i>Poop.</i>	<i>as app'd and</i>			
"	in Holds	<i>2 3/4" dia. @ 48</i>			
"	" " " "	<i>-</i>	<i>-</i>	<i>-</i>	
Centre Line Bulkhead.					
Stiffeners and Spacing.....	<i>(Wss)</i>	<i>10</i>	<i>3 1/2</i>	<i>49</i>	<i>6</i>
		<i>4</i>	<i>3</i>	<i>35</i>	
		<i>@</i>	<i>31"</i>		
Plating, thickness of <i>50-38</i>	<i>Vert Webs.</i>	<i>33</i>	<i>x</i>	<i>40 with</i>	
	<i>Fl.</i>	<i>6</i>	<i>3 1/2</i>	<i>62</i>	
		<i>webs increased for sheer at ends.</i>			
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells		<i>81</i>	<i>x</i>	<i>62</i>	<i>44</i>
" " " " in way of Bridge		<i>81</i>		<i>44</i>	
	<i>ends.</i>				
" Angle in Wells		<i>6</i>	<i>6</i>	<i>66</i>	
Thickness of Plating abreast Deck openings		<i>58</i>	<i>54</i>	<i>46</i>	<i>in way of oil</i>
in way of Wells		<i>36</i>			<i>Clear of oil (see plans)</i>
Thickness of Plating abreast Deck openings		<i>74</i>			<i>Pump Room</i>
in way of Bridge		<i>62</i>	<i>50</i>	<i>36</i>	<i>under Poop.</i>
Thickness of Plating within line of openings...			<i>✓</i>		
If Sheathed, material and thickness			<i>✓</i>		
Second Deck.					
Stringer Plate, breadth and thickness in Wells...		<i>44</i>	<i>x</i>	<i>45</i>	
Stringer Plate, breadth and thickness in way of Bridge					
Thickness of Plating abreast Deck openings in way of Wells					
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		<i>44</i>	<i>42</i>	<i>x</i>	<i>36</i>
Plating, Sheathing, material and thickness		<i>34</i>	<i>30</i>	<i>26</i>	
Bridge Deck.					
Stringer Plate, breadth and thickness		<i>41</i>	<i>x</i>	<i>42</i>	
Plating, Sheathing, material and thickness		<i>32</i>	<i>-</i>	<i>26</i>	
Forecastle Deck.					
Stringer Plate, breadth and thickness		<i>35</i>	<i>x</i>	<i>36</i>	
Plating, Sheathing, material and thickness				<i>34</i>	

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	SINGLE OR DOUBLE.	RIVETS.		No. of ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	52	.94	.74	.74		Double	1	4	5R to 4R	1	4½	Lapped	
„ BBLG. (if any)													
BOTTOM PLATING, No. of Strakes	3-83 1-54½	.64	.62	.50		Double	7/8	3½	4R to 3R	7/8	3½	Lapped	
BIDGE PLATING, No. of Strakes	66	.64	.64	.54		"	"	"	"	"	"	"	
SIDE PLATING, No. of Strakes	3-66 1-60	.61	.46	.46		"	"	"	"	"	"	"	
UPPER DECK, Sheer- strake in Wells	60	.88	.46	.46		"	1"	4	5R to 3R.	1	4½	"	
UPPER DECK, Sheer- strake in Bridge ...	60	1.03				"	1½	4½	"	1½	5½	"	
STRAKE BELOW Sheer- strake in Wells	42	.42	.46	.46		"	7/8	3½	4R to 3R.	7/8	3½	"	
STRAKE BELOW Sheer- strake in Bridge ...	✓					-	-	-	-	-	-	-	
POOP SIDE PLATING40				Single	7/8	3½	1R	7/8	3½	Lapped	
BRIDGE SIDE PLATING42				Double	¾	3	2R.	¾	2½	"	
FOREC'TLE SIDE PLATING			.42			Single	7/8	3½	1R	7/8	3½		

