

STEEL STEAMER or MOTORSHIP.

Received at London Office JAN 26 1938

State if Report has been sent on the Freeboard of the Vessel *yes N.Y.K.*State if Report is sent on the Machinery of the Vessel *yes.*Date of completion of report *22nd January, 1938.*Port of *Hamburg*No. *22634*Survey held at *Kiel*Date First Survey *11th December, 1936.*Last Survey *10th January 1938.*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Steel Twin Screw Tanker "Chitta" Motors aft.*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling Longitudinal Framing Bracketless.* State Type of Erections *Two Bridges Aft.*TONNAGE under Tonnage Deck... *10211.58*CLASS ** 100 A1*State if with freeboard as condition of Class *No*Built at *Kiel*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 512.0'*
*156.055*Launched *23rd Oct. 1937* Yard No. *569.*Total *%*Breadth (greatest moulded) *B 67.914'*Builders *Fried. Krupp Germaniawerft AG.*Gross Tonnage *10781.42*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 39.437'*
*12.02*Owners *Balboa Transport Corporation.*Register Tonnage *6545.04*1st Longitudinal Number (L x D) = *20192*

Managers " " "

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

2nd Numeral L x (B + D) = *54965*Residence *Panama.*

REGISTERED DIMENSIONS.

m. FEET.

Length *156.59 = 513.7'*Framing Depth "d," at middle of length. See Sec. 3 (1d) *%*Breadth *20.77 = 68.1'*Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.983*Depth *12.02 = 39.4'*Do. Long Bridge to top of keel *%*Draught Moulded *30'-0"*Port of Registry *Panama.*

If surveyed while building, afloat, or in dry dock

while building, afloat, or in dry dock.

