

STEEL STEAMER or MOTORSHIP.

18 SEP 1929

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

17th September 1929 Port of *Sunderland*No. *30134*

Survey held at

Sunderland

Date First Survey

1st February 29

Last Survey

16th September 1929

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

SINGLE SCREW "CLAISDALE"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

*Full Scantling*State Type of Erections *Pop. Bridge + etc.*

TONNAGE under Tonnage Deck...

*3404.0*CLASS *#100 A.I.*State if with freeboard as condition of Class *no*Built at *Sunderland.*

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 360.0*Launched *1st Aug. 1929* Yard No. *707*

Total

Breadth (greatest moulded)

*B 49.70*Builders *Sir James Laing & Sons Ltd.*

Gross Tonnage

3776.71

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

*D 25.41*Owners *Messrs Headlam & Sons Steamship Co. Ltd.*

Register Tonnage

*2262.15*1st Longitudinal Number (L x D) = *9147.6*

Managers

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

2nd Numeral L x (B + D) = *27039.6*Residence *43 Flowergate Whitley*

REGISTERED DIMENSIONS.

FEET.

Length

360.5

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

21.75

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

14.16

Breadth

49.9

Do. Long Bridge to top of keel

*10.61*Port of Registry *Whitley*

Depth

*23.15*Draught Moulded *22.234*

If surveyed while building, afloat, or in dry dock

Building + 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>33</i>	<input checked="" type="checkbox"/>	Bracket Floors, Frame	<i>3 As</i>	<input checked="" type="checkbox"/>
" " from $\frac{3}{4}$ length to Collision bulkhead	<i>27</i>	<input checked="" type="checkbox"/>	" " Reversed Frame	<i>3 As</i>	<input checked="" type="checkbox"/>
" " in peaks	<i>24</i>	<input checked="" type="checkbox"/>	" " Vertical Struts	<i>3 As</i>	<input checked="" type="checkbox"/>
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>39</i>	<input checked="" type="checkbox"/>
Frame Amidships, Angle <i>E or C</i>	<i>12 x 3 1/2 x 3 1/2 x 1/4</i>	<input checked="" type="checkbox"/>	" " top Angles	<i>3</i>	<input checked="" type="checkbox"/>
" " Extends up to	<i>upper dk.</i>	<input checked="" type="checkbox"/>	" " bottom Angles	<i>3 1/2</i>	<input checked="" type="checkbox"/>
Reversed Frame Amidships, Angle	<i>12</i>	<input checked="" type="checkbox"/>	Side Girders, No. each side and thickness	<i>one</i>	<input checked="" type="checkbox"/>
" " Extends up to	<i>12</i>	<input checked="" type="checkbox"/>	Margin Plate depth (excl. of flange) and thickness	<i>36</i>	<input checked="" type="checkbox"/>
Depth of Framing Girder	<i>12</i>	<input checked="" type="checkbox"/>	Vertical Angle to Tank side	<i>3 1/2</i>	<input checked="" type="checkbox"/>
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E or C</i>	<i>12</i>	<input checked="" type="checkbox"/>	Bracket abaft $\frac{1}{4}$ len. from stem	<i>3 1/2</i>	<input checked="" type="checkbox"/>
" " Second 'tween Decks, Angle, <i>E or C</i>	<i>12</i>	<input checked="" type="checkbox"/>	Vertical Angle to Tank side	<i>6</i>	<input checked="" type="checkbox"/>
" " Third " " " "	<i>12</i>	<input checked="" type="checkbox"/>	Bracket forward $\frac{1}{4}$ len. from stem	<i>6</i>	<input checked="" type="checkbox"/>
Framing in Peaks, Angle or <i>C</i>	<i>7</i>	<input checked="" type="checkbox"/>	Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<i>3 1/2</i>	<input checked="" type="checkbox"/>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8" 7.6 x 52 dias</i>	<input checked="" type="checkbox"/>	Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<i>6</i>	<input checked="" type="checkbox"/>
