

STEEL STEAMER or MOTORSHIP.

MAY -1 1937

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 *Yes*

Date of completion of report *22nd of April 1937* Port of *Hamburg* No. *22304*

Survey held at *Hamburg* Date First Survey *3rd September 1936* Last Survey *15th April 1937*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Steel Twin Screw Motor Tanker "NUEVA GRANADA" Mach. fitted aft.*

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling* State Type of Erections *Poop bridge & Forecastle.*

TONNAGE under Tonnage Deck... *8921* CLASS *+100 A1.* State if with freeboard as condition of Class *no* Built at *Hamburg*

Do. of space or spaces between Tonnage Dk. and Upper Dk. *1* Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 495.0* Launched *26th February 1936* Yard No. *181*

Total *9968* Breadth (greatest moulded) *B 67.0* Builders *Deutsche Werft A.G. Hamburg*

Gross Tonnage *9968* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 34.17* Owners *The Texas Company (Norway)*

Register Tonnage *5782* 1st Longitudinal Number (L x D) *= 16913* Managers *H. C. Mathiesen*

2nd Numeral L x (B + D) *= 50078* (Where necessary to be entered in Reg. Book.)

REGISTERED DIMENSIONS. FEET. Residence *Oslo*

Length *503.8* Framing Depth "d," at middle of length. See Sec. 3 (1d) *14.49* Port of Registry *Oslo*

Breadth *67.4* Proportions—Depth to Length—Uppermost continuous deck to top of keel *14.49* If surveyed while building, afloat, or in dry dock

Depth *34.3* Draught Moulded *27.5 1/2* on stocks, afloat and in dry dock.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	mm. IN SHIP.	Any Departure from Approved Plans to be Noted.		mm. IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	<i>730</i>	<i>✓</i>	Bracket Floors, Frame	<i>✓</i>	<i>✓</i>
" " from $\frac{3}{4}$ length to Collision bulkhead	<i>685</i>	<i>✓</i>	" " Reversed Frame	<i>✓</i>	<i>✓</i>
" " in peaks	<i>610</i>	<i>✓</i>	" " Vertical Struts	<i>✓</i>	<i>✓</i>
IDE FRAMING.			Centre Girder, depth and thickness	<i>1820 x 12</i>	<i>✓</i>
Frame Amidships, <i>Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>250 x 90 x 11.5</i>	<i>✓</i>	" " top Angles	<i>90 x 90 x 11.5</i>	<i>✓</i>
" " Extends up to	<i>UPPER DECK</i>	<i>✓</i>	" " bottom Angles	<i>130 x 130 x 13</i>	<i>✓</i>
Reversed Frame Amidships, Angle	<i>✓</i>	<i>✓</i>	Side Girders, No. each side and thickness	<i>2 - 14</i>	<i>✓</i>
" " Extends up to	<i>✓</i>	<i>✓</i>	Margin Plate <i>Depth (incl. of stringer) and thickness</i>	<i>10.0 - 13.5</i>	<i>✓</i>
Depth of Framing Girder	<i>250</i>	<i>✓</i>	" " Vertical Angle to Tank side	<i>✓</i>	<i>✓</i>
Frames in Uppermost Continuous 'tween Decks, Angle, $\frac{1}{2}$ or $\frac{3}{4}$	<i>✓</i>	<i>✓</i>	" " Bracket abaft $\frac{1}{4}$ len. from stem	<i>✓</i>	<i>✓</i>
" " Second 'tween Decks, Angle, $\frac{1}{2}$ or $\frac{3}{4}$	<i>✓</i>	<i>✓</i>	" " Vertical Angle to Tank side	<i>✓</i>	<i>✓</i>
" " Third " " " "	<i>✓</i>	<i>✓</i>	" " Bracket forward $\frac{1}{4}$ len. from stem	<i>✓</i>	<i>✓</i>
Framing in Peaks, <i>Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>230 x 90 x 11.5</i>	<i>✓</i>	" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<i>✓</i>	<i>✓</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>22 - 120</i>	<i>✓</i>	" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<i>✓</i>	<i>✓</i>
State if Frame Joggled	<i>NO. THE PLATING</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>12.5</i>	<i>✓</i>
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	<i>WEB FRAMES, SIDE STRINGERS, LAYERS OF BEAMS AS APPROVED.</i>	<i>✓</i>	INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>3 BOTTOM STRAKES OF INCREASED THICKNESS, EXTRA INTERCOSTALES AS APPROVED.</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>2400 x 190 x 13.5</i>	<i>✓</i>
DOUBLE BOTTOM.			Thickness of remainder in <i>MOTOR ROOM</i>	<i>30 - 13.5</i>	<i>✓</i>
Floors, Depth and thickness at mid-line in Holds	<i>1600 x 12.5</i>	<i>✓</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>YES. AS APPROVED.</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame	<i>1800 - 2700</i>	<i>✓</i>	BEAMS.		
Middle Line Keelson, <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>180 x 90 x 10</i>	<i>✓</i>	Uppermost Continuous Deck, amidships	<i>200 x 90 x 10</i>	<i>✓</i>
" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>1600 x 11.5</i>	<i>✓</i>	" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>200 x 90 x 13</i>	<i>✓</i>
" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>✓</i>	<i>✓</i>	" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>200 x 90 x 10</i>	<i>✓</i>
" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>✓</i>	<i>✓</i>	" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>200 x 90 x 10</i>	<i>✓</i>
" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>✓</i>	<i>✓</i>	" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>200 x 90 x 10</i>	<i>✓</i>
" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>✓</i>	<i>✓</i>	" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>200 x 90 x 10</i>	<i>✓</i>
" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>✓</i>	<i>✓</i>	" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>200 x 90 x 10</i>	<i>✓</i>
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" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>✓</i>	<i>✓</i>	" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>200 x 90 x 10</i>	<i>✓</i>
" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>✓</i>	<i>✓</i>	" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>200 x 90 x 10</i>	<i>✓</i>
" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>✓</i>	<i>✓</i>	" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>200 x 90 x 10</i>	<i>✓</i>
" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>✓</i>	<i>✓</i>	" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>200 x 90 x 10</i>	<i>✓</i>
" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>✓</i>	<i>✓</i>	" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>200 x 90 x 10</i>	<i>✓</i>
" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>✓</i>	<i>✓</i>	" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>200 x 90 x 10</i>	<i>✓</i>
" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>✓</i>	<i>✓</i>	" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>200 x 90 x 10</i>	<i>✓</i>
" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>✓</i>	<i>✓</i>	" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>200 x 90 x 10</i>	<i>✓</i>
" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>✓</i>	<i>✓</i>	" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>200 x 90 x 10</i>	<i>✓</i>
" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>✓</i>	<i>✓</i>	" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>200 x 90 x 10</i>	<i>✓</i>
" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>✓</i>	<i>✓</i>	" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>200 x 90 x 10</i>	<i>✓</i>
" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>✓</i>	<i>✓</i>	" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>200 x 90 x 10</i>	<i>✓</i>
" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>✓</i>	<i>✓</i>	" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>200 x 90 x 10</i>	<i>✓</i>
" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>✓</i>	<i>✓</i>	" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>200 x 90 x 10</i>	<i>✓</i>
" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>	<i>✓</i>	<i>✓</i>	" " " <i>any Floor, Angle, $\frac{1}{2}$ or $\frac{3}{4}$</i>		

