

STEEL STEAMER or MOTORSHIP.

Received at London Office 21 OCT 1936

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 *15th October 1936* Port of *Grunwick* No. *202Ht.*
Survey held at *Port Glasgow* Date First Survey *30th DECEMBER 1935* Last Survey *14th OCTOBER 1936*
On the *(State if Machinery fitted Aft and if Single, Twin or Triple Screw)* *Single Sc. "ARABIAN PRINCE"*
State Type *(Full Scantling, Complete Superstructure with or without Tonnage Openings)* *Comp. Super. with canopy open aft* State Type of Erections *Bridge & Sls on Super. str.*

TONNAGE under Tonnage Deck... *1446.44* CLASS *100 A1* State if with freeboard as condition of Class *yes* Built at *Port Glasgow*
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 290* Launched *2nd Sept 1936* Yard No. *425*
Total *1446.44* Breadth (greatest moulded) *B 44* Builders *Wm Hamilton & Co. Ltd.*
Gross Tonnage *1959.65* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 27.16* Owners *Primer Line Ltd.*
Register Tonnage *1035.09* 1st Longitudinal Number (L x D) *26.66 x 77.31* Managers *✓*
2nd Numeral L x (B + D) *20491* Residence *London*
REGISTERED DIMENSIONS. FEET. Framing Depth "d," at middle of length. See Sec. 3 (1d) *16.12* Port of Registry *London*
Length *296.3* Proportions—Depth to Length—Uppermost continuous deck to top of keel *10.68* If surveyed while building, afloat, & in dry dock
Breadth *44.2* Do. Long Bridge to top of keel *8.25* *yes*
Depth *16.45* Draught Moulded *18.9"*

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 | 27 | ✓ | Bracket Floors, Frame | 6 3 36 | 5 1/2 x 3 x 36 |
| " " from 3/8 length to Collision bulkhead | 27 | ✓ | " " Reversed Frame | 5 3 34 | ✓ |
| " " in peaks | 24 | ✓ | " " Vertical Struts | 7 x 3 x 3 x 36 | ✓ |
| IDE FRAMING. | | | Centre Girder, depth and thickness amidships | 36 16 | ✓ |
| Frame Amidships, Angle, [or] | 8 3 14 | ✓ | " " top Angles | 3 3 40 | ✓ |
| " " Extends up to | 2 nd DECK. | ✓ | " " bottom Angles | 3 1/2 3 1/2 44 | ✓ |
| Reversed Frame Amidships, Angle | ✓ | | Side Girders, No. each side and thickness | 1 @ 32 | ✓ |
| " " Extends up to | ✓ | | Margin Plate depth (excl. of flange) and thickness | 32 1/2 42 | ✓ |
| Depth of Framing Girder | BULB ANGLE | | " " Vertical Angle to Tank side | 6 x 1/2 x 36 766 | ✓ |
| Frames in Uppermost Continuous 'tween Decks, Angle, [or] | 5 1/2 3 31 | ✓ | " " Bracket abaft 1/2 len. from stem | ✓ | |
| " " Second 'tween Decks, Angle, [or] | 5 1/2 3 31 | ✓ | " " Vertical Angle to Tank side | ✓ | |
| " " Third " " " | ✓ | | " " Bracket forward 1/2 len. from stem | ✓ | |
| Framing in Peaks, Angle or [| 6 3 30 | ✓ | " " Gussets, spacing and scantling abaft 1/2 len. from stem | 81" 34 PLT. | ✓ |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 3/4 @ 7 DIA. | ✓ | " " 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 | 55 36 | ✓ |
| ANTING ARRANGEMENTS (Sec. 7), state system and particulars | DEEP FRAME SYSTEM. 9 x 3 1/2 x 36 B.A. 1 SIDE STRINGER. NO SHELL CORR. SHELL PLATING 1/2" BELOW 2 nd DECK. | ✓ | INNER BOTTOM PLATING. | | |
| TRENGTHENING OF BOTTOM FORWARD. State Particulars | 5 x 5 x 3/4 SING. FRAME WITH 2 COMP. ROWS OF RIVETS. ADDITIONAL INTERCOSTALS. 2 STRAKES SHELL PLATING 1/2" AS APPROVED. | ✓ | Breadth and thickness of Middle Line Strake | 17 42 | ✓ |
| INGLE BOTTOM. | | | Thickness of remainder in Holds | 37 | ✓ |
| Floors, Depth and thickness at mid-line in Holds | ✓ | | 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. | ✓ |
| Height of Brackets at side above base line at toe of frame | ✓ | | BEAMS. | | |
| Middle Line Keelson, on Floors, Angles, [or] | ✓ | | Uppermost Continuous Deck, amidships in Wells, Angle, [or] | 6 3 32 | ✓ |
| " " Through Plate or Intercostal Plate | ✓ | | " " in way of Bridge, Angle, [or] | 6 3 32 | ✓ |
| " " Foundation Plate on Floors | ✓ | | Spacing | 27 | ✓ |
| " " Flat Plate Keel Angles | ✓ | | Second Deck, amidships, Angle, [or] | 7 3 33 | 7 x 3 x 32 |
| Side Keelsons, No. each side | ✓ | | Spacing | 27 | |
| " thickness of Intercostal Plate | ✓ | | Third Deck, amidships, Angle, [or] | ✓ | |
| " Angles | ✓ | | Spacing | ✓ | |
| DOUBLE BOTTOM. | | | Fourth Deck, amidships, Angle, [or] | ✓ | |
| Solid Floors, thickness and spacing | 3/16 @ 54 | ✓ | Spacing | ✓ | |
| " " Are Frame and Reversed Frame joggled? | YES. | ✓ | Poop Deck, Angle, [or] | ✓ | |
| Bracket Floors, breadth and thickness at middle line | 27 36 | ✓ | Spacing | ✓ | |
| " " breadth and thickness at margin plate | 30 36 | ✓ | Bridge Deck, Angle, [or] | 6 3 35 | ✓ |
| | | | Spacing | 27 | |
| | | | Forecastle Deck, Angle, [or] | 5 1/2 3 34 | ✓ |
| | | | Spacing | 24 | |

