

STEEL STEAMER ~~OR MOTORSHIP~~

Received at London Office

19 JAN 1927

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 11th January, 1927.Port of GREENOCK.No. 18643.Survey held at PORT GLASGOW.Date First Survey 23rd June, 1925.Last Survey 11th January, 1927.On the (State if Machinery is of one or two screws)TWIN SCREW STEAMER"RODNEYSTAR"State Type (Full Scantling Complete Superstructure with or without Tonnage Openings)FULL SCANTLING.State Type of Erections POOP, BRIDGE & FO'LE.TONNAGE under Tonnage Deck... 6768.82CLASS 100A1State if with freeboard as condition of Class YES.Built at PORT GLASGOW.Do. of space or spaces between Tonnage Dk. and Upper Dk. 2192.55Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 474.8Launched 14th APRIL 1926 Yard No. 785Total 8961.37Breadth (greatest moulded) B 67.0Builders LITHGOWS LIMITED.s Tonnage 10583.45Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 39.75Owners BLUE STAR LINE (1920) LTDster Tonnage 6527.241st Longitudinal Number (L x D) = 18873Managers (Where necessary to be entered in Reg. Book.)

REGISTERED DIMENSIONS. FEET.

2nd Numeral L x (B + D) = 50785  
E & B SPACES 19.50  
AT 2ND DECK 13.00  
CLEAR OF 4TH DECK 20.32Residence LONDON.th 476.0Framing Depth "d," at middle of length. See Sec. 3 (1d) 11.94Port of Registry LONDONth 67.3Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.94

If surveyed while building, afloat, or in dry dock

th 28.45Do. Long Bridge to top of keel 9.84Draught Moulded 29'-9"BUILDING, AFLOAT & 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.
MES, Spacing amidships	32 1/2		Bracket Floors, Frame	BULB ANG. 7 1/2 3 1/2 46	
" from 1/2 length to Collision bulkhead	27		" " Reversed Frame	D 7 3 46	
" in peaks	24		" " Vertical Struts	PLATE 2 IN. 32 24 x 45	
FRAMING.			Centre Girder, depth and thickness amidships	46 1/2 63	
Amidships, Angle E or C	11 3 1/2 50		" " top Angles	3 1/2 3 1/2 57	
" " IN WAY OF 3RD DECK.	11 3 1/2 46		" " bottom Angles	5 5 67	
" Extends up to	4TH DECK & 3RD DECK		Side Girders, No. each side and thickness	2 2 45	
Reversed Frame Amidships, Angle	4 4 42		Margin Plate depth (excl. of flange) and thickness	45 1/2 57	
" Extends up to	3RD DECK.		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	3 1/2 3 1/2 50	
IDE FRAMING IN E & B SPACES AND BUNKER AS APPROVED.			" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	5 5 50	
Depth of Framing Girder	11"		" " Gussets, spacing and scantling abaft 1/2 len. from stem	45 CONTINUOUS PLATE IN HOLDS 3 1/2 x 3 1/2 x 52 & 62 GUSSET ANGLES ON EVERY FRAME IN E & B SPACES.	
Frames in Uppermost Continuous 'tween Decks, Angle E or C	9 1/2 3 1/2 49	9 x 3 1/2 x 49	" " Gussets, spacing and scantling forward 1/2 len. from stem	45 CONTINUOUS PLATE	
" " Second 'tween Decks, Angle E or C	9 1/2 3 1/2 49		Tank Side Brackets, height above base line at toe of Frame and thickness	46 1/2 x 52 & 50 in HOLDS 78 1/2 x 52 & 62 in E & B SPACES.	
" " Third " " "	9 1/2 3 1/2 49		INNER BOTTOM PLATING.		
aming in Peaks, Angle E or C	9 1/2 3 1/2 49		Breadth and thickness of Middle Line Strake	56 1/2 60	
meter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 DIA. & 5 1/4"		Thickness of remainder in Holds	AT LINE OF QUARTER PILLARS 52 48	
te if Frame Joggled	JOGGLED		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?	TANK TOP E.S. 72 B.S. 72 TANK TOP E.S. 57 B.S. 62	
ING ARRANGEMENTS (Sec. 7), state system and particulars	DEEP FRAME SYSTEM WITH SIDE STRINGERS AS APPROVED.		BEAMS.		
NGTHENING OF BOTTOM FORWARD. State Particulars	DOUBLE FRAMES TO SHELL AND ADDITIONAL GIRDERS FITTED AS APPROVED.		Uppermost Continuous Deck, amidships in Wells, Angle E or C	11 x 3 1/2 x 3 1/2 x 52	
DOUBLE BOTTOM.			" " in way of Bridge, Angle E or C	9 x 3 1/2 x 3 1/2 x 53	
rs, Depth and thickness at mid-line in Holds			Spacing	EVERY FRAME	
Height of Brackets at side above base line at toe of frame			Second Deck, amidships, Angle E or C	9 x 3 1/2 x 3 1/2 x 53	
le Line Keelson, on Floors, Angles, E or C			Spacing	EVERY FRAME	
" " Through Plate or Intercoastal Plate			Third Deck, amidships, Angle E or C	9 x 3 1/2 x 3 1/2 x 53	
" " Foundation Plate on Floors			Spacing	EVERY FRAME	
" " Flat Plate Keel Angles			Fourth Deck, amidships, Angle E or C	9 x 3 1/2 x 3 1/2 x 53	
Keelsons, No. each side			Spacing	EVERY FRAME	
" " thickness of Intercoastal Plate			Poop Deck, Angle E or C	9 x 3 x 56	
" " Angles			Spacing	EVERY FRAME	
DOUBLE BOTTOM.			Bridge Deck, Angle E or C	8 x 3 1/2 x 3 1/2 x 43 10 x 3 1/2 x 3 1/2 x 50	
Solid Floors, thickness and spacing	45 EVERY 3RD FR.		Spacing	EVERY FRAME	
" " Are Frame and Reversed Frame joggled?	YES		Forecastle Deck, Angle E or C	8 1/2 3 46	
Bracket Floors, breadth and thickness at middle line	54" 45		Spacing	EVERY FRAME	
" " breadth and thickness at margin plate	40" 45				



