

STEEL STEAMER or MOTORSHIP.

Received at London Office

15 OCT 1934

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

13th Oct 1934 Port of *Belfast.*

No. 11 382

Survey held at

Belfast

Date First Survey

2nd May 1934

Last Survey

2nd October

1934

On the

*Twin Screw Turbine**"ASTURIAS"*

State Type

*(Full Scantling, Complete Superstructure with or without Tonnage Openings)**with freeboard.*

State Type of Erections

P.B.F.

TONNAGE under Tonnage Deck

12347.82

CLASS

100.A.1.

State if with freeboard as condition of Class

Yes

Built at

Belfast

Launched

*7.6.25*Yard No. *507*

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

3556.08

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

639

Breadth (greatest moulded)

78

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

*44.77*1st Longitudinal Number (L x D) = *28608*2nd Numeral L x (B + D) = *78450*

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

14.27

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

11.88

Do. Long Bridge to top of keel

30.10

Draught Moulded

27.3

Managers

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

Residence

Port of Registry

Belfast.

If surveyed while building, or in dry dock

Afloat & in drydock

REGISTERED DIMENSIONS.

FEET.

Length

640.5

Breadth

78.5

Depth

40.5


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.
FRAMES, Spacing amidships <i>as aft</i>	<i>32 1/2</i>		Bracket Floors, Frame		
" " from 1/2 length to Collision bulkhead	<i>30 + 27</i>		" " Reversed Frame		
" " in peaks	<i>25</i>		" " Vertical Struts		
" " <i>fine peak</i>	<i>24</i>		Centre Girder, depth and thickness amidships	<i>54 + .80</i>	
SIDE FRAMING.			" " top Angles	<i>4 4 .70</i>	
Frame Amidships, Angle, [<i>or</i>]	<i>9 + 4 + 4 + 48/58</i>		" " bottom Angles	<i>5 5 .76</i>	
" " Extends up to	<i>D' deck</i>		Side Girders, No. each side and thickness	<i>4 1/3 Continuous .60 3 Interstitial .50</i>	
Reversed Frame Amidships, Angle	<i>None</i>		Margin Plate depth (excl. of flange) and thickness	<i>39 + .62</i>	
" " Extends up to	<i>-</i>		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>double 6 + 6 + .50</i>	
Depth of Framing Girder	<i>9</i>		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>0.2. Lay out as shell</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, [<i>or</i>]	<i>9 + 4 + 4 + 48/58</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>.50 ev</i>	
" " Second 'tween Decks, Angle, [<i>or</i>]	<i>"</i>		" " Gussets, spacing and scantling forward 1/2 len. from stem		
" " Third " " " "	<i>"</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>13.0 .50</i>	
Framing in Peaks, Angle, [<i>or</i>]	<i>9 3 1/2 .48</i>		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>1" 6 dia</i>		Breadth and thickness of Middle Line Strake	<i>54 + .60</i>	
State if Frame Joggled	<i>No</i>		" " " <i>Shake over Cent. Girders</i>	<i>60 + .60</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars			Thickness of remainder in Holds	<i>.50 - .40</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Double for 1/2 shell, with 5 1/2 dia additional girders 3 shell strakes midship thickness carried forward.</i>		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>as app.</i>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, [<i>or</i>]	<i>8 + 3 1/2 + 3 1/2 + 42/52</i>	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [<i>or</i>]	<i>"</i>	
Middle Line Keelson, on Floors, Angles, [<i>or</i>]			Spacing	<i>ev</i>	
" " Through Plate or Intercoastal Plate			B' Second Deck, amidships, Angle, [<i>or</i>]	<i>8 + 3 1/2 + 3 1/2 + 42/52</i>	
" " Foundation Plate on Floors			Spacing	<i>ev</i>	
" " Flat Plate Keel Angles			A' Third Deck, amidships, Angle, [<i>or</i>]	<i>8 + 3 1/2 + 3 1/2 + 42/52</i>	
Side Keelsons, No. each side			Spacing	<i>ev</i>	
" " thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, [<i>or</i>]	<i>9 + 3 1/2 + 3 1/2 + 40/52</i>	
" " Angles			Spacing	<i>ev</i>	
DOUBLE BOTTOM.			Poop Deck, Angle, [<i>or</i>]	<i>7 + 3 1/2 + 3 1/2 + 48/50</i>	
Solid Floors, thickness and spacing	<i>50 2 32 1/2</i>		Spacing	<i>ev</i>	
" " Are Frame and Reversed Frame joggled?	<i>Frame - yes. Rev. fr. no.</i>		Bridge Deck, Angle, [<i>or</i>]	<i>8 + 3 1/2 + 3 1/2 + 42/52</i>	
Bracket Floors, breadth and thickness at middle line			Spacing	<i>ev</i>	
" " breadth and thickness at margin plate			Forecastle Deck, Angle, [<i>or</i>]	<i>8 + 3 1/2 + 3 1/2 + 42/52</i>	
			Spacing	<i>ev</i>	

PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	✓ 4	
" in 'tween Decks, Size and Spacing.....	B-C 3' 0" @ 3' 0" A-B 3 1/2 " " A-A 4 1/8 " " A-A 4 1/4 " "	
" " " " " aft fwd 6 1/4 " "		
" " " " " 5 7/8 " "		
Centre Line Bulkhead.		
Stiffeners and Spacing.....	✓	
Plating, thickness of	✓	
STRINGERS AND DECKS.		
Uppermost Continuous Deck. "C" forewell 66+78+78 dble Vapts = 60+58		
Stringer Plate, breadth and thickness in Vapts.....	66+58	
" " " " " in way of Bridge.....	66+58	
" Angle in Wells at Adjacent end 8 1/2 + 8 1/2 + 8 1/2 " " " " " end 6+6+6+6+6+6		
Thickness of Plating abreast Deck openings) .48 aft well in way of Wells no openings fore well		
Thickness of Plating abreast Deck openings) .58 in way of Bridge (as plans)		
Thickness of Plating within line of openings... 1/2		
If Sheathed, material and thickness 5+3 P.P. exposed		
"B"		
Second Deck, forewell 60+72 Stringer Plate, breadth and thickness in Wells... aft = 55+40		
Stringer Plate, breadth and thickness in way of Wells.....	60+54	
Thickness of Plating abreast Deck openings) .48 ahead & casing elsewhere in way of Wells 38 elsewhere		
Thickness of Plating within line of openings... 3/8		
If Sheathed, material and thickness Composition steel ribs 10mm x parages about 8'		
"A"		
Third Deck.		
Stringer Plate, breadth and thickness..... 60+46		
If Plated, state thickness..... under deck deck openings 30 ahead openings 36		
Fourth Deck.		
Stringer Plate, breadth and thickness..... 60+46		
If Plated, state thickness 30		
Poop Deck. "D"		
Stringer Plate, breadth and thickness 66+44		
Plating, Sheathing, material and thickness ... 30 5+3 teak		
Bridge Deck.		
Stringer Plate, breadth and thickness..... D 69+100		
Plating, Sheathing, material and thickness ... 68 5+3 teak		
Forecastle Deck.		
Stringer Plate, breadth and thickness..... D 66-36+44		
Plating, Sheathing, material and thickness ... 40 5+3 teak		


SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.			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	60	1-10	.84	.76		double	1 1/2	4 7/8	Treble	1 1/2	4	double strapped	
Rubber. „ Date. if any)		11\"2"											
BOTTOM PLATING, No. of Strakes 5	Garb 1	.84	.76	.60	B.C.D. Carried fwd	"	1	4 1/8	Quadruple	1	4	Lapped	
60% 77 77 77 77 77	4	.80	.56	.68	To C.B. .80	"	1	"	GWH quadruple	1	4	"	
BILGE PLATING, No. of Strakes 5		.86	.56	.70	Ply increased at Bowing	"	1	"	I quadruple	1	4	"	
60% 60% 73%						5-I Treble							
SIDE PLATING, No. of Strakes 8	72"	.80	.56	.56		double	1	"	"	1	4	"	
72"						Treble at S.L.							
72"													
UPPER DECK, Sheer-strake in Wells.....	53 1/2"		1-10	.74		"	1	"	"	1	4	"	
6"	63 1/2"				increased & doubled at heads	"	1	"	"	1	4	"	
UPPER DECK, Sheer-strake in Bridge80	.56	.56	at heads 1-10	"	1	3 5/8	"	1	4	"	
STRAKE BELOW Sheer-strake in Wells.....			.94	.72	1-10	"	1	A 4 1/8	"	1	4	Lapped & strapped at	
STRAKE BELOW Sheer-strake in Bridge ...)		.80	.56	.56	increased & doubled at beams .90	"	1	4 3/8	"	1	4	- do -	
POOF SIDE PLATING46				"	7/8	3 1/2	Treble	7/8	3 1/2	Lapped	
Bridge Side Strake	68"	1.00				"	1 1/8	4 1/2	"	1 1/8	4 1/2	strapped	
BRIDGE SIDE PLATING sides 53"		.90				"	1 1/8	4 1/2	"	1 1/8	4 1/2	"	
FORECASTLE SIDE PLATING		.52				"	7/8	3 1/2	"	7/8	3 1/2	Lapped	

