

STEEL ~~STEAMER~~ MOTORSHIP.

Received at London Office

MAR - 3 1959

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 *21st of February 1959* Port of *Rotterdam*No. *27920^a*Survey held at *Schiedam*Date First Survey *7th of April 1958* Last Survey *16th of February 1959*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single screw steel motor vessel**"CORILLA" Machinery fitted aft*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling*State Type of Erections *Blind*TONNAGE under Tonnage Deck... *7237.67*CLASS *see recommendation*

State if with freeboard as condition of Class

Built at *Schiedam*

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 460*

FEET.

Launched *29/10 - 1938* Yard No. *664*Breadth (greatest moulded) *B 59*Builders *Wilton - Tjenen*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*Owners *N.V. Petroleum Maatschappij La Corona*

Total

Gross Tonnage *8096.25*Register Tonnage *4709.99*1st Longitudinal Number (L x D) *= 15640*Managers *"*

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

2nd Numeral L x (B + D) *= 42780*Residence *S. Gravenhage*

REGISTERED DIMENSIONS.

FEET.

Length *463*Breadth *59.33*Depth *33.85*Framing Depth "d," at middle of length. See Sec. 3 (1d) *13.52*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.52*

Do. Long Bridge to top of keel

Draught Moulded *27' 4 1/2*Port of Registry *"*

If surveyed while building, afloat, or in dry dock

Building

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>800</i>	<i>✓</i>	Bracket Floors, Frame	<i>✓</i>	
" " from $\frac{3}{8}$ length to Collision bulkhead	<i>686</i>	<i>✓</i>	" " Reversed Frame	<i>✓</i>	
" " in peaks	<i>610</i>	<i>✓</i>	" " Vertical Struts	<i>✓</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>1524 x 13.5</i>	<i>✓</i>
Frame Amidships, Angle, <i>E</i> or <i>L</i>	<i>250 90 11</i>	<i>further as approved.</i>	" " top Angles	<i>90 90 12.5</i>	<i>✓</i>
" " Extends up to	<i>Upper deck</i>	<i>✓</i>	" " bottom Angles	<i>100 100 13.5</i>	<i>✓</i>
Reversed Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness	<i>Two 15 x 10.5</i>	
" " Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>Straight to ship side</i>	
Depth of Framing Girder	<i>All bulwark framing</i>		" " Vertical Angle to Tank side	<i>✓</i>	
Frames in Uppermost Continuous Deck, Angle, <i>E</i> or <i>L</i>	<i>230 90 11</i>	<i>✓</i>	Bracket abaft $\frac{1}{2}$ len. from stem	<i>✓</i>	
" " Second/Tween Decks, Angle, <i>E</i> or <i>L</i>	<i>280 90 11</i>	<i>✓</i>	" " Vertical Angle to Tank side	<i>✓</i>	
" " Third " " " "	<i>✓</i>		Bracket forward $\frac{1}{2}$ len. from stem	<i>✓</i>	
Framing in Peaks, Angle or <i>L</i>	<i>AP 230 90 9</i>	<i>✓</i>	" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	<i>✓</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 5 1/2 d and as approved.</i>	<i>✓</i>	" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	<i>✓</i>	
State if Frame Joggled	<i>Yes</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Yes</i>	<i>✓</i>	INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Yes</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>1800 x 17.5</i>	
SINGLE BOTTOM.			Thickness of remainder in Holds	<i>29 x 13.5</i>	<i>✓</i>
Floors, Depth and thickness at mid-line in Holds	<i>1016 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>✓</i>	