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..... | ONE | | | Stringer Plate, breadth and thickness in way of Bridge | 6 1/4 | 34 | |
| „ in 'tween Decks, Size and Spacing | WIDE SPACED | | | Thickness of Plating abreast Deck openings in way of Wells | | 30 | |
| „ „ „ „ „ | PILLARS & | | | Thickness of Plating abreast Deck openings in way of Bridge | | 30 | |
| „ in Holds „ „ | GIRDERS AS | | 11 | Thickness of Plating within line of openings... | | 30 | |
| „ „ „ „ „ | APPROVED. | | | If Sheathed, material and thickness | ✓ | | |
| Centre Line Bulkhead. | | | | Third Deck. | | | |
| Stiffeners and Spacing..... | ✓ | | | Stringer Plate, breadth and thickness..... | ✓ | | |
| Plating, thickness of | ✓ | | | If Plated, state thickness..... | ✓ | | |
| STRINGERS AND DECKS. | | | | Fourth Deck. | | | |
| Uppermost Continuous Deck. | | | | Stringer Plate, breadth and thickness..... | ✓ | | |
| Stringer Plate, breadth and thickness in Wells | 6 1/4 | 39 | | If Plated, state thickness | ✓ | | |
| „ „ „ „ in way of Bridge | 6 1/4 | 34 | | Poop Deck. | | | |
| „ Angle in Wells | 5 | 5 | 39 | Stringer Plate, breadth and thickness | ✓ | | |
| Thickness of Plating abreast Deck openings in way of Wells | | 35 | | Plating, Sheathing, material and thickness | ✓ | | |
| Thickness of Plating abreast Deck openings in way of Bridge | | 28 | | Bridge Deck. | | | |
| Thickness of Plating within line of openings... | | 30 | | Stringer Plate, breadth and thickness..... | 6 1/4 | 32 | |
| If Sheathed, material and thickness | O.P. | 2 1/2 | | Plating, Sheathing, material and thickness .. | PLATING 28 | | |
| Second Deck. | | | | | O.P. 2 1/2 | | |
| Stringer Plate, breadth and thickness in Wells... | 6 1/4 | 34 | | Forecastle Deck. | | | |
| | | | | Stringer Plate, breadth and thickness..... | | 32 | |
| | | | | Plating, Sheathing, material and thickness .. | | 30 | |

SHELL PLATING.