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Extending to Upper Deck (Sec. 3 c)		Deck next below		As per Rule	
		10		6 th upper dk + 2 nd dks.		16 + as app ^d	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD, Summer Banks Upper tween decks	3/4	6 1/2 x 3 x 30	33		
" " Second "					
" " Third "					
" " Holds	50-34				
COLLISION " (in Hold)	50-30				
AFTER PEAK " "	8 1/2 x 46-30				

	Scantlings.	Spacing.	Scantlings.	Spacing.
2-34 x 42				
10-3 1/2 x 43				
6 1/2 x 3 x 30				
2 x 3 1/2 x 3 1/2 x 35				
4 x 3 x 34				
9 x 3 x 38				
4 x 3 x 30				
2 nd dk flat.				

	Scantlings.	Spacing.	Scantlings.	Spacing.
KEEL, Bar				
STEM				
STERN FRAME				
RUDDER—A x D				
Speed of Vessel				
RUDDER mainpiece at head				
" " heel				
" how constructed				
" double or single plate				
" coupling, vertical or				
" horizontal				

	Scantlings.	Spacing.	Scantlings.	Spacing.
KEEL, Bar				
STEM				
STERN FRAME				
RUDDER—A x D				
Speed of Vessel				
RUDDER mainpiece at head				
" " heel				
" how constructed				
" 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

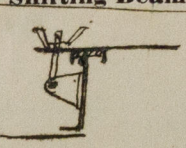
Cargo Fleet Iron $6^{\circ} 2' 10''$, Dorman Long $6^{\circ} 2' 10''$, Bonsett I.C. $6^{\circ} 2' 10''$, Bolchow Vaughan $6^{\circ} 2' 10''$
South Durham S. & J. $6^{\circ} 2' 10''$

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

Lloyd's Register
Foundation

EQUIPMENT No 40554-02										LETTER 87		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.			
24596	1st Bower ...	43	2	0	stockless			55	10	0	0	42½	Per. W.L. Byers & Co. Ltd.	not stated.	Low Walker, 4.7.30. A. Green.
33186	2nd „ ...	43	1	14	„			55	10	0	0	42½	„	„	Sld. 4.7.30 J.H. Butler.
24594	3rd „ ...	62	1	0	„			49	12	2	0	62	„	„	W. Walker, 4.7.30. A. Green.
	Collective weight.	209	0	14								204			
63614	Stream	20	3	14	5	1	18	21	10	1	4	20½	Rodgers.	W. Bloomer & Sons.	Lypton, 24.4.30 W. J. S. S. S.

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.		Tons.	Length.
	Fathoms.	Ins.	Tons.	Tons.	Owts. qrs. lbs.	Owts.	Fathoms.	Ins.					Fathoms.	Ins.		Fathoms.	Ins.
65813	300	2 3/8	10 1/2	14 1/2	848.3.5	844 1/4	300	2 3/8	shd	W. Bloomer & Sons.	Yipton 28.4.30 W.A. S. S. S. S.	TOWLINE...	130	5 1/2	411	130	5 1/2
												HAWSERS & WARPS	4-100	8" manila		4-100	8"
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Steering Gear, Steam *Electric Donkey 100* Steering Gear, Hand *Secondary means, by blocks & tackle operated from winch*
Boats *2-25ft life, 2-16ft dinghy* Windlass *Steam, Clark Chapman*
Ceiling in Holds, thickness and material *-* Cargo Battens, thickness, material and spacing *-*
Cargo Hatchways.-(Upper Deck) *Steel plates & angles* Thickness of Hatches *50 lb plate, stiffened with 2 angles 6x3x14, and two forming 8' border.*
Size of No. 1 Hatchway (Forward) *8-0 x 15-0* No. 2 *-* No. 3 *-* No. 4 *-* No. 5 *-* No. 6 *-*
Number of Shifting Beams and/or Fore and Afters *Cargo Oil tank latches - 18- 6-0 x 4-0, 9x3 1/2 x 4 1/2 BA Coaming to Centre tanks*
8- 6-0 x 3-0, " " " " " Summer.
 BIR JAMES LAING & SONS, LIMITED.
Builder's Signature *J. M. Carr* Director.


