

## STEEL STEAMER or MOTORSHIP.

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 *23<sup>rd</sup> of December 1931* Port of *Hamburg* No. *20208*Survey held at *Hamburg* Date First Survey *6<sup>th</sup> of October 1930* Last Survey *16<sup>th</sup> of December 1931*On the *Steel Twin Sc. Horn Shell* Machinery *alt*State Type *Full Scantling, Complete Superstructure with or without Tonnage Openings* State Type of Erections *forecastle & poop, bridge &*TONNAGE under Tonnage Deck... *7515.15* CLASS *\* 100 A* State if with freeboard as condition of Class *no* Built at *Hamburg*Do. of space or spaces between Tonnage Dk. and Upper Dk. *8* Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 455' 0"* Launched *12<sup>th</sup> of Sept. 31* Yard No. *146*Total Breadth (greatest moulded) *B 61' 9"* Builders *Deutsche Werft A.G.*Gross Tonnage *8271.68* 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' 0"* Owners *Anglo Saxon Petroleum Co.*Register Tonnage *4837.2* 1st Longitudinal Number (L x D) *= 15470* Managers *(Where necessary to be entered in Reg. Book.)*REGISTERED DIMENSIONS. FEET. Framing Depth "d," at middle of length. See Sec. 3 (1d) *13.38* Residence *London*Length *456.1* Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.38* Port of Registry *London*Breadth *62.1* Do. Long Bridge to top of keel *26' 1 1/2* If surveyed while building, afloat, or in dry dockDepth *34.05* Draught Moulded *26' 1 1/2* while building, afloat and dry dock.