## 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.
<b>PILLARS, No. of Rows.....</b>	TWO ROWS.			
" in 'tween Decks, Size and Spacing.....	WIDE SPACED PILLARS IN			
" " " " "	HOLDS & TWEEN DECKS AS			
" in Holds " "	PER APPROVED PLAN.			
" " " " "				
<b>Centre Line Bulkhead.</b>				
Stiffeners and Spacing.....	✓			
Plating, thickness of .....	✓			
<b>STRINGERS AND DECKS.</b>				
<b>Uppermost Continuous Deck.</b>				
Stringer Plate, breadth and thickness in Wells	72 '82			
" " " " in way of Bridge	72 x '45 & '50			
" Angle in Wells .....	7 7 '70			
Thickness of Plating abreast Deck openings in way of Wells .....	'60			
Thickness of Plating abreast Deck openings in way of Bridge .....	'42			
Thickness of Plating within line of openings...	IN WELLS '46 IN BRIDGE '36			
If Sheathed, material and thickness .....	✓			
<b>Second Deck.</b>				
Stringer Plate, breadth and thickness in Wells...	51 $\frac{3}{4}$ '46	51 x '46		
Stringer Plate, breadth and thickness in way of Bridge .....	51 $\frac{3}{4}$ '40	51 x '40		
Thickness of Plating abreast Deck openings in way of Wells .....	'42			
Thickness of Plating abreast Deck openings in way of Bridge .....	'36			
Thickness of Plating within line of openings...	AT WELLS '36 AT BRIDGE '32			
If Sheathed, material and thickness .....	✓			
<b>Third Deck.</b>				
Stringer Plate, breadth and thickness.....	51 '40			
If Plated, state thickness.....	IN WAY OF BRIDGE '30 WELLS. '36			
<b>Fourth Deck.</b>				
Stringer Plate, breadth and thickness.....	60 '34			
If Plated, state thickness .....	'30			
<b>Poop Deck.</b>				
Stringer Plate, breadth and thickness .....	39 '39			
Plating, Sheathing, material and thickness .....	'26 PLATING & SHEATHED 5x2 $\frac{1}{2}$ P.P.			
<b>Bridge Deck.</b>				
Stringer Plate, breadth and thickness.....	68 '70	68 x '60		
Plating, Sheathing, material and thickness .....	(see note) '56 '46			
<b>Forecastle Deck.</b>				
Stringer Plate, breadth and thickness.....	45 '39	36 $\frac{1}{2}$ x '39		
Plating, Sheathing, material and thickness .....	'36 PLATING x SHEATHED. 5x2 $\frac{1}{2}$ P.P.			