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.

This vessel is an Oil Tanker propelled by Duxfords Opposed Piston Oil Engine with auxiliary Donkey boilers fitted for burning Oil fuel F.P. 150°F. and the requirements in accordance with Sec. 20 of the Rules fully complied with. supplied from oil fuel bunkers forward of Engine Room & storage tanks in Engine Room.
The vessel has been constructed in accordance with the approved plans, the Rules & Secretary's letters. The materials & workmanship are good.
The Cargo tanks, Cofferdams, Oil fuel bunkers, deep tank, peak tanks, D.B. tanks, bulkheads & decks, have been satisfactorily water tested as required by the Rules. The Windlass, Steering engine, Steering gear, & pumps have been tried under working conditions & found satisfactory.

List of Plans: - (15 in No) midship section, Profile & decks, Amended bottom longitudinal approved

The amount of Entry Fee £ 10 : : Fees applied for, *1 OCT. 1930*
Special Survey Fee.... £ 553 : : Received by me, *7.10.30*
Travelling Expenses, if any £ : :
State whether the Vessel has been built under Special Survey *yes* Signature *W.P. Collings*
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *SUNDERLAND* Date of issue *15/10/30*
Committee's Minute *TUE. 14 OCT 1930*
Character assigned *+ 100A1*
Carryng. Petrol. in Bulk
+ L.M.C. 10,30

Write Sx
Lloyd's A & R
Oil Eng. 2 DB 150 lb
 © 2021 Lloyd's Register Foundation
W89-0212(2/2)

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.)

brackets, Transverse framing after end, Stern frame & Rudder, Tank top plating etc. in machinery space. After peak bulkhead, cofferdam & Oil fuel bunkers. After & Fore and Pumping. After end framing webs stringers etc. Riveting list. Poop front. Forepeak & chain locker, Transverse framing in fore deep & fore hold. Fore cofferdam bds. C.S. Quadrant & Siller, together with midship section, Profile & decks as built and 6 forging & casting certificates. Please return plans to Sunderland office for sister vessel now building.

The vessel was placed in Messrs Greenwells dry dock, Sunderland, on the 30th of September 1930, the bottom & rudder cleaned, examined found in good condition, and now repainted.

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	52. 0. 0 including pin.	M.K.	110	12. 6. 30
	2nd "	51. 3. 21	"	M.K.	113. 12. 6. 30
	3rd "	39. 1. 21	"	M.B.	4146. 26. 5. 30.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 101.8 ft., R.Q.D. ✓ ft., Bridge 32.0 ft., Forecastle 44.1 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 dks (stc) web frames and longitudinal framing.
Official No. : Signal Letters Is bottom of Vessel coated with cement no if not give particulars of composition except in peaks. Pump room feed water & dry DB tanks in Eng room, & cofferdams where Portland cement is fitted.

PARTICULARS OF WATER BALLAST.—

Where Fitted.		Length.	Water Capacity.	Where Fitted.		Length.	Water Capacity.
		Feet.	Tons.			Feet.	Tons.
Double bottom, aft,				Fore peak tank,		25	263
Double bottom, under Engines and Boilers,	F. Water	22.5	336	After peak tank,		14	103
Double bottom, if under Engines only,	Oil fuel	32.5	140	Deep tank, aft,		✓	—
Double bottom, if under Boilers only,	Dry	10.0	—	Deep tank, forward,		33.12	424.5
Double bottom, forward,		65.0	—	Other tanks, if fitted,		—	—
		Total capacity of double bottom	446	(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. 5736

Date 17. 10. 29

Dates of Surveys held while building

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

Total No. of Visits 142