PILLARS AND DECKS.

		mm. IN SHIP.		Any Departure from Approved Plans to be Noted.				mm. IN SHIP.		Any Departure from Approved Plans to be Noted.			
PILLARS,	TWO LONGITUDINAL BULKHEADS.												
	STIFFENERS												
	in between Blocks, Size and Spacing		250x90x11.		✓								
	EVERY FRAME.												
	PLATING.		12.5-9.5.		✓								
"	"	"	"	"	"	✓							
"	in Hold	FORW. WIDELY SPACED	381x13x102x16.		✓								
"	"	"	"	"	"	✓							
Centre Line Bulkhead.		DEEP TANK FORM.											
Stiffeners and Spacing		250x90x11.		✓									
Plating, thickness of		280x90x12.		✓									
EVERY FRAME.													
12.0-10.0.													
STRINGERS AND DECKS.													
Uppermost Continuous Deck.													
Stringer Plate, breadth and thickness		2030x21.5.		✓									
" " " " in way of Bridge		2030x21.5.		✓									
" " " " " WITH 20 Z DOUBL.													
" Angle in Wells		180x180x20.		✓									
Thickness of Plating abreast Deck openings		21.5.		✓									
in way of Wells													
Thickness of Plating abreast Deck openings		✓		✓		✓							
in way of Bridge													
Thickness of Plating within line of openings		15.5.		✓									
If Sheathed, material and thickness		NOT SHEATHED.		✓									
Second Deck. AFT IN MOTOR SPACE.													
Stringer Plate, breadth and thickness		990x10.5.		✓									
in Wells													
Stringer Plate, breadth and thickness in way of Bridge		2030x21.5.		✓									
Thickness of Plating abreast Deck openings		21.5.		✓									
in way of Wells													
Thickness of Plating abreast Deck openings		✓		✓		✓							
in way of Bridge													
Thickness of Plating within line of openings		15.5.		✓									
If Sheathed, material and thickness		NOT SHEATHED.		✓									
Third Deck.													
Stringer Plate, breadth and thickness		250x90x11.		✓									
If Plated, state thickness		280x90x12.		✓									
Fourth Deck.													
Stringer Plate, breadth and thickness		2030x21.5.		✓									
If Plated, state thickness		2030x21.5.		✓									
Poop Deck.													
Stringer Plate, breadth and thickness		990x9.5.		✓									
Plating, Sheathing, material and thickness		9.5-6.5.		✓									
2 1/2" TERK.													
Bridge Deck.													
Stringer Plate, breadth and thickness		1090x11.		✓									
Plating, Sheathing, material and thickness		92.		✓									
NOT SHEATHED.													
Forecastle Deck.													
Stringer Plate, breadth and thickness		920x9.5.		✓									
Plating, Sheathing, material and thickness		9.0.		✓									
NOT SHEATHED.													