State if Frame Joggled	<i>yes</i>	<input checked="" type="checkbox"/>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>5.7</i>	<input checked="" type="checkbox"/>
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>15 x 4 x 4 x 1/4 frames 62 frames 3 intercostal side stringers</i>	<input checked="" type="checkbox"/>	INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>5 x 5 x 36 single frames. 2 rows of rivets. add intercostal midship thickness bottom plating to Coll. bld.</i>	<input checked="" type="checkbox"/>	Breadth and thickness of Middle Line Strake	<i>48</i>	<input checked="" type="checkbox"/>
SINGLE BOTTOM.			Thickness of remainder in Holds	<i>43</i>	<input checked="" type="checkbox"/>
Floors, Depth and thickness at mid line in Holds	<i>15 x 4 x 4 x 1/4 frames 62 frames 3 intercostal side stringers</i>	<input checked="" type="checkbox"/>	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>	<input checked="" type="checkbox"/>
Height of Brackets at side above base line at toe of frame	<i>15 x 4 x 4 x 1/4 frames 62 frames 3 intercostal side stringers</i>	<input checked="" type="checkbox"/>	BEAMS.		
Middle Line Keelson, on Floors, Angles, <i>E or C</i>	<i>15 x 4 x 4 x 1/4 frames 62 frames 3 intercostal side stringers</i>	<input checked="" type="checkbox"/>	Uppermost Continuous Deck, amidships	<i>11</i>	<input checked="" type="checkbox"/>
" " Through Plate or Intercostal Plate	<i>15 x 4 x 4 x 1/4 frames 62 frames 3 intercostal side stringers</i>	<input checked="" type="checkbox"/>	" " in Wells, Angle, <i>E or C</i>	<i>10</i>	<input checked="" type="checkbox"/>
" " Foundation Plate on Floors	<i>15 x 4 x 4 x 1/4 frames 62 frames 3 intercostal side stringers</i>	<input checked="" type="checkbox"/>	" " in way of Bridge, Angle, <i>E or C</i>	<i>11</i>	<input checked="" type="checkbox"/>
" " Flat Plate Keel Angle	<i>15 x 4 x 4 x 1/4 frames 62 frames 3 intercostal side stringers</i>	<input checked="" type="checkbox"/>	Spacing	<i>every frame</i>	<input checked="" type="checkbox"/>
Side Keelsons, No. each side	<i>15 x 4 x 4 x 1/4 frames 62 frames 3 intercostal side stringers</i>	<input checked="" type="checkbox"/>	Second Deck, amidships, Angle, <i>E or C</i>		<input checked="" type="checkbox"/>
" " thickness of Intercostal Plate	<i>15 x 4 x 4 x 1/4 frames 62 frames 3 intercostal side stringers</i>	<input checked="" type="checkbox"/>	Spacing		<input checked="" type="checkbox"/>
" " Angles	<i>15 x 4 x 4 x 1/4 frames 62 frames 3 intercostal side stringers</i>	<input checked="" type="checkbox"/>	Third Deck, amidships, Angle, <i>E or C</i>		<input checked="" type="checkbox"/>
DOUBLE BOTTOM.			Spacing		<input checked="" type="checkbox"/>
Solid Floors, thickness and spacing	<i>36 stiffened with vertical angles 99" 33" x 24"</i>	<input checked="" type="checkbox"/>	Fourth Deck, amidships, Angle, <i>E or C</i>		<input checked="" type="checkbox"/>
" " Are Frame and Reversed Frame joggled?	<i>yes</i>	<input checked="" type="checkbox"/>	Spacing		<input checked="" type="checkbox"/>
Bracket Floors, breadth and thickness at middle line	<i>4.7 3/4 x 36</i>	<input checked="" type="checkbox"/>	Pop. Deck, Angle, <i>E or C</i>	<i>8</i>	<input checked="" type="checkbox"/>
" " breadth and thickness at margin plate	<i>4.7 3/4 x 36</i>	<input checked="" type="checkbox"/>	Spacing	<i>3</i>	<input checked="" type="checkbox"/>

PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows..... (3)	(See plans)	
<i>Bridge</i> in 'tween Decks, Size and Spacing... 7.	8 3½ '60 alt beams	
<i>h</i> <i>Match ends I</i>	6 x 3 x 3 x 38	✓
<i>File + Poop</i> " " "	2½ dia on alt. beams	✓
in Holds " "	-	
" " " " "	✓	
Centre Line Bulkhead.		
Stiffeners and Spacing..... 7 to	10 3½ '40 6 3 '40	✓
Plating, thickness of	'30	✓
STRINGERS AND DECKS.		
Uppermost Continuous Deck.		
Stringer Plate, breadth and thickness in Wells	52 " '62 - '40 fwd 66 " '40 aft.	
<i>at bridge ends</i>	114 " '40 aft	✓
" " " " in way of Bridge	52 x 36 and '60 at ends.	✓
" Angle in Wells	6 6 '68	✓
Thickness of Plating abreast Deck openings } in way of Wells	'60 - '56 fwd '63 - '50 aft.	✓
Thickness of Plating abreast Deck openings } in way of Bridge	'50 - '32	✓
Thickness of Plating within line of openings...	'44 - '32	✓
If Sheathed, material and thickness	✓ - -	
Second Deck.		
Stringer Plate, breadth and thickness in Wells...	- - -	
Stringer Plate, breadth and thickness in way of Bridge	32 - '34	✓
Thickness of Plating abreast Deck openings } in way of Wells	34 and '30 5 x 3 P. Pine	✓
Thickness of Plating abreast Deck openings } in way of Bridge	52 x '44	✓
Thickness of Plating within line of openings...	'44 - '34	✓
If Sheathed, material and thickness	✓ - -	
Third Deck.		
Stringer Plate, breadth and thickness.....	32 x '34	✓
If Plated, state thickness.....	-	
Fourth Deck.		
Stringer Plate, breadth and thickness.....	32 x '34	✓
If Plated, state thickness	-	
Poop Deck.		
Stringer Plate, breadth and thickness	32 - '34	✓
Plating, Sheathing, material and thickness ...	34 and '30 5 x 3 P. Pine	✓
Bridge Deck.		
Stringer Plate, breadth and thickness.....	52 x '44	✓
Plating, Sheathing, material and thickness ...	'44 - '34	✓
Forecastle Deck.		
Stringer Plate, breadth and thickness.....	32 x '34	✓
Plating, Sheathing, material and thickness ...	'32 - '26 part sheathing. 5 x 3½ P. Pine	✓

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled? <i>no</i>	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>44</i>	<i>.68</i>	<i>.62</i>	<i>.62</i>		<i>Double</i>	<i>7/8</i>	<i>3 3/10</i>	<i>3R.</i>	<i>7/8</i>	<i>3 1/8</i>	<i>Lapped</i>	
„ DBLG. (if any)	-	-	-	-		-	-	-	-	-	-	-	
BOTTOM PLATING, No. of Strakes <i>4</i>	<i>3-64 1/2</i> <i>1-65 3/4</i>	<i>.61</i>	<i>.44</i>	<i>.44</i>		<i>Double</i>	<i>7/8</i>	<i>3 3/10</i>	<i>3R</i>	<i>7/8</i>	<i>3 1/8</i>	<i>Lapped</i>	
BILGE PLATING, No. of Strakes <i>one</i>	<i>40 1/2</i>	<i>.61</i>	<i>.49</i>	<i>.44</i>		"	"	"	"	"	"	"	
SIDE PLATING, No. of Strakes <i>3</i>	<i>64 1/2</i>	<i>.61</i>	<i>.42</i>	<i>.42</i>		"	"	"	"	"	"	"	
UPPER DECK, Sheer- strake in Wells.....	<i>49</i>	<i>.62 8/60</i> <i>(1.12 at bridge ends)</i>	<i>.42</i>	<i>.42</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>3R</i>	<i>7/8</i>	<i>3 1/8</i>	<i>Lapped</i>	
UPPER DECK, Sheer- strake in Bridge ...	<i>49</i>	<i>.61</i>				<i>"</i>	<i>1"</i>	<i>3 2/3</i>	<i>(4R)</i>	<i>1"</i>	<i>4</i>	<i>Lapped.</i>	
STRAKE BELOW Sheer- strake in Wells.....	<i>49</i>	<i>.58</i>	<i>.42</i>	<i>.42</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
STRAKE BELOW Sheer- strake in Bridge ...	<i>49</i>	<i>.61</i>				<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
POOP SIDE PLATING		<i>.36</i>		<i>.36</i>		<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>Single</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>	
BRIDGE SIDE PLATING	<i>(1) 55</i> <i>(2) 54 1/2</i>	<i>.56</i>				<i>Double</i>	<i>7/8</i>	<i>3 3/10</i>	<i>3R</i>	<i>7/8</i>	<i>3 1/8</i>	<i>Lapped</i>	
FOREC'TLE SIDE PLATING.			<i>.39</i>			<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>Single</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c) <i>6</i>					
" Deck next below <i>✓</i>					
As per Rule <i>6 ✓</i>					
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks	<i>✓</i>				
" " Second "	<i>✓</i>				
" " Third "	<i>✓</i>				
" " Holds	<i>✓</i>	<i>45-144</i> <i>-26</i>	<i>105 3 1/2 x 46</i>	<i>30</i>	<i>-</i>
COLLISION " (in Hold)	<i>✓</i>	<i>49-34-30</i>	<i>9 x 3 x 33</i> <i>6 x 3 x 37 1/2</i>	<i>7 1/2 22</i> <i>24</i>	<i>2.5.8.8</i>
AFTER PEAK " "	<i>✓</i>	<i>48 47 1/2 32 30</i>	<i>7 x 3 x 35</i> <i>5 1/2 x 3 x 34</i>	<i>24</i>	<i>2.5.8.8</i> <i>Turned</i>