| SCANTLINGS. | | | | | | RIVETING. | | | | | | | |
|---|---------------|------------|------------|------------|--|---------------------------------------|------------|-----------------------|---------------------------|------------|-----------------------|------------------------|--|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. State if jogged? <i>NO.</i> | | | BUTTS. | | | | |
| | AMIDSHIPS. | | FORWARD. | AFT. | | 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 | <i>16 1/2</i> | <i>.57</i> | <i>.55</i> | <i>.53</i> | <i>1</i> | <i>DOUBLE.</i> | <i>7/8</i> | <i>3 3/8</i> | <i>3</i> | <i>7/8</i> | <i>3 1/2</i> | <i>LAPPED.</i> | |
| „ DBLG. (if any) | | | <i>✓</i> | | | | <i>✓</i> | | | <i>✓</i> | | | |
| BOTTOM PLATING, No. of Strakes | | <i>.52</i> | <i>.43</i> | <i>.43</i> | <i>1 1/2</i> | <i>DOUBLE.</i> | <i>3/4</i> | <i>3</i> | <i>3</i> | <i>3/4</i> | <i>2 5/8</i> | <i>LAPPED.</i> | |
| BILGE PLATING, No. of Strakes | | <i>.48</i> | <i>.42</i> | <i>.44</i> | <i>2 5/8</i> | <i>"</i> | <i>"</i> | <i>"</i> | <i>3</i> | <i>"</i> | <i>"</i> | <i>"</i> | |
| SIDE PLATING, No. of Strakes | | <i>.47</i> | <i>.42</i> | <i>.41</i> | <i>1</i> | <i>"</i> | <i>"</i> | <i>"</i> | <i>3</i> | <i>"</i> | <i>"</i> | <i>"</i> | |
| UPPER DECK, Sheer- strake in Wells..... | <i>18</i> | <i>.52</i> | <i>.43</i> | <i>.41</i> | <i>✓</i> | <i>"</i> | <i>7/8</i> | <i>3 3/8</i> | <i>3</i> | <i>7/8</i> | <i>3 1/2</i> | <i>"</i> | |
| UPPER DECK, Sheer- strake in Bridge ... | <i>18</i> | <i>.47</i> | | | <i>✓</i> | <i>"</i> | <i>3/4</i> | <i>3</i> | <i>3</i> | <i>3/4</i> | <i>2 5/8</i> | <i>"</i> | |
| STRAKE BELOW Sheer- strake in Wells..... | <i>18</i> | <i>.51</i> | <i>.44</i> | <i>.41</i> | <i>1</i> | <i>"</i> | <i>"</i> | <i>"</i> | <i>3</i> | <i>7/8</i> | <i>3 1/2</i> | <i>"</i> | |
| STRAKE BELOW Sheer- strake in Bridge ... | <i>18</i> | <i>.47</i> | | | <i>1</i> | <i>"</i> | <i>"</i> | <i>"</i> | <i>3</i> | <i>3/4</i> | <i>2 5/8</i> | <i>"</i> | |
| POOR SIDE PLATING..... | | | <i>✓</i> | | | | <i>✓</i> | | | <i>✓</i> | | | |
| BRIDGE SIDE PLATING ... | | <i>.42</i> | | | <i>✓</i> | <i>SINGLE. 11</i> | <i>3/4</i> | <i>3</i> | <i>3</i> | <i>3/4</i> | <i>2 5/8</i> | <i>LAPPED.</i> | |
| FOREC'TLE SIDE PLATING | | | <i>.57</i> | | <i>✓</i> | <i>SINGLE</i> | <i>"</i> | <i>"</i> | <i>1</i> | <i>"</i> | <i>"</i> | <i>"</i> | |

WATERTIGHT BULKHEADS.

| | |
|---|-----------|
| Total No. of W.T. BULKHEADS in Vessel— | 5. |
| Extending to Upper Deck (Sec. 3 c) | 1. |
| „ Deck next below | 4. |
| As per Rule | 5. |

FORGINGS and CASTINGS.

| | Casting or Forging. | Scantlings. | Maker's Name. | Any departure from approved plans to be noted. |
|------------------------------|------------------------|---------------|---------------------|--|
| KEEL, Bar | | | ✓ | |
| STEM | ROLLED | 7 1/2 x 2 1/2 | ✓ | |
| STERN FRAME { | Propeller Post | CAST SHAPED | THE STEEL CO. | ✓ |
| | Rudder | STEEL PLATE | OF SCOTLAND. | |
| Speed of Vessel | 12 KNOTS. | | ✓ | |
| RUDDER—Type | ORDINARY DOUBLE PLATE. | | ✓ | |
| „ A x D | | 209. | | ✓ |
| „ Diam. of head | FORG. | 7 1/2 | J.S. FORSTER & SONS | |
| „ Mainpiece at top pintle | CAST | 8 x 5 1/2 | THE STEEL | |
| „ „ heel ... | STEEL | 6 x 4 | CO. OF | |
| „ how constructed | FRAME | | SCOTLAND. | |
| „ double or single plate | DOUBLE. | 3 1/2 | ✓ | |
| „ coupling, vertical or | | | | |
| „ horizontal | HORIZONTAL. | | | |