Height of Brackets at side above base line at toe of frame	<i>✓</i>		BEAMS.		
Middle Line Keelson, on Floors, Angles, <i>E</i> or <i>L</i>	<i>Centre line bulkhead in each tank forward.</i>	<i>✓</i>	Uppermost Continuous Deck, Amidships	<i>200 75 11.5</i>	<i>✓</i>
" " Through Plate or Intercoastal Plate	<i>1016 x 10.5</i>	<i>✓</i>	" " in Wells, Angle, <i>E</i> or <i>L</i>	<i>✓</i>	
" " Foundation Plate on Floors	<i>✓</i>		" " in way of Bridge, Angle, <i>E</i> or <i>L</i>	<i>200 75 11.5</i>	<i>✓</i>
" " Flat Plate Keel Angles	<i>100 100 12 1/2</i>	<i>✓</i>	Spacing	<i>for 686 x 610 aft 781 x 610</i>	<i>✓</i>
Side Keelsons, No. each side	<i>✓</i>		Second Deck, amidships, Angle, <i>E</i> or <i>L</i>	<i>✓</i>	
" " thickness of Intercoastal Plate	<i>✓</i>		Spacing		
" " Angles	<i>✓</i>		Third Deck, amidships, Angle, <i>E</i> or <i>L</i>	<i>✓</i>	
DOUBLE BOTTOM. in motor space			Spacing		
Solid Floors, thickness and spacing	<i>10.5 12.5 781</i>	<i>✓</i>	Fourth Deck, amidships, Angle, <i>E</i> or <i>L</i>	<i>✓</i>	
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>	<i>✓</i>	Spacing		
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		Poop Deck, Angle, <i>E</i> or <i>L</i>	<i>200 75 11.5</i>	<i>✓</i>
" " breadth and thickness at margin plate	<i>✓</i>		Spacing	<i>781 x 610</i>	<i>✓</i>
			Bridge Deck, Angle, <i>E</i> or <i>L</i>	<i>200 75 12</i>	<i>✓</i>
			Spacing	<i>800</i>	<i>2020</i>
			Forecastle Deck, Angle, <i>E</i> or <i>L</i>	<i>230 90 10</i>	
			Spacing	<i>686 x 610</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.....	Two		✓	Stringer Plate, breadth and thickness in way of Bridge	✓		
„ <i>Forecastle</i> in between Decks Size and Spacing	75% alt. frame		✓	Thickness of Plating abreast Deck openings in way of Wells			
„ <i>Bridge</i> „ „ 90% alt. frame			✓	Thickness of Plating abreast Deck openings in way of Bridge			
„ in Holds <i>Poop</i> „ <i>steel division bulkhead</i>			✓	Thickness of Plating within line of openings...			
<i>Two longitudinal bulkheads in tanks</i>			✓	If Sheathed, material and thickness			
Centre Line Bulkhead.			✓	Third Deck.			
Stiffeners and Spacing.....	L 250x90x11 8 280x90x11 11.5		✓	Stringer Plate, breadth and thickness.....	✓		
Plating, thickness of	spaces 200 10.5 & 11		✓	If Plated, state thickness.....			
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.			✓	Stringer Plate, breadth and thickness.....	✓		
Stringer Plate, breadth and thickness in Wells	2420x 20		✓	If Plated, state thickness			
„ „ „ „ <i>at heads</i> „ in way of Bridge	22.5		✓	Poop Deck.			
„ Angle in Wells	180 180 77.5		✓	Stringer Plate, breadth and thickness		9.5	✓
Thickness of Plating abreast Deck openings in way of Wells	19		✓	Plating, Sheathing, material and thickness ..		6 1/2 pitch pine	64 ✓
Thickness of Plating abreast Deck openings in way of Bridge	✓		✓	Bridge Deck.			
Thickness of Plating within line of openings...	14.5		✓	Stringer Plate, breadth and thickness.....		2280x 10	✓
If Sheathed, material and thickness	not sheathed		✓	Plating, Sheathing, material and thickness ..		8.5 no sheathing	✓
Second Deck. forward & aft.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells...	9x10		✓	Stringer Plate, breadth and thickness.....		900 9.5	✓
				Plating, Sheathing, material and thickness ..		9x7 1/2 no sheathing	✓

