

STEEL ~~STEAMER~~ OF MOTORSHIP.First Entry
Hamburg Report Nr. 22914

Received at London Office

State if Report has been sent on the Freeboard of the Vessel *no*State if Report is sent on the Machinery of the Vessel *yes*Date of completion of report *24th September 1938*Port of *Hamburg*No. *22914*Survey held at *Hamburg*Date First Survey *17th June, 1937*

Last Survey

10th September 1938

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

Steel Single Screw ELSA ESSBERGER

State Type

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

*Full Scantling*State Type of Erections *Combined B & F*

TONNAGE under Tonnage Deck

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.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

*135.84*Launched *14th July, 1938*Yard No. *765*

Total

Gross Tonnage

6103.48

Register Tonnage

3476.45

Breadth (greatest moulded)

18.60

Builders

Howaldtswerke A.G., Hamburg

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (2c)

8.34

Owners

John T. Essberger

1st Longitudinal Number (L x D)

1133

Managers

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

2nd Numeral L x (B + D)

*3659*Residence *Hamburg, Palmalle 49,*

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

7.265

Port of Registry

Hamburg

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

16.29

If surveyed while building, afloat, or in dry dock

Do. Long Bridge to top of keel

11.98

On stocks, afloat & in dry dock

Draught Moulded

7.31

FRAMES, DOUBLE BOTTOM AND BEAMS.

| | mm INCHES IN SHIP. | Any Departure from Approved Plans to be Noted. | | mm INCHES IN SHIP. | Any Departure from Approved Plans to be Noted. |
|--|-----------------------|--|--|---------------------------|--|
| FRAMES, Spacing amidships | 700 | ✓ | Bracket Floors, Frame | ✓ | |
| " " from 1/2 length amidships to Collision bulkhead | 700 | ✓ | " " Reversed Frame | ✓ | |
| " " in peaks | FP 420 AP 600 | ✓ | " " Vertical Struts | ✓ | |
| SIDE FRAMING. | | | Centre Girder, depth and thickness amidships | 1075 x 13 | ✓ |
| Frame Amidships, Angle, E or C | 300 90 13.5 | ✓ | " " top Angles | 90 90 12.5 | ✓ |
| " " Extends up to | upper dk | ✓ | " " bottom Angles | 110 110 14 | ✓ |
| Reversed Frame Amidships, Angle | ✓ | | Side Girders, No. each side and thickness | two, 10 | ✓ |
| " " Extends up to | ✓ | | Margin Plate depth (excl. of flange) and thickness | 1040 x 12.5 | ✓ |
| Depth of Framing Girder | 300 | ✓ | " " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem | 160 x 12 flat | ✓ |
| Frames in Uppermost Continuous Decks, Angle, E or C | 170 90 11.5 | ✓ | " " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area | 160 x 12 flat | ✓ |
| " " Second 'tween Decks, Angle, E or C | ✓ | | " " Gussets, spacing and scantling abaft 1/2 len. from stem | 540 x 10 continuous | ✓ |
| " " Third | ✓ | | " " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area | E.W | ✓ |
| " " from 1/2 len. for'd. to 15% len. from Stem | 300 90 13.5 | ✓ | Tank Side Brackets, height above base line at toe of Frame and thickness | 1560 | ✓ |
| " " in Peaks, Angle, E or C | 250 90 11.5 | ✓ | INNER BOTTOM PLATING. | | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 22 @ 7 dias | ✓ | Breadth and thickness of Middle Line Strake | 1300 x 12.5 | ✓ |
| State if Frame Joggled | no | ✓ | Thickness of remainder in Holds | 10.5 | ✓ |
| Are the scantlings and arrangements in the Panting Area in accordance with the Rules and as approved? | yes | ✓ | Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bankers and Boiler Room? | As per approved plans | ✓ |
| Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and as approved? | yes | ✓ | BEAMS. | | |
| SINGLE BOTTOM. | | | Uppermost Continuous Deck, amidships in Wells, Angle, E or C | ✓ | |
| Floors, Depth and thickness at mid-line in Holds | ✓ | | " " in way of Bridge, Angle, E or C | 230 90 13 | ✓ |
| Height of Brackets at side above base line at toe of frame | ✓ | | Spacing | ev. fr. | ✓ |
| Middle Line Keelson, on Floors, Angles, E or C | ✓ | | Second Deck, amidships, Angle, E or C | 230 90 13 | ✓ |
| " " Through Plate or Intercoastal Plate | ✓ | | Spacing | ev. fr. | ✓ |
| " " Foundation Plate on Floors | ✓ | | Third Deck, amidships, Angle, E or C | ✓ | |
| " " Flat Plate Keel Angles | ✓ | | Spacing | ✓ | |
| Side Keelsons, No. each side | ✓ | | Fourth Deck, amidships, Angle, E or C | ✓ | |
| " " thickness of Intercoastal Plate | ✓ | | Spacing | ✓ | |
| " " Angles | ✓ | | Poop Deck, Angle, E or C | 165 75 8.5 | ✓ |
| DOUBLE BOTTOM. | | | Spacing | 90 75 9 @ frs 2, 5, 8, 11 | ✓ |
| Solid Floors, thickness and spacing | 10 ev. fr. | ✓ | Bridge Deck, Angle, E or C | 230 90 11 | ✓ |
| " " Are Frame and Reversed Frame joggled? | no | ✓ | Spacing | ev. fr. | ✓ |
| Bracket Floors, breadth and thickness at middle line | ✓ | | Forecastle Deck, Angle, E or C | 230 90 11 | ✓ |
| " " breadth and thickness at margin plate | ✓ | | Spacing | alt frs. | ✓ |