| | | Plating Thickness. | STIFFENERS. | | | |
|------------------------------------|-------------------|--------------------|------------------------|----------|---------------------|----------|
| | | | VERTICAL. | | HORIZONTAL. | |
| | | | Scantlings. | Spacing. | Scantlings. | Spacing. |
| MIDSHIP BULKH'D, Upper tween decks | | ✓ | | ✓ | | |
| " | " Second " | ✓ | | ✓ | | |
| " | " Third " | ✓ | | ✓ | | |
| " | " Holds | 34/26 | B.A. 7 x 3 x 26 | 28 | also see plans ✓ | |
| COLLISION | " (in Hold) | 48/30 | B.A. 9 x 3 1/2 x 46 | 24 | 1 SET. B.O.P. | |
| AFTER PEAK | " " | 44/30 | B.A. 6 x 3 x 32 | 24 | 200 LBS. REC. TOP | |

STEEL.

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

STEWARTS & LLOYDS, THE STEEL COMPANY OF SCOTLAND, COLVILLE LIMITED

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

| EQUIPMENT No 21413. | | | | | | | | | | LETTER C | 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. | | | | |
| 35901. | 1st Bower ... | 12 | 1 | 0 | STOCKLESS. | | | 37 | 6 | 1 | 0 | 42 | BYERS IMPROVER. | NOT STATED. | SUNN. 12.5.36. BUTLER. |
| 35902. | 2nd „ ... | 12 | 0 | 7 | “ | | | 37 | 4 | 1 | 14 | 42 | “ | “ | “ 14.5.36 “ |
| 35903 | 3rd „ ... | 35 | 2 | 14 | “ | | | 32 | 16 | 2 | 14 | 55½ | “ | “ | “ “ “ |
| | Collective weight. | 119 | 3 | 21 | | | | | | | | 119½ | | | |
| 95187 | Stream | 11 | 0 | 17 | 12 | 3 | 13 | 13 | 2 | 2 | 0 | 11 | ORDINARY. | S. TAYLOR & SONS. HATH. 20.5.36. RELE. | |
| HAWSERS AND WARPS. | | | | | | | | | | | | | | | |

| 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. | Supplied. | Per Rule. | Length. | Diam. | | | | | Length. | Cir. | | Length. | Cir. |
| 104154 | 240 1/2 | 1 1/8 | 66 1/2 | 93 1/2 | 243 | 1 | 0 | | 240 | 1 1/8 | STUD LINK | S. TAYLOR & SONS. | HATH. 18.5.36. RELE. | TOWLINE | 100 | 4 | 33.2 | 100 | 4 |
| 104448 | 20 1/2 | | | | 2 | 2 | 7 | | | | " | " | " " " | HAWSERS & WARPS | 20.90 | 2 1/2 | 13.2 | 20.90 | 2 1/2 |
| | | | | | | | | | | | | | | " | 20.90 | 2 1/2 | 10.8 | 20.90 | 2 1/2 |
| 1000 Stream | 75 | 1 1/2 | | 36.4 | | | | | 75 | 1 1/2 | 1/2 | MARTIN BLANK & CO. LTD. | | " | | | | | |

Steering Gear, ~~Steam~~ *ELECTRIC. BY DOMINION & CO. LTD.*
Steering Gear, Hand *5" SCREW BY DOMINION & CO. LTD.*

Boats *3.*
Steering Chains, Size and Test *✓*
Windlass *STEAM BY CLARKE CHAPMAN.*

Ceiling in Holds, thickness and material *3" W.P. UNDER HATCHWAYS.*
Cargo Battens, thickness, material and spacing *2" W.P. 9" APART. HOLDS & TW. DNS. PART VERTICAL, PART HORIZONTAL.*

Cargo Hatchways. — (Upper Deck) *FORMED OF STEEL PLATES & ANGLES.*
Thickness of Hatches *3" W.P.*

Size of No. 1 Hatchway (Forward) *27' x 15'*
No. 2 *23' 9" x 16'*
No. 3 *26' x 16'*
No. 4 *✓*
No. 5 *✓*
No. 6 *✓*

Number of Shifting Beams ~~and for Fore and Afters~~ *4 IN N. 1. 6 IN N. 2 & 3. T. & B. SLIDING TYPE.*

Builder's Signature *FOR WILLIAM DOUGLAS & CO., LTD.*

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 *NO.*

(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.