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	Inches in SHIP. m/m	Any Departure from Approved Plans to be Noted.		Inches in SHIP. m/m	Any Departure from Approved Plans to be Noted.
<b>FRAMES, Spacing amidships</b>	<i>736</i>	<i>✓</i>	<b>Stringer in wing oil tanks</b>	<i>660-10.7</i>	<i>✓</i>
" " from $\frac{3}{4}$ length to Collision bulkhead	<i>686</i>	<i>✓</i>	<b>Bracket Floors, Frame</b>	<i>90 90 10.5</i>	<i>✓</i>
" " in peaks	<i>610</i>	<i>✓</i>	" " Reversed Frame	<i>840-11.2</i>	<i>✓</i>
<b>SIDE FRAMING.</b>			<b>Lower stringer in wing tanks</b>	<i>90 90 11</i>	<i>✓</i>
Frame Amidships, Angle, [ or ]	<i>250 90 11</i>	<i>✓</i>	" " Vertical Struts	<i>1800-13.5-12.5</i>	<i>✓</i>
" " Extends up to	<i>upperdeck</i>	<i>✓</i>	<b>Centre Girder, depth and thickness amidships</b>	<i>90 90 13-11</i>	<i>✓</i>
<b>Reversed Frame amidships, Angle</b>	<i>250 90 11</i>	<i>✓</i>	" " top Angles	<i>100 100 14</i>	<i>✓</i>
<b>Frames in Motor Room</b>	<i>250 90 11</i>	<i>✓</i>	" " bottom Angles	<i>90 90 12</i>	<i>✓</i>
<b>Frames in Uppermost deck</b>	<i>200 90 10</i>	<i>✓</i>	<b>Side Girders, No. each side and thickness</b>	<i>2 off 15</i>	<i>✓</i>
<b>Depth of Framing Girder amidships</b>	<i>250</i>	<i>✓</i>	<b>Margin Plate depth (excl. of flange) and thickness</b>	<i>horizontal</i>	<i>✓</i>
<b>Frames in Poop, intermediate</b>	<i>130 75 10</i>	<i>✓</i>	" " Vertical Angle to Tank side	<i>✓</i>	<i>✓</i>
<b>Frames in Uppermost continuous</b>	<i>200 75 11</i>	<i>✓</i>	" " Bracket abaft $\frac{1}{2}$ len. from stem	<i>✓</i>	<i>✓</i>
<b>Becks, Angle, [ or ]</b>	<i>170 75 9</i>	<i>✓</i>	" " Vertical Angle to Tank side	<i>✓</i>	<i>✓</i>
<b>Second Deck, Angle, [ or ]</b>	<i>200 75 10.5</i>	<i>✓</i>	" " Bracket forward $\frac{1}{2}$ len. from stem	<i>✓</i>	<i>✓</i>
<b>Third deck, Angle, [ or ]</b>	<i>250 90 12</i>	<i>✓</i>	" " Gussets, spacing and scantling	<i>✓</i>	<i>✓</i>
<b>Framing in Peaks, Angle or [</b>	<i>200 90 10</i>	<i>✓</i>	" " Gussets, spacing and scantling	<i>✓</i>	<i>✓</i>
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	<i>22 m/m</i>	<i>✓</i>	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<i>2830-4.2</i>	<i>✓</i>
<b>State if Frame Joggled</b>	<i>yes</i>	<i>✓</i>	<b>INNER BOTTOM PLATING, at aft</b>		
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>	<i>3 tiers of beams 250-90-14 from coll. bulkhead to stem in hold above deck tank 2 frames 610-11 with 2 stringers 150-90-12 and 2 stringers 610-10 with L 90-90-11</i>	<i>✓</i>	<b>Breadth and thickness of Middle Line Strake</b>	<i>1080-13</i>	<i>✓</i>
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b>	<i>3 bottom strakes each side midship thickness to coll. bulkhead. From 149 to 165 intermediate girders 470-10 with L 150-90-10</i>	<i>✓</i>	<b>Thickness of remainder in Hold</b>	<i>26 below engines</i>	<i>✓</i>
<b>SINGLE BOTTOM.</b>			<b>Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. &amp; B. space and framing in Bunkers and Boiler Room?</b>	<i>13.5 at sides</i>	<i>✓</i>
Floors, Depth and thickness at mid-line in Holds	<i>1400-11.7</i>	<i>✓</i>	<b>BEAMS.</b>		
Height of Brackets at side above base line at toe of frame	<i>150 100 14</i>	<i>✓</i>	<b>Uppermost Continuous Deck, amidships</b>	<i>see Long. framing</i>	
<b>Middle Line Keelson, on Floors, Angles, [ or ]</b>	<i>3400</i>	<i>✓</i>	" " in Wells, Angle, [ or ]	<i>200 90 14 to</i>	<i>686-610</i>
" " Through Plate or Intercoastal Plate	<i>1400-10.7</i>	<i>✓</i>	" " in way of Bridge, Angle, [ or ]	<i>180 75 11</i>	<i>686-610</i>
" " Foundation Plate on Floors	<i>10.2</i>	<i>✓</i>	" " Spacing	<i>230 90 12 to</i>	<i>736-610</i>
" " Flat Plate Keel Angles	<i>100 100 13</i>	<i>✓</i>	<b>Second Deck, amidships, Angle, [ or ]</b>	<i>200 90 10</i>	<i>✓</i>
<b>Side Keelsons, No. each side</b>	<i>11.2</i>	<i>✓</i>	" " Spacing	<i>230 90 11</i>	<i>✓</i>
" " thickness of Intercoastal Plate	<i>815-11.2</i>	<i>✓</i>	<b>Third Deck, amidships, Angle, [ or ]</b>	<i>180 75 10</i>	<i>✓</i>
" " Angles	<i>150 90 11</i>	<i>✓</i>	" " Spacing	<i>686-610</i>	<i>✓</i>
<b>Height of brackets at sides</b>	<i>1940</i>	<i>✓</i>	<b>Fourth Deck, amidships, Angle, [ or ]</b>	<i>✓</i>	<i>✓</i>
<b>DOUBLE BOTTOM.</b>			" " Spacing	<i>✓</i>	<i>✓</i>
Solid Floors, thickness and spacing	<i>736 10.5 w.t. floors 12.5</i>	<i>✓</i>	<b>Poop Deck, Angle, [ or ]</b>	<i>200 75 12</i>	<i>✓</i>
" " Are Frame and Reversed Frame joggled?	<i>yes</i>	<i>✓</i>	" " Spacing	<i>200 75 10</i>	<i>✓</i>
<b>Bracket Floors, breadth and thickness at middle line</b>	<i>✓</i>	<i>✓</i>	<b>Bridge Deck, Angle, [ or ]</b>	<i>200 75 11</i>	<i>✓</i>
" " breadth and thickness at margin plate	<i>✓</i>	<i>✓</i>	" " Spacing	<i>762</i>	<i>✓</i>
			<b>Forecastle Deck, Angle, [ or ]</b>	<i>290 90 13</i>	<i>✓</i>
			" " Spacing	<i>200 75 10</i>	<i>✓</i>



