

STEEL STEAMER or MOTORSHIP.

Received at London Office JAN 15 1940

SECTION
WRECKState if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel YesWRECK
SECTIONDate of completion of report 14th JAN. 1940 Port of LEITH No. 1053 No. 20005
Survey held at BURNISLAND Date First Survey 5th July 1939 Last Survey 10th Jan. 1940On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) STL. SCL. SC. SR. DAN-Y-BRYNState Type (Full Scantling Complete Superstructure with or without Tonnage Openings) Complete Superstructure with tonnage opening State Type of Erections C.S.S.TONNAGE under Tonnage Deck 4604.29CLASS 100A.1.
with freeboardState if with freeboard as condition of Class YesBuilt at BURNISLANDLaunched 11th Nov. 1939 Yard No. 239Builders The Burntisland S.B. Coy. Ltd.Owners Brynmor S.S. Coy. Ltd.Managers Ambrose, Davies & Matthews Ltd.
(Where necessary to be entered in Reg. Book.)Residence 5 Whittington Av. - London E.C.3Port of Registry London

If surveyed while building, afloat, or in dry dock

While building & afloat

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

Tonnage 5116.64Net Tonnage 3034.33REGISTERED DIMENSIONS.
FEET.Length 420.0Breadth 58.0Depth 26.3Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 412.0Breadth (greatest moulded) B 57.67Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 28.75
Actual D = 37.75
36.75 for Numerals1st Longitudinal Number (L x D) = 151412nd Numeral L x (B + D) = 38899Framing Depth "d," at middle of length. See Sec. 3 (1d) 24.63Proportions—Depth to Length—Uppermost continuous deck to top of keel 10.91
Do. Long Bridge to top of keel ✓Draught Moulded 25.58

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.
MES, Spacing amidships	30"	✓	Bracket Floors, Frame	6 3 1/2 .39	✓
" " from 3/4 length amidships to Collision bulkhead	24"	✓	" " Reversed Frame	6 3 .35	✓
" " in peaks	24"	✓	" " Vertical Struts	8 3 1/2 .42	✓
E FRAMING.			" " Vertical Struts	6 3 .35	✓
Frame Amidships, Angle <u>E</u> or <u>[</u>	12 3 1/2 .64	✓	Centre Girder, depth and thickness amidships	43 1/2 .54	✓
" " Extends up to	2nd Deck	✓	" " top Angles	3 1/2 3 1/2 .48	✓
Reversed Frame Amidships, Angle	✓		" " bottom Angles	4 4 .58	✓
" " Extends up to	✓		Side Girders, No. each side and thickness	One .37	✓
Depth of Framing Girder	12"	✓	Margin Plate depth (excl. of flange) and thickness	40 1/2 .54	✓
Frames in Uppermost Continuous 'tween Decks, Angle <u>E</u> or <u>[</u>	12 3 1/2 .36	✓	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	6 1/2 6 1/2 .35	App. 50
" " Second 'tween Decks, Angle <u>[</u> or <u>[</u>	12 3 1/2 .36	✓	" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	-Do-	✓
" " Third " " "	✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem	Continuous plate .41	✓
" " from 1/4 len. for'd. to 15% len. from Stem	12 3 1/2 .64	✓	" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	-Do- .42 + 27" spacing	✓
" " 15% for'd. to 15% from stem	12 3 1/2 .64	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	80 1/4 .45	✓
" " in Peaks, Angle <u>[</u> or <u>[</u>	8 3 1/2 .34	✓	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	1/2 Rivets spaced 3 1/2" apart on the average. - closed up at bilge	✓	Breadth and thickness of Middle Line Strake	53 1/4 .52 .44	✓
State if Frame Joggled	Yes		Thickness of remainder in Holds	44 .40	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes + as approved	✓	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	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes + as approved	✓	BEAMS.		
ANGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle <u>E</u> or <u>[</u>	7 1/2 3 1/2 .34	✓
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle <u>[</u> or <u>[</u>	✓	
Height of Brackets at side above base line at toe of frame			Spacing	30"	✓
Middle Line Keelson, on Floors, Angles, <u>[</u> or <u>[</u>			Second Deck, amidships, Angle <u>E</u> or <u>[</u>	8 3 .37	✓
" " Through Plate or Intercostal Plate			Spacing	30"	✓
" " Foundation Plate on Floors			Third Deck, amidships, Angle <u>[</u> or <u>[</u>		
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side			Fourth Deck, amidships, Angle <u>[</u> or <u>[</u>		
" " thickness of Intercostal Plate			Spacing		
" " Angles			Poop Deck, Angle <u>[</u> or <u>[</u>		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	41" every 4 1/2" frame	✓	Bridge Deck, Angle <u>[</u> or <u>[</u>		
" " Are Frame and Reversed Frame joggled?	Frames only	✓	Spacing		
Bracket Floors, breadth and thickness at middle line	41" .41	✓	Forecastle Deck, Angle <u>[</u> or <u>[</u>		
" " breadth and thickness at margin plate	36" .41	✓	Spacing		