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>Longitud.</i>	<i>✓ %</i>	Bracket Floors, Frame	<i>%</i>	<i>%</i>
" " from $\frac{3}{8}$ length to Collision bulkhead.....	<i>790</i>	<i>✓ %</i>	" " Reversed Frame	<i>%</i>	<i>%</i>
" " in peaks.....	<i>600</i>	<i>✓ %</i>	" " Vertical Struts	<i>%</i>	<i>%</i>
<i>Motorspace</i>	<i>800</i>	<i>✓ %</i>	Centre Girder, depth and thickness amidships	<i>1800 13 15</i>	<i>✓ %</i>
SIDE FRAMING.			" " top Angles	<i>EW.</i>	<i>✓ %</i>
Frame Amidships, Angle, [or]	<i>Longitud.</i>	<i>✓ %</i>	" " bottom Angles	<i>130 130 17</i>	<i>✓ %</i>
" " Extends up to	<i>%</i>	<i>%</i>	Side Girders, No. each side and thickness	<i>15 2 11.5</i>	<i>✓ %</i>
Reversed Frame Amidships, Angle	<i>%</i>	<i>%</i>	Margin Plate depth (excl. of flange) and thickness	<i>600 800 15</i>	<i>✓ %</i>
" " Extends up to...	<i>%</i>	<i>%</i>	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem	<i>EW.</i>	<i>✓ %</i>
Depth of Framing Girder	<i>%</i>	<i>%</i>	" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem	<i>%</i>	<i>%</i>
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	<i>Longitud.</i>	<i>✓ %</i>	" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	<i>%</i>	<i>%</i>
" " Second 'tween Decks, Angle, [or]	<i>%</i>	<i>%</i>	" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	<i>%</i>	<i>%</i>
" " Third " " " "	<i>%</i>	<i>%</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>%</i>	<i>%</i>
Framing in Peaks, Angle or [.....	<i>Forw. [260 90 10 14</i>	<i>✓ %</i>	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>240 85 9.5 13</i>	<i>✓ %</i>	Breadth and thickness of Middle Line Strake ...	<i>14.5</i>	<i>✓ %</i>
State if Frame Joggled	<i>Ordinary</i>	<i>✓ %</i>	Thickness of remainder in Holds	<i>14.5</i>	<i>✓ %</i>
PANTING ARRANGEMENTS (Sec. 7), state system and particulars)	<i>3 Stringers 1000-1350 x 11</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</i>	<i>✓ %</i>
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>3 Webframes 1000-1350 x 13.5</i>	<i>✓ %</i>	BEAMS.		
SINGLE BOTTOM.	<i>3 Bottom Str. 22.5</i>	<i>✓ %</i>	Uppermost Continuous Deck, amidships	<i>Longitud.</i>	<i>✓ %</i>
Floors, Depth and thickness at mid-line in Holds	<i>2000 x 12.5</i>	<i>✓ %</i>	" " in Wells, Angle, [or]	<i>260 90 11</i>	<i>✓ %</i>
Height of Brackets at side above base line at toe of frame	<i>1800 x 12.5</i>	<i>✓ %</i>	" " in way of Bridge, Angle, [or]	<i>230 90 11</i>	<i>✓ %</i>
Middle Line Keelson, on Floors, Angles, [or]	<i>150 75 11.5</i>	<i>✓ %</i>	Spacing	<i>760 - 630</i>	<i>✓ %</i>
" " Through Plate or Intercostal Plate	<i>1350 x 11.5</i>	<i>✓ %</i>	Second Deck, amidships, Angle, [or]	<i>Forw. 200 75 9.5</i>	<i>✓ %</i>
" " Foundation Plate on Floors	<i>%</i>	<i>%</i>	Spacing	<i>Aft. 780 75 9.0</i>	<i>✓ %</i>
" " 2 Flat Plate Keel Angles	<i>100 100 15.5</i>	<i>✓ %</i>	Third Deck, amidships, Angle, [or]	<i>Aft. 140 75 9</i>	<i>✓ %</i>
Side Keelsons, No. each side	<i>one Longitud. Bulkhead</i>	<i>✓ %</i>	Spacing	<i>760</i>	<i>✓ %</i>
" " thickness of Intercostal Plate...	<i>14.5</i>	<i>✓ %</i>	Fourth Deck, amidships, Angle, [or]	<i>%</i>	<i>%</i>
" " Angles	<i>90 90 14</i>	<i>✓ %</i>	Spacing	<i>%</i>	<i>%</i>
DOUBLE BOTTOM, Motor space:			Poop Deck, Angle, [or]	<i>Transv. 165 75 9.6</i>	<i>✓ %</i>
Solid Floors, thickness and spacing	<i>1800 11.5 800</i>	<i>✓ %</i>	Spacing	<i>800</i>	<i>%</i>
" " Are Frame and Reversed Frame joggled?	<i>Ordinary</i>	<i>✓ %</i>	Bridge Deck, Angle, [or]	<i>Longitud. 180 75 9</i>	<i>✓ %</i>
Bracket Floors, breadth and thickness at middle line	<i>%</i>	<i>%</i>	Spacing	<i>903</i>	<i>%</i>
" " breadth and thickness at margin plate	<i>%</i>	<i>%</i>	Forecastle Deck, Angle, [or]	<i>Longitud. 180 90 9</i>	<i>✓ %</i>
			Spacing	<i>760</i>	<i>%</i>