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled? Yes.	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.	
	<i>Plating mm.</i>	<i>Plating mm.</i>	<i>Plating mm.</i>	<i>Plating mm.</i>									
FLAT PLATE KEEL	1540	26.0	22.5	21.0	✓	DOUBLE.	28.	4 d.	ELECTRIC.	WELDED.			
" Data (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
BOTTOM PLATING, No. of Strakes4.....	2310 2290 2210	20.0 20.0 20.0	21.5 21.5 21.5	16.5 16.5 16.5	✓	DOUBLE.	25.	4 d.	5.	25	4 1/2 d.	LAPPED.	
BILGE PLATING, No. of Strakes1.....	2210 1900	19.5 17.5	13.5 13.0	16.5 13.0	✓	"	22 25	3 1/2 d. 3 1/2 d.	4.	25.	4 d.	✓ u	
SIDE PLATING, No. of Strakes3.....	2160	16.5	12.0	12.0	✓	"	22	3 1/2 d.	4.	22	4 d.	✓ u	
UPPER DECK, Sheer- strake in Wells.....	2010	29.0	14 (18)	12.0	✓	"	28.	3 1/2 d.	5.	28.	4 1/2 d.	✓ u	
UPPER DECK, Sheer- strake in Bridge ...	2010	35.0	✓	✓	✓	"	28.	3 1/2 d.	5.	28.	4 1/2 d.	✓ u	
STRAKE BELOW Sheer- strake in Wells.....	2110	22.0	14.0	12.0	✓	"	25	3 1/2 d.	5.	25.	4 1/2 d.	✓ u	
STRAKE BELOW Sheer- strake in Bridge ...)	2110	22.0	✓	✓	✓	"	25	3 1/2 d.	5.	25.	4 1/2 d.	✓ u	
POOP SIDE PLATING	✓	✓	15.0	10.6.	✓	SINGLE.	19 22.	4 d. 4 d.	2.	19.	3 1/2 d.	✓ u	
BRIDGE SIDE PLATING ...	✓	11.0	✓	✓	✓	DOUBLE.	22.	4 d.	2.	22.	3 1/2 d.	✓ u	
FORECASTLE SIDE PLATING	✓	✓	11.0	✓	✓	SINGLE.	19 22.	4 d. 4 d.	1.	19.	3 1/2 d.	✓ u	

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) 18.

" Deck next below ✓

As per Rule AS APPROVED.

STIFFENERS.

	Plating Thickness.				
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
CENTRE TANKS.					
MIDSHIP BULKHEAD	14-9.5	280x90x12.	870	900x10	✓
"	"	"	"	200x90x10	✓
"	"	"	"	900x10	✓
"	"	"	"	200x90x12.5	✓
SIDE TANKS.					
"	12-8.	250x90x11.	690.	STRONGER DECKS.	✓
"	"	"	"	1420x20	✓
"	12-6.5	200x90x10.	625	90x12.	✓
COLLISION	(in Hold)	180x75x8.	✓		
AFTER PEAK	13-7.5.	✓	✓	230x90x11.	530-600

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				FLAT KEEL PLATE.
STEM				AS APPROV. DEUTSCHE WERFT. RUMSTADT A.G.
STERN				AS APPROV. STAHLW. KRIEGER.
FRAME	Propeller Post			CASTING APPROV. DEUTSCHE WERFT
	Rudder	SHAFT.		FORGING 280 φ. A.G.
Speed of Vessel				
RUDDER—Type				SIMPLEX BALANCE RUDDER.
" A x D				✓
" Diam. of head				FORG. 340 φ. GUTEHOFFNUNGSH. DUSSELDORF.
" Mainpiece at top pintle				✓
" " heel				✓
" how constructed				ELECTRIC. WELDED. DEUTSCHE WERFT. A.G.
" double or single plate				DOUBLE PLATE.
" coupling, vertical or horizontal				HORIZONTAL. 6 BOLTS 4"

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) I. M. Open Hearth Process.