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <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.									
FLAT PLATE KEEL .....		1'00 ✓	'84 ✓	'84 ✓		DOUBLE	1 1/8	4'06	4R	1 1/8	4 1/2	LAPPED. ✓	
" DBLG. (if any)		*40 IN WAY OF DUCT KEEL ONLY ✓					DOUBLE	1	3'61	4R - 3R	1"	4	"
BOTTOM PLATING, No. of Strakes ..FOUR...		1 w .80	'52 ✓	'52 ✓		"	7/8	3'61	" "	7/8	3 1/2	"	
BILGE PLATING, No. of Strakes .....TWO.....		.72 ✓	'50 ✓	'50 ✓		"	7/8	3'61	" "	7/8	3 1/2	"	
SIDE PLATING, No. of Strakes ....FIVE.....		.72 ✓	'60 ✓	'50 ✓	'50 FORWARD	"	7/8	3'61	" "	7/8	3 1/2	"	
UPPER DECK, Sheer-strake in Wells.....		.93 ✓	'50 ✓	'50 ✓	'50 FORWARD	"	1	3'61	5R - 3R	1	4 1/2	"	
UPPER DECK, Sheer-strake in Bridge ...		.72 ✓				"	7/8	3'61	4R	7/8	3 1/2	"	
STRAKE BELOW Sheer-strake in Wells.....		.84 ✓	'60 ✓	'50 ✓	'50 FORWARD	"	1	3'61	4R - 3R	1"	4	"	
STRAKE BELOW Sheer-strake in Bridge ...		.72 ✓				"	7/8	3'61	4R	7/8	3 1/2	"	
POOP SIDE PLATING .....				'42		SINGLE	3/4	3'0	1R	3/4	2 5/8	"	
BRIDGE SIDE PLATING ...		1 w .66 1 w .76			2 w .66 ✓	DOUBLE	7/8	3'61	4R	7/8	3 1/2	"	
FOREC'TLE SIDE PLATING				'44 ✓		SINGLE	3/4	3'0	1R	3/4	2 5/8	"	
					FORGINGS and CASTINGS.								

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) *EIGHT.*

„ Deck next below *✓*

As per Rule *EIGHT.*

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD.	Upper tween decks		ANGLE 4 1/2 x 3 x 24 4 1/2 x 3 x 35	30" 30 3/4"	✓	✓
	Second		B.A. 6 x 3 x 32	30"	✓	✓
	Third		B.A. 7 x 3 x 34	30"	✓	✓
	Holds		B.A. 4 1/2 x 3 x 48	30"	✓	✓
	(in Hold)		B.A. 11 x 3 1/2 x 54	24"	1 SEMI BOX BEAM.	
COLLISION			B.A. 11 x 3 1/2 x 54	24"	TUNNEL RECESS.	
AFTER PEAK			4 1/2 x 3 x 35	30 3/4"	✓	✓

FORGINGS and CASTINGS.