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.....	<i>Two Rows Widely spaced and centre line bulkhead</i>	✓		Stringer Plate, breadth and thickness in way of Bridge		✓	
	in 'tween Decks, Size and Spacing.....	<i>as per approved plan</i>	✓	Thickness of Plating abreast Deck openings in way of Wells		<i>42</i>	✓
	" " " " " "			Thickness of Plating abreast Deck openings in way of Bridge		✓	
	in Holds " <i>I</i> " " " " "	<i>as per approved plan</i>	✓	Thickness of Plating within line of openings...		<i>34</i>	✓
	" " " " " "			If Sheathed, material and thickness		<i>No Sheathing</i>	✓
Centre Line Bulkhead.				Third Deck.			
Stiffeners and Spacing.....		<i>5 stiffeners on alternate beams as per approved plan</i>	✓	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.....		<i>85" .67</i>	✓	If Plated, state thickness			
" " " " in way of Bridge		✓		Poop Deck.			
" Angle in Wells		<i>6 6 .67</i>	✓	Stringer Plate, breadth and thickness			
Thickness of Plating abreast Deck openings in way of Wells		<i>.66 = sec Deck plan</i>	✓	Plating, Sheathing, material and thickness			
Thickness of Plating abreast Deck openings in way of Bridge		✓		Bridge Deck.			
Thickness of Plating within line of openings...		<i>40</i>	✓	Stringer Plate, breadth and thickness.....			
If Sheathed, material and thickness		<i>No Sheathing</i>	✓	Plating, Sheathing, material and thickness			
Second Deck.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells...		<i>68 1/8" .42</i>	✓ <i>Appd 68 1/8"</i>	Stringer Plate, breadth and thickness.....			
				Plating, Sheathing, material and thickness			

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <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 or to cr.	
FLAT PLATE KEEL	<i>52</i>	<i>✓ 78</i>	<i>✓ 68</i>	<i>✓ 68</i>	✓	<i>Double</i>	<i>3/8 3 1/3</i>	<i>Quad. to Triple</i>	<i>1"</i>	<i>3 1/4</i>	<i>Lapped</i>
" DBLG. (if any)		✓				✓		✓			✓
BOTTOM PLATING, No. of Strakes	<i>A 76 3/8</i>	<i>✓ 59</i>	<i>✓ 59</i>	<i>✓ 50</i>	<i>59 A's strake only</i>	<i>Double</i>	<i>3/8 3 1/3</i>	<i>Triple</i>	<i>3/8</i>	<i>3 1/8</i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes	<i>B 70 1/8</i>	<i>✓ 59</i>	<i>✓ 50</i>	<i>✓ 50</i>		"	"	"	"	"	"
SIDE PLATING, No. of Strakes	<i>C 70 1/8</i>	<i>✓ 59</i>	<i>✓ 50</i>	<i>✓ 50</i>		"	"	"	"	"	"
UPPER DECK, Sheer-strake in Wells.....	<i>D 70 1/8</i>	<i>✓ 59</i>	<i>✓ 50</i>	<i>✓ 50</i>		"	"	"	"	"	"
UPPER DECK, Sheer-strake in Bridge ...	<i>E 61 3/8</i>	<i>✓ 59</i>	<i>✓ 46</i>	<i>✓ 46</i>		"	"	"	"	"	"
STRAKE BELOW Sheer-strake in Wells.....	<i>F 76 3/8</i>	<i>✓ 59</i>	<i>✓ 46</i>	<i>✓ 46</i>		"	"	"	"	"	"
STRAKE BELOW Sheer-strake in Bridge ...	<i>G 76 3/8</i>	<i>✓ 59</i>	<i>✓ 46</i>	<i>✓ 46</i>		"	"	"	"	"	"
POOP SIDE PLATING	<i>H 76 3/8</i>	<i>✓ 59</i>	<i>✓ 46</i>	<i>✓ 46</i>		"	"	"	"	"	"
BRIDGE SIDE PLATING ...	<i>I 82 5/8</i>	<i>✓ 59</i>	<i>✓ 46</i>	<i>✓ 46</i>		"	"	"	"	"	"
FOREC'TLE SIDE PLATING	<i>J 77 3/8</i>	<i>✓ 59</i>	<i>✓ 46</i>	<i>✓ 46</i>		"	"	"	"	"	"