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 Long B'hdrs</i>	14.5	- 10	✓	Y.						
"	<i>Horiz. Stiffeners</i>	381	102-133-16	✓	Y.						
"	<i>in 'tween Decks, Size and Spacing</i>	200	90-11.5	✓	Y.						
"	<i>" " " " " Spacing</i>	760		✓	Y.						
"	<i>in Holds</i>	1000	x 11	✓	Y.						
"	<i>Face</i>	150	75 10	✓	Y.						
"	<i>Connect. &</i>	150	150 11	✓	Y.						
Centre Line Bulkhead Girder:	<i>Space</i>	3555	x 2485	✓	Y.						
Stiffeners and Spacing		1945	x 10	✓	Y.						
		25	230 90 11	✓	220 85-10.5						
Plating, thickness of		150	150 12	✓							
STRINGERS AND DECKS.											
Uppermost Continuous Deck.											
Stringer Plate, breadth and thickness in Wells		1700	x 21.5	✓	Y.						
"	<i>" " " " in way of Bridge</i>	26		✓	Y.						
"	<i>Angle in Wells</i>	180	180 20	✓	Y.						
Thickness of Plating abreast Deck openings in way of Wells		21.5		✓	Y.						
Thickness of Plating abreast Deck openings in way of Bridge		21.5		✓	Y.						
Thickness of Plating within line of openings...		18		✓	Y.						
If Sheathed, material and thickness		unsheathed		✓	Y.						
Second Deck. Forw. & Aft:											
Stringer Plate, breadth and thickness in Wells		1000	12-9	✓	Y.						
Stringer Plate, breadth and thickness in way of Bridge					Y.						
Thickness of Plating abreast Deck openings in way of Wells					Y.						
Thickness of Plating abreast Deck openings in way of Bridge					Y.						
Thickness of Plating within line of openings...					Y.						
If Sheathed, material and thickness					Y.						
Third Deck. Aft:											
Stringer Plate, breadth and thickness		1050	10-9.5	✓	Y.						
If Plated, state thickness		8-9		✓	Y.						
Fourth Deck.											
Stringer Plate, breadth and thickness					Y.						
If Plated, state thickness					Y.						
Poop Deck, Bridge:											
Stringer Plate, breadth and thickness		2300	x 8		Y.						
Plating, Sheathing, material and thickness		6.5			Y.						
Bridge Deck.											
Stringer Plate, breadth and thickness		1140	x 11.5	✓	Y.						
Plating, Sheathing, material and thickness		9.5			Y.						
Forecastle Deck.											
Stringer Plate, breadth and thickness		1100	x 10	✓	Y.						
Plating, Sheathing, material and thickness		13	- 9.5	✓	Y.						

SHELL PLATING.

SCANTLINGS.						RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>Ordinary.</i>			BUTTS. <i>C.E.T.L.N. Long Laps 2060 m/m.</i>					
	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	1470	25 ✓	21.5	21.5	✓	Double	28	112	✓	4	28	112	Long Laps 2060	
„ DBLG. (if any)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
BOTTOM PLATING, No. of Strakes 2	1700	18.5 ✓	22.5 ✓	16 ✓	✓	Double	25	100	✓	5	22	100	Lapped	
	2020	19.5 ✓	14.0 ✓	12.5 ✓							22	88	Long Laps	
		17.5 ✓								4	25	112	Lapped	
BILGE PLATING, No. of Strakes 1	1900	18.5 ✓	12.5 ✓	12.5 ✓	5 term post pzt. 18.5	„	22	77	✓	5	22	100	Lapped.	
SIDE PLATING, No. of Strakes 4	2150	17.0 ✓	12.5 ✓	12.5 ✓	5 term plate 17.0	Triple	22	77	✓	4	22	88	✓	„
	2020													
UPPER DECK, Sheer-strake in Wells	1760	25 ✓	15 ✓	12.5 ✓	✓	Double	28	100	✓	5	28	136	✓	„
UPPER DECK, Sheer-strake in Bridge ...	1760	29.5 ✓	✓	✓	✓	„	28	100	✓	5	28	136	✓	„
		25.0 ✓												
STRAKE BELOW Sheer-strake in Wells	1700	23 ✓	12.5 ✓	12.5 ✓	✓	„	25	88	✓	5	25	112	✓	„
STRAKE BELOW Sheer-strake in Bridge ...	1700	23 ✓	✓	✓	✓	„	25	88	✓	5	25	112	✓	„
POOP SIDE PLATING	✓	✓	✓	12.5 ✓	✓	Quadruple Double	25	138	✓	2	22	88	✓	✓
				10.5 ✓										
BRIDGE SIDE PLATING ...	✓	13.5 ✓	✓	✓	✓	Quadruple Double	28	140	✓	3	22	88	✓	✓
		11.5 ✓												
FORE'C'TLE SIDE PLATING	✓	✓	11.5 ✓	✓	✓	Single	22 19	77	✓	2	19	66	✓	✓