Plates profiles + rivets: Gutehoffnungshütte, Oberhausen.

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

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.				
2944	1st Bower ...	84	2	34	✓	✓	✓	61	0	0	0	✓	Gerson Stockless.	Gerson & Co. Swagaburg.	25th September 1936. H. Klein, U. Polk.	
2942	2nd "	84	2	18	✓	✓	✓	61	0	0	0	✓	" "	" "	25th September 1936. H. Klein, U. Polk.	
2943	3rd "	84	1	23	✓	✓	✓	61	0	0	0	✓	" "	" "	25th September 1936. H. Klein, U. Polk.	
	Collective weight.	253	3	9	✓							✓	244 1/2			
2945	Stream	25	0	11	✓	0	1	17	24	17	0	21	25 ex stock.	Gerson Stock Anch.	" "	25th September 1936. H. Klein, U. Polk.

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.		Length.	Cir.
1380.	Fathoms.	Ins.	Tons.	Tons.	Owts. gra. lbs.	Owts.	Fathoms.	Ins.	Shd. Link.	J. & P. Thiele. Schweizer-Fabrik, Aargau.	16th Decemb. 1936.	Spec. fine steel wire.	Fathoms.	Ins.	Tons.	Fathoms.	Ins.
	3 fms.	2 7/16	116 2/3	163 2/3	1059-0.3	989	300	2 7/16					130	5 1/2	95000 kg.	130	5 1/2
												TOWLINE...	42.	2 3/4	15800 kg.	42.	2 3/4
												HAWSEERS & WARPS	100.	2 3/4	15800 kg.	100	2 3/4
Don Stream (Donau) Steel Wire										Hoesch-Koch-Neumann-Gottmied.	1st. October 1936.	Spec. fine steel wire.					
	120.	4 3/4	✓	71000 kg.	✓	✓	120	4 3/4									

Steering Gear, Steam *yes, efficient* ✓ Steering Gear, Hand *yes, efficient* ✓
Boats *4 life boats, one fitted with motor.* Steering Chains, Size and Test *no chains.* Windlass *steam, efficient.*
2 dingies, one fitted with motor.
Ceiling in Hold, thickness and material *65th Pine.* Cargo Battens, thickness, material and spacing *Box 50th, 230th spacing.*
FORW. Cargo Hatchways. (Upper Deck) *Skel plates & angles.* Thickness of Hatches *Skel covers 15th thick.*
Size of No. 1 Hatchways ^{*10-30*} ~~(Boxed)~~ *16th x 10622* No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓
Number of Shifting Beams and/or Fore and Afters *None.*

**DEUTSCHE WERFT
AKTIENGESELLSCHAFT.**

Builder's Signature

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 Motorship.

(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. Oil fuel flash point above 150 °F.

This vessel has been built in accordance with the approved plans, the requirements embodied in the Secretary's letters and in all other respects in conformity with the Rules and Society's Requirements for "Carrying Petroleum in bulk."

The workmanship is of the best description for this type of vessels, all parts conforming well with each other and efficiently riveted together.

The requirements of the Society's regulations for the Application of Electric Arc Welding to Ship construction have been complied with.

The peak tanks, double bottom tanks, deep tank, oil cargo tanks, oil fuel bunkers and cofferdams have been fitted and tested as required by the Rules and were found perfectly tight.

434. All sounding pipes of all tanks comply with the Rules.

The amount of Entry Fee	RM. 220. -	Fees applied for, 26.4. 1937	(Special notations, where part of class, to be stated.)
Special Survey Fee	£ 73476. -		
Freeboard " " " "	400. -	Received by me, 27.5. 1937	I am of opinion the Vessel should be Classed + 100 FT "Carrying Petroleum in Bulk." "Longitudinal Framing at bottom & decks in centre"
Travelling Expenses, if any B. "	724. -		

State whether the Vessel has been built under Special Survey yes ✓
Signature Friedrich Ohlen
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Hamb. Office Date of issue 28/8/37

Committee's Minute

FRI 7 MAY 1937

Character assigned

+ 100 ft

Carrying petroleum in bulk

Lloyd's arch.