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. Diam. Spacing cr. to cr.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.						Diam.	Spacing cr. to cr.	
	<i>Inches mm</i>	<i>Inches mm</i>	<i>Inches mm</i>	<i>Inches mm</i>		<i>Inches.</i>	<i>Inches.</i>		<i>Inches.</i>	<i>Inches.</i>		
FLAT PLATE KEEL	22.00	22 ✓	19.5	19.5		Double	1	4	5 to 4	1	4	Lapped
„ DBLG. (if any)	A 18.10	17 ✓	17.5	14 } B 25.00 16.5 ✓ 15 ✓ 13 ✓								
BOTTOM PLATING, No. of Strakes <i>three</i>	C 25.90	16.5 ✓	14 ✓	13 ✓		Double	7/8	3 1/2	4 to 3	7/8	3 1/2	Lapped
BILGE PLATING, No. of Strakes <i>one</i>	D 23.00	16.5 ✓	14 ✓	15 ✓		Double	7/8	3 1/2	4 to 3	7/8	3 1/2	Lapped
SIDE PLATING, No. of Strakes <i>three</i>	E 20.00	16.5 ✓	12.5 ✓	12.5 ✓		Double	7/8	3 1/2	4 to 3	7/8	3 1/2	Lapped
UPPER DECK, Sheer-strake in Wells.....	J 13.00	26 ✓	12.5	12.5					5 to 3	1 1/8	4 1/2	Lapped
UPPER DECK, Sheer-strake in Bridge ...			<i>sheerstrake at break 30.5 & 29 mm ✓</i>									
STRAKE BELOW Sheer-strake in Wells.....	H 21.00	19 ✓	12.5	12.5		Double	1	4	4 to 3	1	4	Lapped
STRAKE BELOW Sheer-strake in Bridge ...												
POOP SIDE PLATING				10.		—	—	—	3 to 2	3/4	2 5/8	Lapped
BRIDGE SIDE PLATING ...		11.				—	—	—	2	3/4	2 5/8	Lapped
FOREC'TLE SIDE PLATING				11.		Single	3/4	3	1.	3/4	2 5/8	Lapped

WATERTIGHT BULKHEADS.

Total No. of ⁰ ~~WT.~~ **BULKHEADS** in Vessel— 17 ✓
 Extending to Upper Deck (Sec. 3 c) 16 ✓
 „ Deck next below 1 ✓
 As per Rule _____

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted
KEEL, Bar		Flat	skyleate	✓
STEM		Traying	254 x 70 rolled bar	
STERN FRAME {	Propeller Post	Casting as per	Hapflwerk	
	Rudder	appropriate plan	Shoda Works	
Speed of Vessel		12 knots	✓	Prague
RUDDER—Type		Simplex balance	rudder	
" A x D		307	✓	
" Diam. of head		Traying	280 mm Shoda Works	
" Mainpiece at top pintle		254 mm	✓	Prague
" Turning shaft.				
" " heel				
" how constructed		Electric welded	Deutsche	
" double or single plate		Simplex balance	Wolff, S.	
" coupling, vertical or		15 mm	rudder	
" horizontal		horizontal	coupling	

STIFFENERS.

			Plating Thickness.	VERTICAL.		HORIZONTAL.	
				Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks							
"	"	Second	{ 12.5 - 13 10 - 11	250 x 90 x 10 BA. 762	840 x 10.		
"	"	Third		further and as approved.	813 x 10.		
"	"	Holds					
COLLISION							
"	"	(in Hold)	1A-10-9-D 7.5 G.S. 180A FR. 110 x 75 x 8 11-D-7.5	230 x 90 x 10.5 BA. 200 x 75 x 10.5 BA. 180A 75 x 10 BA. 170 x 75 x 8 A 250 x 90 x 10 BA. 150 x 75 x 9 BA. 130 x 75 x 9 A	610	Parting stringer w. 7 feet forepeak	
AFTER PEAK							

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens Martin process*
Darmstadt Hoeben Huettenverein; August Thyssen Huette;
Societe Anonyme d'Angree - Marillange;
 Has the Steel been tested as required by the Rules? *Yes by Surveys at Whitwells.*