## PILLARS AND DECKS.

	INCHES IN SHIP. m/m	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. m/m	Any Departure from Approved Plans to be Noted.
<b>Longitudinal bulkheads,</b>					
<b>PILLARS.</b> No. of Rows..... 1 in bridge @ 75 diam. 29% spacing at sides longitudinal bulkheads			Stringer Plate, breadth and thickness in way of Bridge .....	✓	✓
in deep tank frame 172 port & starboard # 130-130-11			Thickness of Plating abreast Deck openings in way of Wells .....	✓	✓
center long bulkhead in deep tank 10% from tanktop to tween deck on 172 port and starboard			Thickness of Plating abreast Deck openings in way of Bridge .....	✓	✓
{ 300-90+15 frame 176 center @ 90% # 150-15+14			Thickness of Plating within line of openings... 9.2 - 8.2		✓
Engine Room frame 18 in centre # 150-15+14			If Sheathed, material and thickness .....	✓	✓
On frame 18 at sides from tween to upper deck					
{ 150-150+13 frame 20 sides tween-upper deck			<b>Third Deck forward</b>		
[Below casings in connection with			Stringer Plate, breadth and thickness..... 9 - 8		✓
Side Long webframes on 28, 33, 38 ] [ 200-90+13			If Plated, state thickness..... 8		✓
<b>Centre Line Bulkhead.</b>			<b>Fourth Deck.</b>		
Stiffeners and Spacing..... 7.36 E 250 90 11 ✓			Stringer Plate, breadth and thickness..... 8.5 ✓ 18		✓
Plating, thickness of ..... 10.7 - 9.7 ✓			If Plated, state thickness .....		✓
forward 11.2 - 9.7			<b>Poop Deck.</b>		
<b>STRINGERS AND DECKS.</b>			Stringer Plate, breadth and thickness .....	1100 + 9.5	✓
<b>Uppermost Continuous Deck.</b>			Plating, Sheathing, material and thickness ... 7.5 - 6.5 ✓		
Stringer Plate, breadth and thickness in Wells 2210 . 17.8 ✓			<b>Bridge Deck.</b>		
" " " , in way of Bridge 2210 . 23.8 - 22.6			Stringer Plate, breadth and thickness..... 1400 + 11 ✓		
" Angle in Wells ..... 180 180 15 ✓			Plating, Sheathing, material and thickness ... 8.5 ✓		
Thickness of Plating abreast Deck openings } middle stroke and 2			<b>Forecastle Deck.</b>		
in way of Wells ..... strokes each side 17.4 - 11.5			Stringer Plate, breadth and thickness..... 1000 + 9.5 ✓		
Thickness of Plating abreast Deck openings } in way of Pumproom			Plating, Sheathing, material and thickness ... 7.5 below windlass 15		
in way of Bridge ..... and donkey boiler ons					
Thickness of Plating within line of openings... 14.8 - 11.5 forward					
If Sheathed, material and thickness ..... 9.5 aft 23.5 - 14 on					
sides of casings.					
<b>Tween Second Deck, aft</b>					
Stringer Plate, breadth and thickness in Wells... 1100 . 10.2 - 9.5 ✓					

## SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	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	1346	24.9	19.8	19.8	✓	double	28	112	5	28	112	lapped	
„ DBLG. (if any)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
BOTTOM PLATING, No. of Strakes	2 1900	16.5	12.7	17	at stern frame	double	22	88	4	22	88	lapped	
BILGE PLATING, No. of Strakes	2 2200	16.3	12.7	12.7	✓	„	22	88	4	22	88	„	
SIDE PLATING, No. of Strakes	3 2100	15.5	12	12.2	17 at stern frame	„	22	88	4	22	88	„	
UPPER DECK, Sheer-strake in Wells	4 1550	15.5	12	12.2	17 at stern frame	„	22	88	4	22	88	„	
UPPER DECK, Sheer-strake in Bridge	1320	25.2	12.2	12.2	30.2 fore end poop	„	25	100	5	28	126	„	
STRAKE BELOW Sheer-strake in Wells	1320	30.2	✓	✓	✓	„	25	100	5	28	126	„	
STRAKE BELOW Sheer-strake in Bridge	1320	21.3	12.2	12.2	✓	„	22	88	4	25	100	„	
POOP SIDE PLATING	✓	✓	✓	✓	✓	single	19	76	2	19	67	lapped	
BRIDGE SIDE PLATING	2300	11	✓	✓	✓	double	22	88	2	22	77	„	
FOREC'TLE SIDE PLATING	✓	✓	11	✓	✓	single	22	88	single	19	67	„	

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		13	
Extending to Upper Deck (Sec. 3 c)		13	
,, Deck next below		1	
As per Rule		45 approved	
		STIFFENERS:	
		Plating Thickness.	
		VERTICAL.	HORIZONTAL.
		Scantlings, Spacing.	Scantlings, Spacing.
in centre tanks		12.7 5 250	
MIDSHIP BULK'D, Upper tween decks		10.2 90	11.2 7/8 brace
,,		9.7 11	vert. at head
in wing tanks		10.7	with 100%
,, Second		9.7	flange
N: 149, centre		13.2 5 280	
,, Third		10.2 90	
N: 165, wings		11.2 9.7 5 280-90	12 7/8 sp.
,,		11.2 9.7 5 200-75	10 7/8 1/2
COLLISION		12 5 165-75-85	5 280-90
,, (in Hold)		8	600
AFTER PEAK		12.5	100% in 610
,,		9	5 200-75
,,		7.5	- 180-75-85