Rudder Electrically welded

White Wash
" Bryan

+ d.m.c. 4.37
oil exp., Cl.
2 L.B.
250 (wt) 2620

Lloyd's Register
Foundation

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 painting arrangement and the strengthening of the bottom forward have been carried out as approved.

The steel material used in the construction of this vessel has been made at works approved by the Committee and tested by the Society's Surveyors. Anchors & chain cables compared with the certificates and found in accordance.

The freeboard assigned by the Committee has been marked and cut in on vessel's sides, verified same and found in order.

The Rudder is of special construction: "Electric welded Simplex Balance Rudder."

The approved plans are being retained in this Office for use in connection with the sister vessels Nos 246/247.

Plans showing vessel as built: Midships section and Profile & decks are attached. One Interim and 6 test certificates attached.

The length overall of this vessel is 522.0.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Machinery aft. Cruiser Stern. Rudder electrically welded. Longitudinal framing at bottom & deck in centre tanks. Wireless Direction Finding Apparatus. Echo-Sounding Apparatus.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	Head: 55.2.15 dwts. drop test 13 feet. No. 1335. 14.8.1936. M. Holke. Metin.
	2nd "	Head: " 55.1.4 " " " 12 " No. 1380. 14.8.1936. M. Holke. "
	3rd "	Head: " 55.1.4 " " " 12 " No. 1377. 14.8.1936. M. Holke. "
	4th "	Head: " 55.1.4 " " " 12 " No. 1378. 14.8.1936. M. Holke. "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 122.0 ft., R.Q.D. V ft., Bridge 38.3 ft., Forecastle 60.1 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated V.

No. and Material of Decks 1 DK. (522.) 2nd DK. (522.) IN MACHINERY SPACE.

Official No. V; Signal Letters L.J.K.U. Is bottom of vessel coated with cement fore & after peak cement if not give particulars of composition oil tanks not coated, fresh water tank in engine space cement.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	V	V	Fore peak tank,	24.6	160
Double bottom, under Engines and Boilers,	V	V	After peak tank,	18.0	99
Double bottom, if under Engines only,	38.3	55	Deep tank, aft,	V	V
Double bottom, if under Boilers only,	V	V	Deep tank, forward,	36.0	338
Double bottom, forward,	V	V	Other tanks, if fitted,		
Total capacity of double bottom		55	(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. 180.

Date 22.6.1936.

Dates of Surveys held while building

1936. Sept. 3. 10. 18. 23. 28. Octob. 2. 5. 8. 10. 13. 17. 21. 22. 27. 29. Nov. 2. 5. 7. 10. 11. 13. 17. 20. 23. 25. 27. Dec. 1. 4. 9. 10. 14. 16. 21. 23. 30. 1937. Jan. 4. 8. 11. 14. 18. 23. 25. 27. 28. 30. Febr. 1. 2. 3. 5. 8. 12. 15. 17. 19. 20. 22. 23. 25. 26. March. 3. 9. 12. 18. 24. 27. April. 1. 7. 9. 12. 15.

Total No. of Visits 40.

MAY -1 1937

Dys No. 22304

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		Rivets in Brackets to Bulkheads.			
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Number. Diameter.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.	Number.	Diameter.
Framing of L, L or C																			
Frames in Bridge 'tween Decks ...																			
Frames from Uppermost Continuous Deck No. 1																			
	" 2																		
	" 3																		
	" 4																		
	" 5																		
	" 6																		
	" 7																		
	" 8																		
	" 9																		
	" 10																		
	" 11																		
	" 12																		
	" 13																		
	" 14																		
	" 15																		
	" 16																		
g of idinal es		Amidships			At Ends														
g of Longitudinals		Amidships			At Ends														
Transverses.																			
Bridge Deck		Depth and Thickness																	
n Decks		Face Angles																	
		Lugs to Shell*																	
In 'tween Decks.		Depth and Thickness																	
		Face Angles																	
		Lugs to Shell*																	
n Hold.		Depth and Thickness																	
RE TANKS.		Face Angles																	
		Lugs to Shell*																	
		Back Bars ...																	
		Brackets																	
Spacing of Transverse Frames																			
* State if joggled or liners.																			
Longitudinal Beams of		Bridge Deck ...																	
IN CENTRE TANKS.		Upper "																	
		Second "																	
		Third "																	

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.