PILLARS AND DECKS.

| | mm INCHES IN SHIP. | | Any Departure from Approved Plans to be Noted. | | mm INCHES IN SHIP. | | Any Departure from Approved Plans to be Noted. |
|--|-----------------------|-----------------------|--|--|-----------------------|--|--|
| | | | | | | | |
| PILLARS , No. of Rows..... | none | strong & E | ✓ | | | | |
| " in 'tween Decks, Size and Spacing..... | | beams & reinforced. | ✓ | | | | |
| " " " " " " | | H. S. coaming | ✓ | | | | |
| " in Holds " " " " | | | | | | | |
| " " " " " " | | | | | | | |
| Centre Line Bulkhead. | | | | | | | |
| Stiffeners and Spacing..... | no 2 hold | 180 75 95 | ✓ | | | | |
| Plating, thickness of | | all 7.5 | ✓ | | | | |
| STRINGERS AND DECKS. | | | | | | | |
| Uppermost Continuous Deck. | | | | | | | |
| Stringer Plate, breadth and thickness in Wells | | ✓ | | | | | |
| " " " " " in way of Bridge | | 1343 in Plating built | ✓ | | | | |
| " " " " " Angle in Wells | | 1340 x 10.5 | ✓ | | | | |
| Thickness of Plating abreast Deck openings in way of Wells | | 90 90 105 | ✓ | | | | |
| Thickness of Plating abreast Deck openings in way of Bridge | | 9.5 | ✓ | | | | |
| Thickness of Plating within line of openings... | | 8.5 | ✓ | | | | |
| If Sheathed, material and thickness | | ✓ | | | | | |
| Second Deck. | | | | | | | |
| Stringer Plate, breadth and thickness in Wells... | no 1 hold | 8 | ✓ | | | | |
| | 3 | 7.5 | ✓ | | | | |
| Stringer Plate, breadth and thickness in way of Bridge | | | | | | | |
| Thickness of Plating abreast Deck openings in way of Wells | | | | | | | |
| Thickness of Plating abreast Deck openings in way of Bridge | | | | | | | |
| Thickness of Plating within line of openings... | | | | | | | |
| If Sheathed, material and thickness | | | | | | | |
| Third Deck. | | | | | | | |
| Stringer Plate, breadth and thickness..... | | | | | | | |
| If Plated, state thickness..... | | | | | | | |
| Upper Poop | | | | | | | |
| Fourth Deck. | | | | | | | |
| Stringer Plate, breadth and thickness..... | | 950 x 9 | ✓ | | | | |
| If Plated, state thickness & Sheathing..... | | 65 0.125 75 | ✓ | | | | |
| Poop Deck. | | | | | | | |
| Stringer Plate, breadth and thickness | | 940 x 9 | ✓ | | | | |
| Plating, Sheathing, material and thickness ... | | 7.5 | ✓ | | | | |
| Bridge Deck. | | | | | | | |
| Stringer Plate, breadth and thickness..... | | 1495 x 17.5 | ✓ | | | | |
| Plating, Sheathing, material and thickness ... | | 14 inch | ✓ | | | | |
| Upper | | | | | | | |
| Forecastle Deck. | | | | | | | |
| Stringer Plate, breadth and thickness..... | | 1240 x 9 | ✓ | | | | |
| Plating, Sheathing, material and thickness ... | | 8 inch | ✓ | | | | |