	Cast or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....				
STEM .....	ROLLED STEEL BAR.	11" x 2 7/8"	PORTLAND FORGE	
RUDDER				
Propeller Post .....	CASTING	1 1/2" x 3 1/2"	WITKOW, BERG.	
STERN FRAME			EISENH.	
Rudder				
RUDDER—A x D.....				
Speed of Vessel.....				
RUDDER mainpiece at head .....	FORGING.	13 1/2"	SKODA WORKS	
" " heel .....	"	10 1/4"	LTD.	
" how constructed .....		BUILT FORGING.		
" double or single plate				
" coupling, vertical or		SINGLE PLATE 1:25		1:16
" horizontal .....		HORIZONTAL.		

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) OPEN HEARTH PROCESS.

D. COLVILLE & SONS; W. BEARDMORE & COY. LD.; STEEL COY. OF SCOTLAND LTD.; SKINNINGROVE IRON WORKS; CONSETT IRON COY.; PORT TALBOT STEEL COY.; PHAENIX;

BALCHOW VAUGHAN; DORMAN LONG & CO. LD.; FORDINGHAM IRON & STEEL WORKS;

Has the Steel been tested as required by the Rules? YES.



EQUIPMENT No. 53459												LETTER ft	ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 55.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				
88210	1st Bower ...	91	0	0	STOCKLESS.			63	12	2	0	90	HALLS.	N. HINGLEY & SONS LTD	NETHERTON 11.3.26 H. GREEN.
88211	2nd „ ...	90	3	7	"			63	12	2	0	90	D <sup>2</sup>	D <sup>2</sup>	D <sup>2</sup>
88209	3rd „ ...	78	2	14	"			58	2	2	0	77½	D <sup>2</sup>	D <sup>2</sup>	D <sup>2</sup>
	Collective weight.	260	1	21								257½			
88212	Stream .....	26	2	22	7	0	23	26	3	3	0	26½	ORDINARY	D <sup>2</sup>	D <sup>2</sup>
															HAWSERS AND WARPS.

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.		
80044	150	2 3/8	120 7/8	169 1/2	522-3-16	1040	300	2 3/8	STUD LINK.	N. HINGLEY & SONS LTD.	NETHERTON 19.3.26 H. GREEN.	TOWLINE...	130	6	100	130	6		
80051	150	2 5/8	"	"	522-2-20				" "	D <sup>2</sup>	NETHERTON 27.3.26 H. GREEN.	HAWSERS & WARPS }	4 1/2	2 3/4	15 1/2	4 1/2	2 3/4		
	300				1045-2-8							"							
Stream Chain or Steel Wire	120	5 1/2	88				120	5 1/2	G.S.W.										

Steering Gear, Steam BY HASTIE & COY. GREENOCK. Steering Gear, Hand BY RELIEVING TACKLE LEAD TO AFTER WINCH.

Boats 6 LIFEBOATS & 1 DINAGY. Steering Chains, Size and Test TELE MOTOR GEAR. Windlass STEAM BY CLARKE CHAPMAN & COY.

Ceiling in Holds, thickness and material ALL HOLDS INSULATED. Cargo Battens, thickness, material and spacing ALL HOLDS & TWEEN DECK INSULATED.

Cargo Hatchways.—(Upper Deck) CORRUGATIONS OF STEEL PLATES & ANGLES. Thickness of Hatches 3" SOLID COVERS.

Size of No. 1 Hatchway (Forward) 15'9" x 18'0" No. 2 24'4 1/2" x 18'0" No. 3 24'4 1/2" x 18'0" No. 4 16'3" x 18'0" No. 5 16'3" x 18'0" No. 6 16'3" x 18'0"

Number of Shifting Beams and on Fore and Afters 3 WEBS IN NOS 1, 4, 5 & 6 HATCHES; 5 WEBS IN NOS 2 & 3 HATCHES.

Builder's Signature FOR LITHGOWS LIMITED. *[Signature]*

GENERAL DECLARATION THIS VESSEL HAS BEEN BUILT IN ACCORDANCE WITH THE APPROVED PLANS, AND IN GENERAL CONFORMITY WITH THE SOCIETY'S RULES FOR THE CLASS CONTEMPLATED.