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	<i>Rolled Steel</i>	<i>8 7/8" x 2 1/4"</i>		
STERN FRAME	Propeller Post	<i>Forged. 9 5/8 x 6 5/8</i>	<i>Sld Forge</i>	
	Rudder "	<i>" 8 5/8 x 6 5/8</i>	<i>Ring 6" L'd</i>	
RUDDER—A x D		<i>111.0 x 3.0 =</i>	<i>333</i>	
Speed of Vessel		<i>10 Knots.</i>		
RUDDER mainpiece at head	<i>Forging</i>	<i>8 1/2</i>	<i>Sld Forge</i>	
" " heel		<i>6 1/2</i>	<i>Ring 6" L'd</i>	
" how constructed		<i>Forged bars shrunk on rkeyed.</i>		
" double or single plate		<i>Single 1.08</i>		
" coupling, vertical or horizontal		<i>Vertical</i>		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open hearth process*
Bolchov Vaughan & Co. Ltd. Cargo Fleet Iron Co. Ltd. Consett & Co. Ltd. Dorman Long & Co. Ltd.
Pease Partners Ltd. South Durham St. & Co. Ltd.
 Has the Steel been tested as required by the Rules? *yes.*

EQUIPMENT No. 29159.16												LETTER	w	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.			
90890	1st Bower ...	52	3	14	stockless			44	3	1	21	52½	Harkshorne (G.S.H.)	N. Hingley & Sons	14. Netherton 29.6.29.
90892	2nd „ ...	52	2	14				44	1	3	14	52½	“	“	“ “ “ “
90891	3rd „ ...	45	0	25				39	8	0	14	44½	“	“	“ “ “ “
	Collective weight.	150	2	25								149½			H. Green
90806	Stream	14	0	6	3	3	0	15	14	2	21	14	ordinary	N. Hingley & Sons	14. Netherton 8.6.29.

CHAIN CABLES.												HAWERS 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.	Ins.	Owts. qrs. lbs.	Owts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
85464	135	2½	76½	104½	284. 2. 22.	543¾	240	2½	shd	H. Green	Netherton, 12.6.29.	TOWLINE...	120	4½	39	120	4½		
90456	135	2½	76½	104½	284. 1. 0				"	"	" 20.6.29	HAWERS & WARPS }	2-90	3¼	22	4-90	2½		
	240				544.3.22						H. Green.		"	2-90	2½	12½			
Isos. Stream Chain or Steel Wire }		Cir.						Cir.											
	90	4½	-	39	-	-	90	4½	Galv	British Rope Co	2nd	"							