SHELL PLATING.

| SCANTLINGS. | | | | | | RIVETING. <i>amidships</i> | | | | | | |
|--|----------------------------|----------------------------|----------------------------|----------------------------|--|---------------------------------------|-----------|-----------------------|---------------------------|-----------|-----------------------|------------------------|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. State if jogged? <i>yes</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. | |
| | <i>inches</i> <i>mm</i> | <i>inches</i> <i>mm</i> | <i>inches</i> <i>mm</i> | <i>inches</i> <i>mm</i> | | | | | | | | |
| FLAT PLATE KEEL | <i>1310</i> | <i>22</i> ✓ | <i>19.5</i> | <i>19.5</i> ✓ | <i>X 4cc strengthened area</i> | <i>double</i> | <i>25</i> | <i>4</i> ✓ | <i>V welded</i> | ✓ | ✓ | ✓ |
| „ DBLG. (if any) | ✓ | <i>A, B+C str.</i> | <i>17.5 (½ L fwd to X)</i> | | | ✓ | - | - | ✓ | - | - | - |
| BOTTOM PLATING, No. of Strakes ... <i>4</i> | ✓ | <i>15.5</i> ✓ | <i>23.5</i> X | <i>12.0</i> ✓ | | <i>double</i> | <i>22</i> | <i>4</i> ✓ | <i>four</i> | <i>22</i> | <i>4</i> ✓ | <i>lapped</i> |
| BILGE PLATING, No. of Strakes ... <i>E</i> | ✓ | <i>15.5</i> ✓ | <i>23.5</i> X | <i>12.0</i> ✓ | | " | " | " ✓ | " | " | " ✓ | " |
| SIDE PLATING, No. of Strakes ... <i>3</i> | ✓ | <i>15.5</i> ✓ | <i>H 13.0</i> X | <i>11.5</i> ✓ | <i>appr. 11.5 fwd</i> ✓ | " | " | " ✓ | <i>three</i> | " | <i>3½</i> ✓ | " |
| UPPER DECK, Sheer-strake in Wells..... | ✓ | ✓ | ✓ | ✓ | | ✓ | - | - | ✓ | ✓ | - | - |
| UPPER DECK, Sheer-strake in Bridge ... <i>K</i> | <i>2145</i> | <i>18</i> | <i>12</i> | <i>11.5</i> | <i>appr. 11.5 fwd</i> ✓ | <i>double</i> | <i>25</i> | <i>4</i> ✓ | <i>four</i> | <i>25</i> | <i>4</i> ✓ | <i>lapped</i> |
| STRAKE BELOW Sheer-strake in Wells..... | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | - | - | - | - | ✓ |
| STRAKE BELOW Sheer-strake in Bridge ... <i>J</i> | <i>2145</i> | <i>16.5</i> | <i>12.5</i> | <i>11.5</i> | <i>appr. 11.5 fwd</i> ✓ | <i>double</i> | <i>22</i> | <i>4</i> ✓ | <i>four</i> | <i>22</i> | <i>4</i> ✓ | <i>lapped</i> |
| POOP SIDE PLATING <i>L, M</i> | ✓ | ✓ | ✓ | <i>10</i> ✓ | | <i>single</i> | <i>19</i> | <i>3½</i> ✓ | <i>two X welded</i> | <i>19</i> | <i>3½</i> ✓ | " |
| BRIDGE SIDE PLATING ... <i>N</i> | <i>see above</i> | | - | - | | ✓ | - | - | - | - | - | - |
| FORECASTLE SIDE PLATING <i>O</i> | ✓ | ✓ | <i>10.5</i> ✓ | ✓ | | <i>single</i> | <i>19</i> | <i>3½</i> ✓ | <i>two</i> | <i>19</i> | <i>3½</i> ✓ | <i>lapped</i> |