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel

Extending to Upper Deck (Sec. 3 c)

„ Deck next below

As per Rule

5 in Vessel—
 Midlet: 16 B'nds.
 1 (S. 2.) Midlet: 11 "

Sides: 11 "

2 "

STIFFENERS.

		Plating Thickness.	STIFFENERS.				
			VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings.	Spacing.	
		S.	M.				
MIDSHIP BULKH'D,	Upper tween decks	11	10	M = 1780 · 11·5		5 180 · 90 · 9·5	760
"	Second "	12·5	11	I = 1670 · 11·5	3028	to	1.
"	Third "	12·5	12·5	II = Long. B'ld.	2300		1.
"	Holds	14·5	14·5	III = 1670 · 11·5	2508	5 340 · 90 · 13·5	760
COLLISION	(in Hold)	7-13·5		5 320 · 100 · 14	760	Decks + Str.	1.
AFTER PEAK	"	8		5 280 · 90 · 13	760	Decks + Str.	1.
	"	7·5-12		5 130 · 65 · 9	760		
	"			5 200 · 90 · 11	600		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted
KEEL, Bar	<i>Flat</i>	<i>plate</i>	<i>Keel.</i>	✓ %
STEM	<i>Forg.</i>	<i>280-75</i>	<i>Krupp</i>	✓ %
STERN FRAME {	Propeller Rost <i>Brack</i>	<i>Cast.</i>	<i>900-476</i>	✓ %
	Rudder "	<i>Cast.</i>	<i>Chan. Schichau Elbing.</i>	
Speed of Vessel		<i>12 Km.</i>	✓	%
RUDDER—Type		<i>Streamline.</i>		%
" A x D <i>213-5</i>		<i>1065</i>		%
" Diam. of head	<i>Forg.</i>	<i>410 φ</i>	<i>Krupp</i>	%
" Mainpiece at top pintle	"	<i>275 φ</i>	<i>at</i>	%
" " heel ...	"	<i>275 φ</i>	<i>Essen.</i>	%
" how constructed	<i>Built</i>	<i>plates</i>	<i>EW.</i>	✓ %
" double or single plate	<i>Double</i>	<i>plates</i>	<i>12-13.</i>	✓ %
" coupling, vertical or horizontal	<i>Horiz.</i>	<i>8 bolts</i>	<i>105 mm</i>	✓ %

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) S.M. open hearth Process.

STEEL.

Dortm. Heerder Verein - Gutehoffnungshütte - Dillinger Hüttenwerk - Aug. Thyssenhütte - Borsicherhütte -
Friedr. Alfred Hütte - Mannesmannröhrenwerke - Deutsche Röhrenwerke - A. Sternberg - Soest -

Has the Steel been tested as required by the Rules? *Yes, by the Society's Surveyors.*

Fried. Krupp. Kiel 569. PARTICULARS OF LONGITUDINAL FRAMING. "China".

Double Bottoms L, L or C	Tank Top Longitudinals							
	Bottom	✓	✓	✓	✓	✓	✓	✓
Spacing of Longitudinals	Amidships							
	At Ends...							

										Aft.		Fore.		Spacing.	In Ships.		As approved.							
															Plate. Angles.		Plate. Angles.							
Longitudinal Beams of L, C or C	Bridge Deck ...	180	75	9	✓									903	✓	330 x 9.5	90-150-11	✓	75-75-1					
	Upper	230	90	11	✓	180	75	9	✓	240	90	11	✓	180	75	9	✓	760	✓	760 x 11	130-75-11	✓	90-90-1	
	"	250	90	11	✓					240	90	11	✓					760	✓	900 x 11.5	160-90-11.5	Two.	✓	90-90-1
	Second					180	75	9	✓					200	75	9.5	✓	760	✓					
	"		✓			180	75	9	✓						✓			760	✓					
Third																✓	760	✓						

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.