WATERTIGHT BULKHEADS.

Total No. of **W.T. BULKHEADS** in Vessel—
 Extending to Upper Deck (Sec. 3 c) *11 in No.*
 " Deck next below ✓
 As per Rule ✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	<i>forged</i>	<i>11x2</i>	<i>Calvilles</i>	
STEM		<i>12x3</i>	<i>Calvilles</i>	
STERN FRAME { Propeller Post	<i>Casting</i>	<i>2 1/2" x 1 1/4"</i> 	<i>Darlington Forge</i>	
{ Rudder				
RUDDER—A x D		<i>18"</i>	<i>Semi balanced</i>	
Speed of Vessel	<i>See entry 34</i>	<i>18 1/2</i>	<i>Trial 19 1/2 kts.</i>	
RUDDER mainpiece at head	<i>Forged</i>	<i>19 3/4</i>	<i>Darlington forge</i>	
" heel	<i>cast</i>	<i>15</i>	<i>Stock now renewed</i>	
" how constructed	<i>built</i>	<i>14"</i>	<i>Beamwales 20"</i>	
" double or single plate	<i>single</i>	<i>110</i>	<i>wood steam line</i>	
" coupling, vertical or	<i>hony</i>	<i>4 1/2 dia</i>	<i>now fitted (16)</i>	
" horizontal		<i>5" beamw</i>		

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULK'HD.	Upper tween decks	30 x 32	5 x 2 1/2 x 38	30	"
"	Second	32 x 34	6 x 3 x 34	30	"
"	Third	38 x 40	6 x 3 x 34	30	"
"	Holds	42 x 52	7 x 3 x 36 L 8	30	"
"		44 x 52	9 x 3 x 46 L 8	30	"
COLLISION	(in Hold)	44 x 46	10 x 3 x 50 L 8	24	"
AFTER PEAK		50 x 60 x 66	12 x 5 x 51 x 60	24	"

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

STEEL.

Steel tested to Lloyds Register requirements originally

Has the Steel been tested as required by the Rules?

EQUIPMENT No.

LETTER.

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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	owts.	qrs.	lbs.				
89331	1st Bower	133	1	0				79	2	2	0		Dreadnought Type	S. Taylor & Son	N 8-9-27 L. H. Wright
87539	2nd "	131	2	13				78	10	0	0		"	"	N 27-4-28 H. Green
90233	3rd "	130	3	20				78	3	3	0		all forged Ovi. Single Sh.	"	N 5-9-28 L. L. Wright
	Collective weight.	395	3	5								390			
87423	Stream	42	2	14				37	11	3	14		Ironmaus F.W.I.	Hinsley Sons	N 12-3-28 N. Green

CHAIN CABLES.

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.	Stations.	Break- ing.	Supplied.		Per Rule.	Length.	Diam.	Length.					Cir.				
	Fathoms.	Inch.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Inch.					Fathoms.	Inch.	Tons.	Fathoms.	Inch.
76641	165	3 1/2	16 1/2	226 1/2	891.	3.	12	✓	✓	✓	Steel Link	14 Maykey Run N 26.2.25 N 26.2.25	✓	✓	4 1/2	15 3/4	12 3/4	✓	✓
76682	165	3 1/2	16 1/2	226 1/2	889.	3.	0	✓	✓	✓	"	" N. 20.3.25 "	✓	✓	8 1/2	120	8"	manila	✓
	330				1781.	2.	12	✓	✓	✓			✓	✓	7 1/2	150	3 1/2	S.W.	✓
Stream Chain or Steel Wire		Cir.									Cir.				1	150	7 1/2	S.W.	✓
	150	7"	S.W.												2	150	4	S.W.	✓