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—
 Extending to Upper Deck (Sec 3 c) *Six, incl. C.D. Bulk for 100,*
 " 55 Deck next below *also two O.T. Bulks for 91 & 99 having*
 As per Rule *Seven* *One, collision.* *7 B.H.*

| | Plating Thickness. | STIFFENERS. | | | |
|--|--------------------|-----------------|------------|-------------|----------|
| | | VERTICAL | HORIZONTAL | | |
| | | Scantlings. | Spacing. | Scantlings. | Spacing. |
| 7/121, MIDSHIP BULKHEAD, Upper tween decks | 6.5 | 140 x 280 | 800 | 750 | ✓ |
| " " Second " | ✓ | | | | |
| " " Third " | 7.5 | 200 250 | 800 | 750 | ✓ |
| " " Holds | 7.5 | 200 250 | 800 | 750 | ✓ |
| " " below twths (in Hold) | 8.5 | C.L. Wash plate | 250 x 230 | 500 | ✓ |
| AFTER PEAK | 7.5 | 280 x 150 | 600 | ✓ | |

| | Casting or Forging. | Scantlings. | Maker's Name. | Any Departure from Approved Plans to be Noted. |
|---|---------------------|--------------------|---------------|--|
| KEEL, Bar | ✓ | | | |
| STEM | | M.S. dished plates | ✓ | |
| STERN FRAME { Propeller Post | | C.S. as | Stahlwerk | ✓ |
| { Rudder " | | appr. | Krieger A.G. | ✓ |
| Speed of Vessel | | 13 knots | ✓ | |
| RUDDER—Type | | "Star Contra" | ✓ | |
| " A x D | | ✓ | | |
| " Diam. of head | | 305 mm | ✓ | |
| " Mainpiece at top pintle | | 290 " | ✓ | |
| " " heel ... | | 205 | ✓ | |
| " how constructed | | F.S. with | Krieger | ✓ |
| " double or single plate | | double plates | Werk A.G. | ✓ |
| " coupling, vertical or horizontal..... | | horizontal | ✓ | |

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *S.M. Open hearth*
Gutehoffnungshütte, August Thyssen Hütte A.G., Dillinger Hüttenwerke, Dortmund Hoerder Hüttenverein,
Rehstahl A.G., Mannesmannröhren Werke, Deutsche Röhrenwerke A.G., Burbacherhütte.
 Has the Steel been tested as required by the Rules? *Yes*

| EQUIPMENT No. 4036 ✓ | | | | | | | | | | 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. | Cwts. | | | |
| 3253 | 1st Bower ... | 77 | 2 | 12 | ✓ | ✓ | ✓ | 57 | 12 | 2 | 0 | ✓ | Gysson | Otto Gysson Magdeburg-Buchau | Magdeburg 27-7-38 H. Holte |
| 3255 | 2nd „ ... | 77 | 2 | 12 | ✓ | ✓ | ✓ | 57 | 12 | 2 | 0 | ✓ | " | | |
| 3254 | 3rd „ ... | 76 | 3 | 17 | ✓ | ✓ | ✓ | 57 | 5 | 0 | 0 | ✓ | " | | |
| Collective weight. | | 232 | 0 | 13 | ✓ | ✓ | ✓ | | | | | 219½ ✓ | | | |
| 3256 | Stream | 19 | 2 | 17 | ✓ | 4 | 3 | 24 | 20 | 10 | 2 | 14 | 22 cast-iron ✓ | C.S. Stock | |