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.								
		In Ship.			In Ship.				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.		Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.				
Framing of L, C or C																	
Frames in Bridge 'tween Decks ...																	
Frames from Uppermost Continuous Deck No. 1																	
" 2																	
" 3																	
" 4																	
" 5																	
" 6																	
" 7																	
" 8																	
" 9																	
" 10																	
" 11																	
" 12																	
" 13																	
" 14																	
" 15																	
" 16																	
Spacing of Longitudinal Frames		Amidships			At Ends												
Double Bottoms		Tank Top Longitudinals			Bottom												
Spacing of Longitudinals		Centre			Wings												
		At Ends															
Transverses.																	
Side (in 'tween Decks)		Depth and Thickness			Face Angles												
		Lugs to Shell*															
Side (in Hold)		Depth and Thickness			Face Angles												
		Lugs to Shell*															
Bottom		Depth and Thickness			Face Angles												
		Lugs to Shell*															
		" " Back Bars															
		Brackets															
Spacing of Transverse Frames		32 00			32 00												
* State if joggled or liners.		Joggled.															
Longitudinal Beams of		Bridge Deck			Transverse												
		Upper			framing												
		Second															
		Third															
Transverse Beams.		736x10 1/2 150x90x11			736x10 1/2 150x90x11												
		736x10 1/2 150x90x11															

The 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.

EQUIPMENT No												LETTER <i>C + ✓</i>	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.			
2332	1st Bower ...	75	3	27	✓ 56	15	0	0	77-0-0	✓	Union Stockless	Dortmunder	Dortmunder 17/11-38		
2330	2nd " ...	75	3	14	✓ 56	15	0	0			" "	House Chain	" " J. Grant.		
2331	3rd " ...	75	2	23	✓ 56	15	0	0			" "	" "	" " " "		
	Collective weight.	227	2	8	✓				219-2-0	✓					
2333	Stream	22	1	4	6	0	1	22	13	0	14	22-0-0	" "	" "	" " " "

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.	Statutory.	Breaking.	Supplied.	Per Rule.			Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
3816	150	2 7/16	106 2/10	149 5/8	459-3-11	890-1-0			300	2 7/16	And A & K Schiedam	17/11-38	TOWLINE...	130	5 1/4	77.5	130	5 1/4	
3823	150	2 7/16	106 2/10	149 5/8	461-1-19						" A & K Schiedam	11/2-38	HAWSERS & WARPS	2x100	3 1/4	21.7	2x100	3 1/4	
											A.C. Buysse		"	2x100	3 1/4	21.7	2x100	3 1/4	
Iron Stream Chain or Steel Wire	120	5		52.8					120	5			"						

Steering Gear, Steam *Steam Hydraulic direct acting* Steering Gear, Hand *releasing hachle fitted*
Boats *4 lifeboats* Steering Chains, Size and Test ☒ Windlass *Steam patent.*
Ceiling in Holds, thickness and material ☒ Cargo Battens, thickness, material and spacing ☒
Cargo Hatchways.—(Upper Deck) *Airtight hatches* Thickness of Hatches *Steel covers.*
Size of No. 1 Hatchway (Forward) ☒ No. 2 ☒ No. 3 ☒ No. 4 ☒ No. 5 ☒ No. 6 ☒
Number of Shifting Beams and/or Fore and Afters ☒
WILTON-FIJENOORD.
(N.V. WILTON'S Machinefabriek en Scheepswerf
(WILTON'S Engineering & Shipway Co.)
Maatschappij voor Scheeps en Werktuigbouw
FIJENOORD (N.V.)
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 *Motor*
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo ☒ The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.
The workmanship has been found good and the vessel has been built in accordance with the approved plans, Copies of which are being retained in the Lunden office for record, in agreement with the instructions contained in Secretary letters respecting this case, detailed on other side and in general conformity with the Society's rules. ☒
Main cargo tanks, wing tanks, fuel bunkers, settling tanks, deep tanks, fore and after peak tanks, cofferdams and double bottom tanks in motor space have been tested by a head of water as required by the rules and found sound and tight. ☒
Fuel oil has been marked on the vessels sides, verified and cut in.
Certificates of Hensframe and under and interior Certificate are enclosed herewith.