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.	Stations.	Break- ing.	Supplied.		Per Rule.	Length.	Diam.	Length.					Cir.				
	Fathoms.	Inch.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Inch.					Fathoms.	Inch.	Tons.	Fathoms.	Inch.
76641	165	3 1/2	16 1/2	226 1/2	891.	3.	12	✓	✓	✓	Steel Link	14 Maykey Run N 26.2.25 N 26.2.25	✓	✓	4 1/2	15 3/4	12 3/4	✓	✓
76682	165	3 1/2	16 1/2	226 1/2	889.	3.	0	✓	✓	✓	"	" N. 20.3.25 "	✓	✓	8 1/2	120	8"	manila	✓
	330				1781.	2.	12	✓	✓	✓			✓	✓	7 1/2	150	3 1/2	S.W.	✓
Stream Chain or Steel Wire		Cir.									Cir.				1	150	7 1/2	S.W.	✓
	150	7"	S.W.												2	150	4	S.W.	✓

Steering Gear, Steam *Hydraulic Electric, Holland & Wolff* Steering Gear, Hand ☒

Boats *26 lifeboats & 2 motor lifeboats* Steering Chains, Size and Test ☒ Windlass *Clark Chapman electric*

Ceiling in Holds, thickness and material *Insulated* Cargo Battens, thickness, material and spacing ☒

Cargo Hatchways.—(Upper Deck) *steel plates angles* Thickness of Hatches *NO 1 4' 5' 6" 0" 4K = 3" NO 2 3' = 2 1/2"*
NO 1 2' 5' 8" 4K = 2 1/2"

Size of No. 1 Hatchway (Forward) *5' 9" x 16' 0"* No. 2 *17' 6" x 17' 0"* No. 3 *13' 6 1/2" x 17'* No. 4 *13' 6 1/2" x 16'* No. 5 *13' 6 1/2" x 16'* No. 6 *18' 6 1/2" x 16'*

Number of Shifting Beams *and for Fore and Afters* *NO 1 10 1/2 = 3. NO 2 3.5-6 = 2. NO 4 NONE*
FORE & AFTERS. NO 4 = 3

Builder's Signature *[Signature]*

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel O.F. burning (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo no. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

Oil fuel of flash point above 150°F is Carried in $10\frac{1}{2}$ 4.5-6.8 Double bottom Tanks, in 8 deep O.F. Tank starboard E.R. and in 10 deep O.F. Tank forward of B.R. also in 2 settling Tanks situated in the B.R. and in the After peak.

This vessel has been surveyed for Classification in the Society's Register Book in accordance with the instructions contained in the Rules for vessels not built under Survey and in Compliance with the Secretary's letters. The vessel was found to have been constructed in accordance with the reference plans supplied, and the pillaring generally, strengthening of bottom forward and deckhouses arrangements have been examined and found satisfactory. The scantlings have been verified, the structures examined by the removal of rivets, drilling & otherwise and the workmanship and the condition of the materials found to be satisfactory.

The fore end has been cut off and reconstructed giving to the vessel an increased length of ten feet, the After peak has been adapted for the carriage of oil fuel

The amount of Entry Fee £ : : Fees applied for, 13.0.1934

Special Survey Fee..... £ : : Received by me, 13.11.1934

L500 Less £30.35 = £469.16.7
already charged at Travelling Expenses, if any £

I am of opinion the Vessel should be Classed 100. A.1.
with husband
E.S.D. D.F.

State whether the Vessel has been built under Special Survey no.

H.M.
Certificate no. sent to owners. Date of issue 18/10/34

Signature P.M. Muddal. & J.P. Scott
Surveyor to Lloyd's Register of Shipping.

Committee's Minutes ~~Jul 10~~ Oct 1934
Character assigned 100 A1
with free board.
Lloyds A+C R. + Inc 1034
S.S. No. 3 10.34 + NE LB 10.34
Date of Buils-1925 3 W.T.B. 450 lb
S.S. 34 Ch. 30 2 Donkey Bls. (1925) 100 lb
Zitter for oil fuel 1034 8.
3 lb above 150°F
Wrote Rel.

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.)

and the original main engine substituted by geared turbines, the steam power being supplied from three "Johnson" type oil fired watertube boilers. Two vertical type Cochran oil fired donkey boilers are also fitted. No increase in the dimensions of the original machinery space was found necessary.