JAN 28 1938

EQUIPMENT No 5500												LETTER 94	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.			
3130	1st Bower ...	93	3	5	✓	✓		65	0	0	0		Gruson Stockless	O. Gruson	Magdeburg 12.27.37
3131	2nd " ...	93	2	24	✓	✓		65	0	0	0	95	" "	Magdeburg	" " "
3132	3rd " ...	93	1	21	✓	✓		65	0	0	0		" "	"	" " "
	Collective weight.	280	3	22		✓		✓	✓	✓	✓	271			
3133	Stream	33	2	19	✓	✓		31	8	3	0	28	" "	"	" " "

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.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
1561	330	2 1/16	125 1/10	175 1/10	1269.1.0	1200	330	2 1/16	St. Link	Hansa Kettensfabr.	Dortmund 11.11.37. Coast.	TOWLINE...	130	7	169	130	6 1/2		
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	HAWSERS & WARPS } Manila.	400	10	28	✓	✓		
												"	400	8	19	400	8		
Iron Stream Chain or Steel Wire	120	6	✓	133	✓	✓	120	5 1/2	St. Wire	Westfälische Drahtindustrie	Hamm 27.8.37.	"	180	6	11.6	✓	✓		

Steering Gear, Steam *direct electric driven, efficient.* - Steering Gear, Hand & Tackles *yes, efficient.* -

Boats *4 Steel: 23'0" x 8'6" x 3'2"* Steering Chains, Size and Test *No Chains.* ✓ Windlass *steam, efficient.* -

Ceiling in Holds, thickness and material *No Ceiling* Cargo Battens, thickness, material and spacing *No Cargo battens.* -

Cargo Hatchways.—(Upper Deck) *Built Steel plates & angles, good.* - Thickness of Hatches *All Steel hinged covers 12.5-10" x*

Size of No. 1 Hatchway (Forward) *11.92' x 10.25' No. 2 = 48" dia. No. 6 = 23 1/2" dia. No. 4 = 23 1/2" dia. No. 3 = 6'0" x 3'0" No. 6* ✓

Number of Shifting Beams and/or Fore and Afters *No. Shifting beams or Fore Afters.*

FRIED. KRUPP
GERMANIAWERFT
Aktiengesellschaft

Builder's Signature *[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 *Tanker.* 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 and amended 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 Oil in Bulk. Longit Framing-Bracketless. The workmanship is throughout of the best description for this type of vessels, all parts conforming well with each other, without use of any packing and efficiently riveted together. - All electric weldings have been carried out to the Rules with approved Electrodes. - The Peak tanks, Deep tanks & Double bottom tanks have been filled and tested as required by the Rules, also Bulkheads & weather decks. - Cargo tanks, Cofferdams and Fuel Oil tanks have been filled and tested with a pressure of 8.0' x 12.0' above the highest point of expansion tanks and were found perfectly tight, without signs of deformation. - Air & sounding-pipes of all tanks comply with the Rules. - The painting arrangements and strengthening of bottom forward have been carried out as approved, to my satisfaction.

The amount of Entry Fee Mk£: : 240:-

Special Survey Fee... Mk£: 13793:-

Travelling Expenses, if any Mk£: : 667:-

Freightboard Mk£: 400:-

State whether the Vessel has been built under Special Survey *yes. Special Survey.*

Certificate to be sent to *Hamburg-Office.* Date of issue *17/2/38*

Fees applied for, 22 Jan. 1938

Received by me, *[Signature]*

I am of opinion the Vessel should be Classed **100A1.*

Carrying Petroleum in Bulk

[Signature]

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned *+ 100 A1 Carrying Petroleum in Bulk*

Lloyd's A&CP "Rudder electrically welded + Dec 1.38 2 SB 200 lb 2 SB 100 lb

air trig. O.L.