This vessel has been built in accordance with the approved plans, instructions & printed Rules of this Society. The materials & workmanship are of good quality. All the double bottom tanks, boiler room dry tank & peak tanks have been tested to Rule requirements & found satisfactory. The weather decks, W.T. bulkheads & shaft tunnel have tested. W.T. doors (3 in W.) & hand pump tested & found efficient. Freeboard verified & the marks cut in on vessel's sides. Refrigerated chambers (2) have been fitted in house in shelter tween decks shaft engine casing. (Refrig report already forwarded.)

Interim certificate issued, copy attached.

P.T.O.

The amount of Entry Fee £ *5 : 0 : 0.*
Special Survey Fee £ *173 : 0 : 0*
FREEBOARD. *11 : 0 : 0*
Travelling Expenses, if any £

Fees applied for, *OWN*
5TH OCTOBER 1936
Received by me,
10TH OCTOBER 1936

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed *+ 100 A1.*
'WITH FREEBOARD'

State whether the Vessel has been built under Special Survey *YES.*
Signature *H. L. Swinton*
Surveyor to Lloyd's Register of Shipping.

Certificates to be sent to *GRK OFFICE.*
Date of issue *29/10/36.*

Committee's Minute *GLASGOW 20 OCT 1936*

Character assigned *+ 100 A1.*
With freeboard
1036.
Lloyd's A & C.P.
+ LMC 1036
FD

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

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.)

The following items have been electrically welded, carried out in accordance with the Society's regulations for the application of electric arc welding & found satisfactory: Watertight collars in double bottom tanks. Frame collars on tunnel recess top, after peak & fore peak flats. Bulkhead stiffener brackets to tank top. Tunnel stiffener brackets to tank top. Ridge ceiling bar to tank top. Ridge plate overlaps on built pillars. Butts of upper deck stringer angles, & compensating strips in way of ruffers. Corners of bulb angle hatch coverings. Heads & heels of round iron pillars in fore & crew spaces. Cement bar (flat iron) in tween decks. Beam collars at deckhouses etc. Flat bar runway for hatch webs on 2nd deck.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

D.F.
Cruiser stern.

| | | | | | | |
|---|-----------|-------------------|------|-------|---------|-------------|
| Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test. | 1st Bower | 27-0-21 INC. MMS. | R.L. | 4284. | 17-4-36 | ANTWERP. |
| | 2nd " | 27-1-21 | " | R.L. | 4285. | 17-4-36 |
| | 3rd " | 23-1-21 | " | J.D. | 847. | 9-10-35 |
| | | | | | | SUNDERLAND. |

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 90 ft., Forecastle 26.5 ft. ON SUPERSTRUCTURE ON.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks 1 BK & Shelter BK.

Official No. 164728 ; Signal Letters G.Z.D.D. Is bottom of vessel coated with cement BITUMASTIC IN E.R. & if not give particulars of composition A.R. AQUA. CEMENT FILLETS ELSEWHERE IN AQUA. BOTM. CEMENT IN PLANKS. BITUMASTIC IN RAILGGS.

PARTICULARS OF WATER BALLAST.—

| Where Fitted. | SALT | | Where Fitted. | Length. Feet. | Water Capacity. Tons. |
|--|---------------------------------|-----------------------|--|-------------------------------------|-----------------------|
| | Length. Feet. | Water Capacity. Tons. | | | |
| Double bottom, aft, | 54 | 88 | Fore peak tank, | | 77 |
| Double bottom, under Engines and Boilers, | | | After peak tank, | | 63 |
| Double bottom, if under Engines only, F.W. | 22.5 | 48 | Deep tank, aft, | <input checked="" type="checkbox"/> | |
| Double bottom, if under Boilers only, DRY TANK. | 15.75 | ✓ | Deep tank, forward, | <input checked="" type="checkbox"/> | |
| Double bottom, forward, | 135 | 350 | Other tanks, if fitted, | <input checked="" type="checkbox"/> | |
| | Total capacity of double bottom | 506 | (If necessary, furnish further information by sketch.) | | |

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

Order for Special Survey No. 3349

Date 2ND DECEMBER 1935

Dates of Surveys held while building

(1935) DEC. 30. (1936) JAN. 6 8 14 16 21 24 29 31. FEB. 3 6 10 12 18 21 24 26 28. MARCH 2 4 5 9 11 13 16 18 20 23 25 24 30. APR. 2 4 10. 14 17 21 23 28 30. MAY 4 4 11 13 15 20 22 26 28. JUNE 3 5 12 18 23 25 30. JULY 1 15 17 24 25 27 28 30. AUG. 3 4 10 11 14 18 19. 25 26. SEPT. 1 2 4 4 11 18 22 29. OCT. 1 6 7 8 13 14

Total No. of Visits 84