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		
Extending to Upper Deck (Sec. 3 c)	<i>Collision Bhd. to Upper Deck</i>	✓
" Deck next below	<i>6 Bhd. to 2nd Deck</i>	✓
As per Rule	<i>Seven</i>	✓

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD , Upper tween decks	<i>28</i>	<i>8-3-33 1/2</i>	<i>24"</i>	<i>appd 7-3-44 1/2</i>	
" " <i>Second</i>	<i>38</i>	<i>39-39</i>	<i>12-3 1/2</i>	<i>30"</i>	<i>appd 11-3 1/2-60 1/2</i>
" " <i>Third</i>	<i>44</i>	<i>29-45</i>	"	"	"
" " <i>Holds</i>	<i>133</i>	"	"	"	"
COLLISION (in Hold)	<i>28</i>	<i>7-3-38 1/2</i>	<i>24"</i>		
AFTER PEAK	<i>30</i>	<i>9-3-45 1/2</i>	<i>24"</i>		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar		<i>None</i>		✓
STEM		<i>4 1/2-2 1/2</i>	<i>Lower part</i>	<i>Plate stem above</i>
STERN FRAME	Propeller Post	<i>C.S.</i>	<i>as per approved plan</i>	<i>Walsingham Steel Co.</i>
	Rudder "	<i>C.S.</i>		<i>- do -</i>
Speed of Vessel		<i>12 knots</i>		✓
RUDDER—Type		<i>Ordinary</i>	<i>dbl. plate</i>	✓
" A x D	<i>Not guarding</i>	<i>335</i>		✓
" Diam. of head	<i>F.S.</i>	<i>9"</i>		✓
" Mainpiece at top pintle	<i>C.S.</i>	<i>6 1/2-10 1/2</i>		<i>Walsingham Steel Co.</i>
" " heel ...	<i>C.S.</i>	<i>4 1/2-7</i>		<i>Harnes in plan</i>
" how constructed	<i>C.S. frame with 2 arms</i>			✓
" double or single plate coupling, vertical or horizontal	<i>50 Dble. plates</i>	<i>appd 39</i>		✓

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open hearth* ✓
Cargo Fleet; Skinningrove; Steel Co. of Scotland; Dorman Long; Consett; Colvilles; Scottish Iron & Steel Co.; Lanarkshire; South Durham; Appleby
 Has the Steel been tested as required by the Rules? *yes* ✓