Steering Gear, Steam *John Wigham* Steering Gear, Hand *Secondary means by blocks & wire ropes operated from winch*

Boats *2-22 ft life, 2-17 ft life* Steering Chains, Size and Test *1½" 18.15.0-0* Windlass *Steam, Emerson Walker*

Ceiling in Holds, thickness and material *2½" W.Pine under hatches over bilges only* Cargo Battens, thickness, material and spacing *1½" W.Pine spaced 12" as per Sec. 5-2-29.*

Cargo Hatchways.—(Upper Deck) *Steel plates & angles* Thickness of Hatches *3"*

Size of No. 1 Hatchway (Forward) *24'9" x 20'0"* No. 2 *20'3" x 20'0"* No. 3 *13'9" x 20'0"* No. 4 *30'3" x 20'0"* No. 5 *30'3" x 20'0"* No. 6 *„*

Number of Shifting Beams and/or Fore and Afters *4 to No. 1, 2 & 4, 2 to No. 3, 5 to No. 5 & 4*

Builder's Signature *W. P. Collings* **SIR JAMES LARG & SONS, LIMITED.**
SECRETARY.

GENERAL DECLARATION. It should be stated (a) whether the vessel 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 constructed in accordance with the approved plans, the Rules & Secretary's letters. The materials & workmanship are good. The freeboard has been verified and the marks cut in on the vessel's sides. The fore peak, after peak tank and double bottom tanks have been satisfactorily tested under water pressure in accordance with the Rule requirements.

The W.P. bulkheads, decks, tunnel, & W.T. doors have been holed and found satisfactory, and pumps tested.

The approved plans (8 in 1) Midship Section, Profile & decks, Stern frame & Rudder, After peak tank, Fore peak, Topside plating, W.P. blds. & Pumping together with 4 forging certificates, and Midship section and Profile & decks as built.

The amount of Entry Fee £ *7* : : Fees applied for, *17 SEP 1929*

Special Survey Fee £ *263* : *17* : Received by me, *28.9.29*

Freeboard £ *8.5.0*

/ Travelling Expenses, if any £ : : I am of opinion the Vessel should be Classed *+100 A.1.*

State whether the Vessel has been built under Special Survey *yes* Signature *W. P. Collings*

Certificate to be sent to *SUNDERLAND* Date of issue *30/9/29* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 20 SEP 1929*

Character assigned *+100 A.1.*

Lloyd's Assoc *L.M.C. 9.29 C.*

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 vessel was placed on Messrs Austin & Sons Ltd Pontoon on the 16th Sept 1929. Examined, and the bottom cleaned & painted.

NOTE. Please return plans for Sister Vessel, No 708 Building. W.H.L.

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

1st Bower 32-2-14, M.B. 6335. 12.4.29.
2nd " 33.0.21, M.B. 5952. 16.11.28.
3rd " 26.3.26, K.H. 6484. 28.5.29

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 31.7 ft., R.Q.D. ✓ ft., Bridge 219.0 ft., Forecastle 34.4 ft.

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

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 dk (sk)

Official No. 161012 ; Signal Letters

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,	123.75	302	Fore peak tank,	20.0	135
Double bottom, under Engines and Boilers,	38.5	148	After peak tank,	—	—
Double bottom, if under Engines only,	—	—	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	—	—
Double bottom, forward,	158.5	448	Other tanks, if fitted,	—	—
	Total capacity of double bottom	928	(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. 5697

Date 11.1.29

Dates of Surveys held while building

1929. Feb. 14. 17. 18. 21. 25. 27. Mar. 1. 5. 7. 12. 14. 18. 20. 22. 26. 28. Apr. 3. 9. 12. 15. 17. 19. 23. 25. 30. May. 1. 3. 6. 9. 13. 15. 22. 23. 24. 27. 30. June. 4. 5. 7. 11. 13. 19. 21. July. 1. 3. 4. 5. 8. 10. 12. 16. 17. 18. 19. 22. 25. 26. 29. 30. Aug. 1. 23. 26. Sep. 2. 5. 6. 12. 11. 16

Lloyd's Register Foundation
Total No. of Visits 7