## FORGINGS and CASTINGS.

	Casting or Forging	Scantlings	Maker's Name	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....	✓	✓	✓	✓
<b>STEM</b> .....	forging	257.70	Gutehoffnungs- hütte	✓
<b>STERN FRAME</b> {	Propeller bracket	casting	✓	✓
	Rudder post	forging	203.114	✓
<b>RUDDER—A × D</b> .....	19.23	✓	✓	✓
<b>Speed of Vessel</b> .....	12.5	✓	✓	✓
<b>RUDDER</b> mainpiece at head ...	forging	330 φ	✓	✓
" " heel ...	✓	250 φ	✓	✓
" " how constructed .....	5 shrunken and keyed arms			
" " double or single plate .....	single plate			
" " 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) *open hearth process*

Has the Steel been tested as required by the Rules? *yes*







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 Rules. The painting arrangement and the strengthening of the bottom forward have been carried out as approved and to our satisfaction. The steel material used in the construction of the vessel has been made at works approved and tested by the Society's Surveyors in accordance with the Rules. Anchors and chain cables have been compared with the certificates and found corresponding. General equipment found satisfactory in every respect.

Attached:

1. Midship section.
2. Arrangement in way of after end.
3. Arrangement in way of forward end.
4. Stemframe and rudder
5. Alternate attachment of bottom longitudinal bulkheads
6. Profile and decks.
7. Quadrant and teller
8. Interim certificate
9. 3 Test certificates.

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

1st Bower	Head 47.2 : 9	12 feet	L.R. 42-3-15	K.H. 9230	19.6.31
2nd "	Head 51.1 : 6	12 feet	L.R. 51-1-6	K.H. 9286	23.7.31
3rd "	Head 39.2 : 8	12 feet	L.R. 39-2-8	K.H. 9228	19.6.31

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 102.9 ft., R.Q.D. 0 ft., Bridge 35 ft., Forecastle 43 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) one deck, steel

Official No. 162 671, Signal Letters L. H. K. R. Is bottom of Vessel coated with cement no if not given particulars of composition cement in fore and after peak and double bottom tank 12-20, asphalt in 9-1

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	70' 0 1/2	318	Fore peak tank,	25' 8	209
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	16'	54
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	31' 6	373
Double bottom, forward,	✓	✓	Other tanks, if fitted,	✓	✓
Total capacity of double bottom		318	(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. 139

Date 22. 5. 1930.

Dates of Surveys held while building

Oct. 30, 6. 8. 23. 15. 24. 31. Nov. 15. 20. 22. 24. Dec. 12. Jan. 31. 5. 16. Febr. 5. 10. 20. 28. March. 6. 13. 16. April. 8. 10. 16. 18. 21. 24. 28. 29. May. 6. 8. 12. 15. 20. 24. July. 1. 2. 3. 7. 8. 10. 14. 15. 17. 18. 22. 23. 27. 28. Aug. 5. 9. 12. 15. 17. 19. 23. 24. 25. 29. Aug. 4. 5. 7. 12. 13. 15. 18. 20. 21. 24. 26. 28. 31. Sept. 1. 3. 4. 7. 9. 10. 11. 12. 15. 16. 17. 18. 22. 23. 24. 25. 28. Oct. 7. 2. 3. 5. 6. 7. 8. 10. 12. 13. 15. 20. 21. 22. 23. 24. 26. 27. 28. Nov. 6. 9. 16. 25. 26. 28. 30. Dec. 2. 7. 8. 10. 11. 12. 14. 15. 16

Total No. of Visits 130



## PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.					
	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.	Rivets in Brackets to Bulkheads.		
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.		Speng.	Number.	Diameter.
[ or [																		
Bridge 'tween Decks ...																		
Uppermost Continuous																		
No. 1																		
" 2																		
" 3																		
" 4																		
" 5																		
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" 16																		
Amidships																		
At Ends																		
Tank Top Longitudinals																		
Bottom																		
Longitudinals																		
Amidships																		
At Ends...																		
Transverses.																		
Depth and Thickness																		
Face Angles																		
Lugs to Shell*																		
Depth and Thickness																		
Face Angles																		
Lugs to Shell*																		
Depth and Thickness																		
Face Angles																		
Lugs to Shell*																		
Brackets																		
Transverse Frames																		
if joggled or liners.																		
Bridge Deck																		
Upper																		
Second																		
Third																		

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.