THE WORKMANSHIP IS GOOD AND THE MATERIALS USED THROUGHOUT IN THE CONSTRUCTION ARE ALSO GOOD.

ALL THE DOUBLE BOTTOM TANKS, FORE PEAK TANK, AFTER PEAK TANK, & OIL FUEL SETTLING TANKS, HAVE BEEN TESTED IN ACCORDANCE WITH THE RULE REQUIREMENTS AND FOUND SATISFACTORY.

DOUBLE BOTTOM TANKS NOS 1, 2, 3, 4, 7 & 8 HAVE BEEN FITTED FOR OIL FUEL AND THE REQUIREMENTS OF SECT 35 OF THE RULES FULLY COMPLIED WITH.

DECKS, TUNNELS, H.T. BULKHEADS & H.T. DOORS WERE HOSE TESTED AND FOUND SATISFACTORY.

FREBOARD VERIFIED AND THE MARKS CUT IN ON THE VESSEL'S SIDES.

COPY OF LETTER FROM OWNERS REGARDING LOADING OF BEAMS IN INSULATED SPACES ATTACHED.

The amount of Entry Fee ..... £ 12 : 0 : 0

Special Survey Fee.... £ 457 : 5 : 9

FREBOARD  
Travelling Expenses, if any £ 15 : 0 : 0

Fees applied for, 11th January 1927.

Received by me, 11th January 1927.

I am of opinion the Vessel should be Classed \*100A1 WITH FREEBOARD  
DUCT KEEL FORM OF MACHINERY SPACE 140 FT  
"SUBJECT TO INDENTED SHELL PLATING BEING DEALT WITH AT OWNERS CONVENIENCE"

State whether the Vessel has been built under Special Survey YES. Signature Robert Dundas  
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to GREENOCK Date of issue 5/2/27

Committee's Minute GLASGOW 18 JAN 1927 FRI. 1 MAY 1931

Character assigned ÷ 100A1 FRI. 19 DEC '30  
With freeboard } subject to  
1.27  
Lloyd's A & C.P.  
+ LMC 127 F.D.  
Fitted for oil fuel 127 T.P. above 150 °F.  
TUES. 19 JUL 1927  
JUL. 4 JUN 1929  
FRI. 27 FEB 1931

Duct Keel form of  
Mchy. Space 140 ft.

WYM FRI. 14 FEB 1930 © 2020  
WED. 11 APR 1928  
FRI. 16 NOV 1928  
Lloyd's Register  
FOLIO 77101502121



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.)

LIST OF APPROVED PLANS.

MIDSHIP SECTION. PROFILE & DECK. STERNPOST & RUDDER. ENGINE SEATING. SHAFT BRACKETS.  
PILLARS & GIRDERS. CRUISER STERN. BOSS FRAMING. TUNNEL PLAN. BULKHEADS.  
BULKHEADS Nos 98-103. BULKHEADS Nos 78 & 81. TUNNEL RECESS. 2<sup>ND</sup> & 3<sup>RD</sup> DECK IN WAY OF BOILER CASING.  
HATCHES. FORE PEAK. DUCT KEEL. BACK BARS TO FRAMES AT W. T. FLAT AFT.  
ADDITIONAL STRENGTHENING UNDER PILLARS. PILLARS & GIRDERS IN TUNNEL RECESS. STRENGTHENING FORWARD.  
ENG & BOILER CASINGS. DECKHOUSES. ORLOP DECK IN N<sup>O</sup> 5 HOLD. OIL FUEL SETTling TANKS. PUMPING ARRANGEMENTS.  
MIDSHIP SECTION (AS BUILT). PROFILE & DECKS (AS BUILT). PUMPING ARRANGEMENTS (AS FITTED).

FORGING REPORTS. RUDDER FRAME. STERN FRAME. SHAFT BRACKETS. QUADRANT. TILLER.

DAMAGE.

Damage stated to have been caused through striking quay wall when proceeding out the James Watt Dock, Greenock, on the 7<sup>th</sup> January 1927. to carry out Official trial.