EQUIPMENT No. <u>87/40400</u> LETTER <u>AT</u>												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.			
<u>38855</u>	1st Bower ...	<u>68</u>	<u>1</u>	<u>0</u>	<u>stockless</u>			<u>52</u>	<u>15</u>	<u>2</u>	<u>14</u>	<u>68</u>	<u>Byrnes Improved Stockless</u>	<u>Not Stated</u>	<u>Std; 7-6-39; J. H. Butler</u>
<u>39010</u>	2nd „ ...	<u>67</u>	<u>3</u>	<u>2</u>	<u>"</u>			<u>52</u>	<u>12</u>	<u>2</u>	<u>0</u>	<u>68</u>	<u>do.</u>	<u>do.</u>	<u>Std; 22-8-39; W. V. Norman</u>
<u>39023</u>	3rd „ ...	<u>58</u>	<u>1</u>	<u>14</u>	<u>"</u>			<u>47</u>	<u>8</u>	<u>3</u>	<u>0</u>	<u>58½</u>	<u>do.</u>	<u>do.</u>	<u>Std; 5-9-39; W. V. Norman</u>
	Collective weight.	<u>194</u>	<u>1</u>	<u>16</u>	<u>✓</u>							<u>194½ ✓</u>			
<u>98565</u>	Stream	<u>19</u>	<u>0</u>	<u>18</u>	<u>4</u>	<u>3</u>	<u>14</u>	<u>20</u>	<u>1</u>	<u>3</u>	<u>14</u>	<u>19 ✓</u>	<u>Iron Stock</u>	<u>S. Taylor & Sons</u>	<u>Nottingham 31.10.39 J.A. Riff</u>

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.	Statury.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.		
112103	270 ³ / ₄	2 ¹ / ₂	100 ⁴ / ₅	141 ¹⁰ / ₁₆	584-0-8	✓	270	2 ¹ / ₂	Taylor Stock Link	S. Taylor & Sons	Nottingham 31.10.39 J.A. Riff	TOWLINE...	120	4 ³ / ₄	64.6	120	4 ³ / ₄		
								Ordinary Stock Link				HAWSERS & WARPS	2090	2 ³ / ₄	15.2	2090	2 ³ / ₄		
												"	2090	2 ¹ / ₂	13.2	2090	2 ¹ / ₂		
Iron Stream Chain or Steel Wire	90	4 ¹ / ₂		58.6	Sp. 700.		90	5	6 ¹ / ₂	✓		"							

Steering Gear, Type (Power or hand) Steam by Donkins ✓ Alternative Means of Steering Power + hand combined ✓

Steering Chains (Size and Test) Telemotor control ✓ Windlass Steam by Emerson Walker Ltd Boats 2 off 25.0 x 8.0 x 3.33 ✓
Dinghy 15.0 x 5.25 x 2.16 ✓

Roofing in Holds, thickness and material 2 1/2" w.w. in way of hatches only Cargo Battens, thickness, material and spacing 6" x 2" w.w. spaced 9" apart ✓

Cargo Hatchways.—(Upper Deck) Formed of steel plates + angles Thickness of Hatches No 1 hatch 2 3/4" No 2, 4, 5 hatches 2 1/2" No 3 hatch 2 5/8"

Size of Hatchways No. 1 (Fwd.) 33'-9" x 25'-0" No. 2 35'-0" x 25'-0" No. 3 30'-0" x 25'-0" No. 4 35'-0" x 25'-0" No. 5 35'-0" x 25'-0" No. 6 ✓

Number of Shifting Beams and/or Fore and Afters Five at No 1, 2, 4 + 5 hatches; Four at No 3 Hatch ✓

Builder's Signature J. W. Leane DIRECTOR

FOR THE BURNTISLAND SHIPBUILDING COMPANY 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 Yes

(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 (where required to be inserted in the Notation).

This vessel has been built in accordance with the approved plans, the Secretary's letters and the Society's Rules for the class contemplated. The materials + workmanship are good + to my satisfaction. The Double bottom tanks, the fore + after peak tanks, the F.W. tank amidships, the decks W.T. Bulkheads, W.T. Doors, + hand pumps have been tested in accordance with the Society's requirements + found satisfactory. No 2, 3, 5 + 6 double bottom tanks are fitted for the carriage of oil fuel, F.P. above 150° Fah.

The windlass + steering gear tested under working conditions + found satisfactory ✓

The freeboards as assigned by the Society have been cut in the vessels sides + verified ✓

The amount of Entry Fee £ 9 : 0 : 0 Fees applied for, 12-1-1940.