| 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. | | Supplied. | Per Rule. | | | | | | | Length. | Cir. | | Length. | Cir. | | | |
| 1610 | 550 | 3/4 | 12410 | 48719 | | | 550 | 62 | S.L. Foto Werke | Warmer-Ruhr 15.3.38 | TOWLINE | 225 | 114 | 58450 | 240 | 133 | 6/24 | | |
| | | | | | | | | | | | | | | | | | | | |
| 136 | 23 1/2 | 5/16 | 12470 | 1238 | | | | | Kenter Patent | Hamburg 25.8.38 | HAWSERS & WARPS | 2@ 165 | 89 | 33120 | 185 | 70 | 6/12 | | |
| Lower Stream (Chain or Steel Wire) | 225 | 127 | 74450 | | | | 220 | 127 | Hoesch-Köln | Neuenen A.G. | | 4@ 220 | 229 | | 185 | 203 | | | |

Steering Gear, Type (Power or hand) Electric, AEG. with multiple disc clutch Alternative Means of Steering Hand gear connected to before mentioned gear

Steering Chains (Size and Test) ✓ Windlass Electric, Atlas Werke Boats 2@ 7.2 x 2.6 x 1.0 m
Bremen 1@ 7.0 x 2.0 x .95 m motorboat
1@ 5 x 2.06 x .83 m working "

Ceiling in Holds, thickness and material 65 mm Pine in way of hatchways only Cargo Battens, thickness, material and spacing 150 x 50, Pine spaced 350 c.to c ✓

Cargo Hatchways. (Upper Deck) S.S. Strong steel coamings Thickness of Hatches Steel, as per approved plans

Size of Hatchways No. 1 (Fwd.) 11200 x 6000 No. 2 14000 x 6000 No. 3 11200 x 6000 No. 4 11200 x 6000 No. 5 11200 x 6000 No. 6 ✓

Number of Shifting Beams } None fitted - steel sectional hatch covers
and/or Fore and Afters }

Builder's Signature

HOWALDTSWERKE
Aktiengesellschaft

J. V. Jensen.

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 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 of various dates, and in accordance with the Rules and requirements for the class contemplated. ✓ The workmanship and materials are good. ✓ Oil fuel (F.P. above 150°F) is carried in deep cross bunkers forward of the machinery space, and in double bottom tanks under this space. ✓ The requirements of Sect. 20 of the Rules have been complied with. ✓ Bulkheads, tunnel, decks, W.T. door, double bottom, peak & deep tanks, the steering gear and windlass have been tested as required by the Rules and found satisfactory. ✓

(see page 4)

The amount of Entry Fee 200.- Fees applied for, (Special notations, where part of class, to be stated.)
Special Survey Fee.... 705.50 3rd Oct 1938
Travelling Expenses, if any & 103.50 Received by me, 27/10 1938
State whether the Vessel has been built under Special Survey. Yes 27/10
Certificate to be sent to Hamburg Office Date of issue 29.10.38

I am of opinion the Vessel should be Classed +100A1 ✓
Keel built electrically welded
Lines of steel electrically welded
Signature R. B. Shephard
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned

FRI 14 OCT 1938

+100A1

Lloyd's A.C.P.

+ L.C. 9.38.0 G.

Oil Engine.

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Lloyd's Register
Foundation

This vessel has also been built ^{also} to the classification of Germanischer Lloyd +100 [E]
Ice strengthening has been fitted as shown on the plan approved 18-3-37,
but the notation "strengthened for navigation in ice" is not required by
the Owners (please see correspondence)

The following freeboards have been assigned by the Seeburggenossenschaft:-
Summer, from centre of disc to top of freeboard deck stringer plate at side
= 1040 mm
allowances for winter, tropical & fresh water = 150 mm

The vessel is fitted with wireless telegraphy, direction finding apparatus
and echo sounding device.