All alterations have been carried out satisfactorily in accordance with the approved plans. The double bottom Tanks, peaks, settling tanks and deep O.F. and domestic Tanks & cofferdams have been tested as required by the Rules with satisfactory results. Water tight doors tested & found in order. The steering gear, windlasses & pumps & cargo doors have been tested & found in order. Where new inlets & discharges have been cut in the shell plating, compensation has been arranged and has been tested in completion.

The fireboards assigned have been verified & the markings cut in the sides of the recess. Insulation is fitted throughout the holds & tween decks, this work having been carried out under the supervision of the Society's Surveyors originally.

Three expansion joints are fitted, the position being, between 58.9 ft aft and 64.5 ft fwd, both cuts being carried down to 'C' deck and between 102.3 ft fwd, carried to 'D' deck.

With regard to the equipment; the Anchors & Cables had originally been tested at a L.P.H. the particulars of these being as given on page 3 of this report. but the markings were not in all cases decipherable as regards the cables.

From additional certificates found on board the following details were noted:—

	orig Cert No	new Cert No	date & place.
1 1/2" cable	76641	85168	7.9.28 Netheuton L.L. Wright.
1 end Shackle	76641	85576	24.8.29 " N. Green.
1 joining "	76682	86130	25.10.30 " "
1 end "	76682	86496	23.12.31 " "
2. 3 link buffers		76688	16.3.25 " "
2 joining Shackles		76705	25.3.25 " "

The equipment has been examined, cables ranged, shackle pins out and found satisfactory. Forging reports for new Teller & stock enclosed.

The following plans are enclosed for reference, it is requested these be returned to the Belfast office for reference when the "Alcantara", the sister ship, comes under survey in a few weeks time:— ⑥ Midship section. ②③ forep. dk. ① A. dk. ④ B. dk. ②② C. dk. ②① D. dk. ②② E. dk. ②③ F. dk. ②② Chain locker B.H. ③③ 7. P. tank ③① 7. S. framing. ③ outline profile.

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

1st Bower
2nd "
3rd "

no particulars available

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 41 ft., R.Q.D. ✓ ft., Bridge 41 1/4 ft., Forecastle 137 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. 'D' deck carried through, doors open.

No. and Material of Decks (this information is to be given as it should appear in the Register Book)

4 dks (214) 5th dk (214) in 121.213 holds

Official No. 148146 ; Signal Letters G.L.Q.S.

Is bottom of Vessel coated with cement yes if not give

particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	189.58	1026	Fore peak tank,	36.0	166
Double bottom, under Engines and Boilers,	111.04	961	After peak tank,	27.06	278
Double bottom, if under Engines only,			Deep tank, aft, O.F. Tanks aft.		1009
Double bottom, if under Boilers only,			Deep tank, forward, " " fwd		1837
Double bottom, forward,	238.92	1643	Other tanks, if fitted, Settling Tanks B.R.		125
			(If necessary, furnish further information by sketch.)		482.

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

Order for Special Survey No.

Date

Dates of Surveys held while building

1931
May 2.5.11.14.15.22.23.24.25.31 June 1.4.5.6.7.9.13.14.15.16.17.19.20.21.22.25.26.27.28
July 2.3.4.5.6.10.11.16.17.18.19.20.21.23.24.25.26.27 Aug 1.3.6.7.9.10.11.13.14.17.18.20.21.22.23.24.27.28.29.30.31 Sept 4.5.7.11.12.15.17.19.20.21.24.28 Oct 1.2.

Total No. of Visits 82

Rpt. 8.

These p
Signal Letter

Official

148,146

No., Date, and

Whether Brit
Foreign Bu

British

Number of D

Number of M

Rigged

Stern

Build

Galleries

Head

Framework

vessel

Number of Bu

Number of v

and their c

Total to quarter t
to bottom of

No. of
sets of
Engines.

Two

Ste

Sing

g

No. of
Shafts.

Two

Descript

Number

Iron or

Loaded

Under Tonnag

Space or spac

Turret or Trun

Forecastle

Bridge space

Poop or Break

Side Houses.

Deck Houses

Chart House

Spaces for ma

Section 78 (

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NOTE 2.—The u

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Name

No. of Owners

Name, Reside

Dated

20. Wt. 11709/300

Lloyd's Register

Foundation