The amount of Entry Fee *£ 132.00* Fees applied for, (Special notations, where part of class, to be stated.)
Special Survey Fee *£ 7244.00* 3. 3. 1939
Travelling Expenses, if any *£ 59.00* Received by me, 24. 3. 1939
State whether the Vessel has been built under Special Survey *Yes* I am of opinion the Vessel should be Classed *+ 100 A 1*
" Carrying petroleum in bulk
" Longitudinal framing at bottom and bulk
Signature *J. H. Heuvelink*
Surveyor to Lloyd's Register of Shipping

Certificate to be sent to *Rotterdam Surveyors* Date of issue *23/3/39.*
Committee's Minute *FRI. 10 MAR 1939*
Character assigned *+ 100 A 1*
Carrying Petroleum in Bulk
Lloyd's Register
+ LMC 2.38 Oil Eng
DB 18 Cl CL
Arto [Signature]
[Signature]

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.)

Plans approved, { Secretary's letters M 17/12; 20/12; 1937. 1/1; 18/1; 19/4; 14/10; 24/10; 1938
Rothemann letters M 15/12; 18/12; 1937 15/1; 16/4; 1938

O.T. Transverse bulkheads 54-122

O.T. " " 134-146

Long. bulkheads fore and aft } letter 1/1-1938
and keel and centre girder.

Upper deck, stringers in cargo tanks
shell plating, forepeak, scupper tank,
framing plan, cofferdams, bunker
afterpeak, bridge deck and end bulkheads
Poop front and framing in engine room } letter 18/1-1938

Amended plans midship section and
Beltight bulkheads 54-122 } letter 19/4-1938.

Framing in prop. Suez canal
Beltight hatchways } letter 14/10-24/10-1938

See further for plans: Sister vessel Clausina M.M. Report N 27514

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Overall length 483.5 feet. ✓
Longitudinal framing bottom and deck. — ✓

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower Head 50-0-14 N° 1215 J. Q. Dunlop 7-11-38. Shank 25-3-13. J. Q. 1218 Dunlop 7-11-38 2nd " Head 49-3-26 N° 1213 J. Q. " 7-11-38 Shank 25-3-16 J. Q. 1217 " 7-11-38 3rd " Head 49-2-13 N° 1214 J. Q. " 7-11-38 Shank 26-0-16 J. Q. 1219 " 7-11-38
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PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 94 ft., R.Q.D. ✓ ft., Bridge 44.4 ft., Forecastle 48 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 Deck steel; 2nd Deck steel clear of Cargo tanks. ✓

Official No. ✓ ; Signal Letters P.D.L.L. Is bottom of vessel coated with cement Cement in peaks only 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,			Fore peak tank,	22	135 ✓
Double bottom, under Engines and Boilers,			After peak tank,	16	83 ✓
Double bottom, if under Engines only,	64 ✓	156 ✓	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	24.8	262 ✓
Double bottom, forward,			Other tanks, if fitted, Fuel bunker		393 ✓
Total capacity of double bottom		156 ✓	(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. 920	Dates of Surveys held while building
Date 19/1-1938	7/4; 16-18-30/5; 10-15-20-23-25-27/6; 4-6-15-19-20-24-26-30/7; 4-5-8-10-12-29/8; 2-3-5-8-12-19-23-27-28-29-30/9; 1-3-4-5-6-10-12-13-14-15-17-20-21-22-24-25- 26-27-28-29/10; 8-9-15-18-19-22-24-28/11; 1-5-13-20-27/12; 1938 2-9-12-15-16-18-25-27-30/1; 1-2-7-11-13-14-16/2; 1939

Total No. of Visits 84