Forwarded herewith:-

Interim certificate
Four forging & casting reports
36 approved plans } with list.
4 plans as built }

PARTICULARS OF ELECTRIC WELDING (if employed)

Keel butts, margin connections, double bottom
structure, steel hatch covers and other items all to extent shown on approved plans.
The requirements of the Rules for the application of electric arc welding to ship
construction have been complied, the electrodes used for parts of primary structural
importance complying with Sect 4, paras 1-9 of the Rules.
The Owners consent to the use of electric welding of these parts has been obtained.

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

Keel butts electrically welded. ✓ cruiser stern. Lloyds A.C.P., D.F., E.S.D. Oil Eng.
1st & 2nd dls in nos 1 & 3 holds & machy space

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

1st Bower Head: 51.2.9 N.S. 2057, 21.7.38; Shank 21.1.19 N.S. 2062, 21.7.38
2nd " " 52.1.2 N.S. 2059, 21.7.38 " 21.1.19 N.S. 2061, 21.7.38
3rd " " 51.0.10 N.S. 2058, 21.7.38 " 21.2.0 N.S. 2063, 21.7.38
Stream " 18.2.7 N.S. 2060, 21.7.38

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ^{lower & upper} 8.8 m, R.O.D. ft., Bridge ft., Forecastle 10.7 m.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated. Bridge & Forecastle combined 124.8 m = 409.5 ft
Official No. ✓ Signal Letters DJXK Extreme Breadth over Belting ✓ Over-all Length 145.3 m
No. and Material of Decks 1st dls steel, 2nd dls in nos 1 & 3 holds & in machinery space ✓ (Circ. 1703) = 476.7 ft
Parts of Bottom of Vessel coated with cement or approved composition peaks, also double bottom Tanks except fuel & lub. oil tanks
in machinery space coated with bitumastic ✓ ft asp.
Particulars of composition (if fitted) and of approval bitumastic ✓

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. |
|---|---------|-----------------------|--|---------|-----------------|
| | m | Tons. | | m | Tons. |
| Double bottom, aft, for 13-55 | 29.4 | 96.5 ✓ 183 ✓ | Fore peak tank, | 9.5 | 31.2 ✓ 124 ✓ |
| Double bottom, under Engines and Boilers, | | | After peak tank, | 6.0 | 19.7 ✓ 192 ✓ |
| Double bottom, if under Engines only, for 55-69 | 9.8 | 32.1 ✓ 137 ✓ | Deep tank, aft, | | |
| Double bottom, if under Boilers only, for 69-70 | | | Deep tank, forward, for 91-99, for oil fuel | 5.6 | 18.4 ✓ 73.5 ✓ |
| Double bottom, forward, for 100-180 | 56.0 | 183.7 ✓ 670 ✓ | Other tanks, if fitted, | | |
| Total length (if continuous) and Capacity | | | (If necessary, furnish further information by sketch.) | | |
| Tested C.D.s for 69-70, 99-100 together | 1.4 | 4.6 ✓ (24) clear out. | | | |

Order for Special Survey No. 213

Date 17.6.37

Dates of Surveys held while building

1937, June 17, July 9, 23, Aug 5, 27, Sept 25, 29, Oct 1, 5, 11, 13, 16, 19, 21, 25, 30;
Nov 3, 10, 13, 25; Dec 8, 14, 20, 21, 28, 31; Jan 1938 6, 10, 14, 17, 18, 21, 25, 27, 31; Feb 25, 9,
14, 16, 18, 19, 23, 25, 28; March 24, 27, 29, 31, 15, 28, 30; April 2, 5, 8, 12, 14, 20, 22, 24, 29;
May 5, 10, 13, 18, 31; June 3, 7, 10, 14, 16, 20, 22, 23, 25, 28, 29, 30; July 2, 6, 10, 14, 15, 16, 17, 18, 20, 25, 28,
Aug 2, 8, 10, 18, 25, 27, 30, 31; Sept 1, 2, 5, 8, 10.

Total No. of Visits 105