Damage on Starboard Side above waterline.  
On examination found upper landing of 4<sup>th</sup> Strake below Sheerstrake on 5<sup>th</sup> plate from stern, set in between two frames.  
How done. Rivets in landing tested & found sound. Caulking of Seam overhauled.

Damage stated to have been caused through striking quay wall when entering the James Watt Dock, Greenock, on the 7<sup>th</sup> January 1927. after Official trial.

Damage on Starboard Side above waterline.  
On examination found 4<sup>th</sup> plate from Stern on 4<sup>th</sup> Strake below Sheerstrake, set in at after end of plate for about one frame space.  
How done. Riveting in frames & Seams in way of above overhauled. Caulking of Seams overhauled.

The Owners representatives stated that the indented shell plating would be made good at a more convenient opportunity, & as the damage does not affect the efficiency of the vessel, the same in my opinion merits favourable consideration.

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	WEIGHT HEAD & PIN 58-3-8	SURVEYOR'S INITIALS. H. B.	N <sup>O</sup> OF CERTIFICATE 2710	DATE OF TEST. 26-1-26.
	2nd "	58-0-11	H. B.	2711	26-1-26.
	3rd "	49-1-15	H. B.	2712.	26-1-26.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 72.42 ft., R.Q.D. ✓ ft., Bridge 200.42 ft., Forecastle 39.0 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)  
3 DK<sup>S</sup> (STL) & 4<sup>TH</sup> DE (STL) IN N<sup>O</sup>S 1, 2, 3, 5 & 6 HOLDS.  
Official No. 149759 ; Signal Letters.  
Is bottom of Vessel coated with cement YES if not give  
particulars of composition PORTLAND CEMENT IN N<sup>O</sup> 6 D.B. TANK. CEMENT FILLETS IN N<sup>O</sup> 5 D.B. TANK, & COFFERDAMS. PORTLAND CEMENT IN PEAKS. NO CEMENT IN DOUBLE BOTTOMS WHERE OIL FUEL IS CARRIED. FLOORS CEMENT WASHED ONLY IN DOUBLE BOTTOMS WHERE NOT CARRYING OIL FUEL

PARTICULARS OF WATER BALLAST.—			Where Fitted.		Length.	Water Capacity.
			Feet.	Tons.	Feet.	Tons.
Double bottom, aft, Double bottom, under Engines and Boilers, Double bottom, if under Engines only, Double bottom, if under Boilers only, Double bottom, forward,		132.7	413	Fore peak tank,		103
		78.5	370	After peak tank,		116
				Deep tank, aft,		
				Deep tank, forward,		
		193.1	636	Other tanks, if fitted,		
			Total capacity of double bottom	(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. 3167  
Date 24.6.25.  
Dates of Surveys held while building  
(1925) June 23, 24, 25, 26, 29, 30, July 23, 24, 29, 30, 31, Aug 1, 6, 7, 11, 12, 14, 18, 20, 21, 24, 26, 27, 28, 31, Sept 5, 12, 13, 14, 15, 16, 17, 23, 28, 29, 30, Oct 12, 5, 6, 7, 8, 12, 14, 16, 19, 20, 21, 22, 23, 25, 28, 29, 30, Nov 2, 3, 4, 5, 6, 10, 13, 14, 18, 20, 23, 26, 27, 30, Dec 1, 3, 7, 8, 14, 15, 18, 21, 22, 24, 25, 29, (1926) Jan 5, 7, 11, 14, 19, 21, 26, 28, Feb 2, 4, 8, 10, 12, 15, 16, 18, 19, 20, 23, Mar 2, 4, 11, 18, 24, 30, 31, Apr 5, 8, 9, 13, 15, 20, 28, May 5, 7, 12, 24, June 22, 23, July 30, Aug 25, Sept 7, Oct 4, 18, 20, Nov 1, 8, 16, 22, 23, 26, 27, Dec 1, 7, 9, 14, 18, 22, (1927) Jan 7, 10, 11, 1928