[Signature]

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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.)

Masts, Rigging and Cargo gear found carried out satisfactory. -
All steel material used in the construction of this vessel has been made at Works approved and tested by the Society's Surveyors in accordance with the Rules. -
Anchors & Chain-cables have been compared with certificates and were found in order.
General Equipment complete in good order. -
The Freeboard approved by the Panama Committee has been marked on the vessel's sides, verified and cut in L.R. -
TFW = 2515; FW = 2705; T = 2712; S = 2902; W = 3092; WNA = 3219 m/m. -
The draft corresponding to the assigned Summer-freeboard is 9.210 m/m = 30'-2 5/8" as given in the Builders Deadweight and Displacement Scale now attached. -

Attached: 1. Particulars of longitudinal Framing. -

1. Section as built. -

1. Capacity Plan with Displacement Scale. -

1. Interims Certificate. -

17. Approved Plans. -

11. Test Certificates. -

Sister vessel to "Harry G. Seidel" with small Alterations. -

P. Seidel.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book *Steel Twin Sc. Motor Tanker, Machinery aft. Petroleum in Bulk. - Cruiser Stern. - One Deck Steel, 2nd Deck fore & aft clear of Cargo Tanks. - Longitudinal Framing, Bracketless. - Rudder electrically welded. - Wireless, Direction Finding Apparatus, Echo sounding Apparatus & Gyro Compass fitted. -*

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

1st Bower Head: 1785 - 62.1.0 - 12 feet; Shank 1790 - 25.1.19 - 12 feet. Magdeburg 3.12.37 N. 58.11.30.
2nd „ Head 1786 - 61.1.15 - 12 feet; Shank 1788 - 25.1.25 - 12 feet. „ „ „
3rd „ Head 1787 - 62.0.2 - 12 feet; Shank 1789 - 25.1.25 - 12 feet. „ „ „

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 58.24 ft., R.Q.D. 1/2 ft., Bridge 39.38 ft., Forecastle 44.39 ft. (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 *One Steel Deck, 2nd Deck fore & aft clear of Cargo Tanks. - 3rd Deck aft. ✓*

Official No. 969; Signal Letters H.P.I.E. Is bottom of vessel coated with cement No if not give particulars of composition *Cargo tanks not coated. - Motorspace Bitumastic. - Water tanks Cement. - Otherw. Paint. -*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, Fr. 13-21.	21.0'	19.60	Fore peak tank, Fr. 103-116	26.25'	285
Double bottom, under Engines and Boilers Fr. 22-27.	13.1'	15.16	After peak tank, Fr. 0-13	26.25'	205
Double bottom, if under Engines only, Fr. 28-31	Loor. Oil		Deep tank, aft, Cofferd. Fr. 50-51	3.28'	240
Double bottom, if under Boilers only, Fr. 32-39	Fuel Oil		Deep tank, forward, Fr. 91-103	31.25'	892
Double bottom, forward, Fr. 39-48	Fuel Oil		Other tanks, if fitted, Cofferd. Fr. 83-84	3.28'	235
		Total capacity of double bottom 35 Tons	(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. 488.

Date 29.6.1936.

Dates of Surveys held while building

1936: Dec. 11.14.18 - 1937: Jan. 4.6.8; Feb. 5; March 15.19.22.24; April 16.19.26.29; May 12.18.21.24.26.28.31; June 7.11.14.16.21.23.25.28.30; July 2.5.14.16.20.23.27.30; Aug. 3.6.10.13.17.20.24.27.31; Sept. 1.3.7.10.14.17.21.24.28; Oct. 1.5.8.12.15.19.21.23.26.29; Nov. 2.5.9.19.23.26.30; Dec. 3.7.15.17.20.22.27.29.30; 1938: Jan. 5.7.8.10 Total No. of Visits 87.