Freeboard 16 0 0

Special Survey Fee.... £ 327 : 18 : 6 Received by me, 23/1/40

Travelling Expenses, if any £ 2 : 16 : 0

I am of opinion the Vessel should be Classed 100 A.1. ✓
with freeboard

State whether the Vessel has been built under Special Survey yes ✓

Certificate to be sent to Lith Date of issue 7/2/40

Committee's Minute TUE. 23 JAN 1940

Character assigned + 100 A.1

With freeboard

Fitted for oil fuel 1.40 J.P. above 150° F.

Lloyd's rock

+ limb 1.40

2 S.B. (Spt.) 22

1 Amx. S.B.

Surveyor to Lloyd's Register of Shipping. T. Pratt ✓

Lloyd's Register Foundation

0120 7

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.)

This vessel is similar to the same Builders N^o 224 - "CEFN-Y-BRYN" Lth Rpt N^o 19912
The following plans are forwarded herewith:-

Midship Section ✓
Profile + Decks ✓
General Arrangement ✓
Pumping plan ✓
Sternframe + Rudder ✓
W.T. Bulkheads in Tween Decks ✓
Tween Deck Bulk^h at 133 frame ✓
Forging Reports ✓

For "Dan-y-Bryn" only

Deck girders + pillars ✓
Deep Bracket on 2nd 2nd 2nd girder ✓
Sternframing + After Peak Stringers ✓
Masts + Derricks ✓

For "Cefn-y-Bryn" + "Dan-y-Bryn"

Midship Section ✓
Profile + Decks ✓
Amended Profile ✓
Profile for middle line bulkheads only ✓
Deck girders + hatch end beams (cancelled) ✓
Stern + Rudder frames ✓
General Arrangement ✓

For "Cefn-y-Bryn" only

PARTICULARS OF ELECTRIC WELDING (if employed)

Electric welding employed for small items and deck fittings only ✓

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

Cruiser stern; One dk + shelter dk; D.F. ✓

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

1st Bower ^{cwts. g. lbs} 39.0.15 - E.E. - 140-18.12.37
2nd " 40.0.18 - J.D. - 2042-13.7.39
3rd " 34.2.1 - J.F.R. - 2646-25.9.37

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

Official No. 167382 Signal Letters GKLZ Extreme Breadth over Belting (Circ. 1611) 57-11½ Over-all Length (Circ. 1703) 436.0 ✓

No. and Material of Decks One dk (steel) + Shelter dk (steel) ✓

Parts of Bottom of Vessel coated with cement or approved composition Inside of bottom (excluding tanks arranged to carry oil fuel) + bridges cemented at shell landings + over rivets also pockets at peak tanks. — Tanks + cofferdams in double bottom arranged to carry oil fuel coated with "TANKOL" flushing oil.
Particulars of composition (if fitted) and of approval pt. cem

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)
Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, N ^o 6 Tank	57.5 ✓	109	Fore peak tank,	23.1 ✓	158 ✓
Double bottom, under Engines and Boilers, N ^o 5 "	67.5 ✓	266	After peak tank,	22.0 ✓	277 ✓
Double bottom, if under Engines only, N ^o 4 "	17.5 ✓	85	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only, N ^o 3 "	65.0 ✓	337	Deep tank, forward,	✓	✓
Double bottom, forward, N ^o 2 "	82.5 ✓	390	Other tanks, if fitted,	✓	✓
Total length (if continuous) and Capacity N ^o 1 "	61.0 ✓	149	(If necessary, furnish further information by sketch.)		
	351.0	1336			

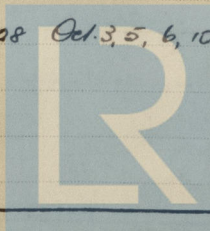
2 Cofferdams 5.0 ✓ Not tested
356.0

Order for Special Survey No. 2020

Date 23.6.39

Dates of Surveys held while building

1939 July 5. Aug. 8, 10, 29 Sept 12, 19, 21, 28 Oct 3, 5, 6, 10, 13, 17, 19, 24, 26, 31
Nov. 7, 9, 10, 16, 29 Dec 7, 8, 20, 28
1940 Jan. 4, 5, 10.



Lloyd's Register Foundation
Total No. of Visits 30