

STEEL STEAMER or MOTORSHIP.

Received at London Office JUN 14 1937

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 *3rd of June 1937*Port of *Rotterdam*No. *25678*Survey held at *Schiedam*Date First Survey *5th of June 1936*Last Survey *27th of May*

1937

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Steel Single Screw motor tanker "NEDERLAND" Machinery fitted aft*State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling*State Type of Erections *Bridge*TONNAGE under Tonnage Deck... *7237.36*CLASS *F100 A1* State if with freeboard *no* as condition of ClassBuilt 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 460.1*Launched *6/3 - 37* Yard No. *660*

Total

Breadth (greatest moulded) *B 59.1*Builders *N. V. Wilton Tijzenoord*Gross Tonnage *8147.49*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 34.1*Owners *Nederlandsche Pacific Tankvaart Maatschappij*Register Tonnage *4762.47*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.

Length *463.*Framing Depth "d," at middle of length. See Sec. 3 (1d) *13.52*Port of Registry *S' Gravenhage*Breadth *59.3*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.52*

If surveyed while building, afloat, or in dry dock

Depth *33.9*Do. Long Bridge to top of keel *27'-3 1/2"**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>781</i>		Bracket Floors, Frame	<i>✓</i>	
" " from $\frac{3}{4}$ length to Collision bulkhead.....	<i>686</i>		" " Reversed Frame	<i>✓</i>	
" " in peaks.....	<i>610</i>		" " Vertical Struts	<i>✓</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships <i>1524 x 13 1/2</i>		
Frame Amidships, Angle, \square or \angle	<i>250 90 10.5</i>	<i>further as approved</i>	" " top Angles	<i>90 x 90 12 1/2</i>	
" " Extends up to	<i>Uppermost</i>		" " bottom Angles	<i>100 x 100 15 1/2</i>	
<i>For longitudinal framing see separate slip</i>			Side Girders, No. each side and thickness <i>two 19 x 10 1/2</i>		
Reversed Frame Amidships, Angle	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>Height to top of keel 13.5</i>	
" " Extends up to	<i>✓</i>		" " Vertical Angle to Tank side		
Depth of Framing Girder	<i>All bulb angle framing</i>		Bracket abaft $\frac{1}{4}$ len. from stem	<i>✓</i>	
Frames in Uppermost Continuous Treen Decks, Angle, \square or \angle	<i>250 90 11</i>		" " Vertical Angle to Tank side		
" " <i>N. 6 x 7 tanks</i> Second Treen Decks, Angle, \square or \angle	<i>280 90 10 1/2</i>		Bracket forward $\frac{1}{4}$ len. from stem	<i>✓</i>	
" " <i>below dry tank flud</i> Third	<i>280 90 11</i>		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem.....	<i>✓</i>	
" " <i>AP. 230 90 9</i> Framing in Peaks, Angle or \angle	<i>200 90 12</i>		" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem.....	<i>✓</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 5 1/2 d. further as approved.</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	
State if Frame Joggled	<i>Yes</i>		INNER BOTTOM PLATING.		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars) <i>Web frames and stringers as approved.</i>			Breadth and thickness of Middle Line Strake ...	<i>1800 x 17 1/2</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Backbone on longitudinal and cross frames and double shell lugs to transverse floors in N. 2 cargo tanks double bulkhead frames all as approved.</i>		Thickness of remainder in Holds	<i>29 x 13 1/2 further as approved</i>	
SINGLE BOTTOM.			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>	
Floors, Depth and thickness at mid-line in Holds	<i>1016 x 11</i>		BEAMS.		
Height of Brackets at side above base line at toe of frame	<i>✓</i>		Uppermost Continuous Deck, amidships <i>forward</i>	<i>200 75 11 1/2</i>	
Middle Line Keelson, on Floors, Angles, \square or \angle	<i>1016 x 10 1/2</i>		" " <i>in way of Bridge</i> <i>Angle</i>	<i>200 75 11 1/2</i>	
" " " Through Plate or Intercoastal Plate	<i>✓</i>		" " <i>Angle</i>	<i>781-686-610</i>	
" " " Foundation Plate on Floors	<i>✓</i>		Spacing	<i>781-610</i>	
" " " Flat Plate Keel Angles <i>100 100 12 1/2</i>			Second Deck, amidships, Angle, \square or \angle	<i>✓</i>	
Side Keelsons, No. each side	<i>✓</i>		Spacing.....		
" " thickness of Intercoastal Plate...	<i>✓</i>		Third Deck, amidships, Angle, \square or \angle	<i>✓</i>	
" " Angles	<i>✓</i>		Spacing.....		
DOUBLE BOTTOM. in motor space			Fourth Deck, amidships, Angle, \square or \angle	<i>✓</i>	
Solid Floors, thickness and spacing	<i>10 1/2 x 12 1/2 - 781</i>		Spacing.....		
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Poop Deck, Angle, \square or \angle	<i>200 75 11 1/2</i>	
Bracket Floors, breadth and thickness at middle line.....	<i>✓</i>		Spacing.....	<i>781 x 610</i>	
" " breadth and thickness at margin plate.....	<i>✓</i>		Bridge Deck, Angle, \square or \angle	<i>200 75 12</i>	
			Spacing.....	<i>781</i>	
			Forecastle Deck, Angle, \square or \angle	<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. <i>Forecastle</i>		<i>two</i>	✓						
"	in between Decks, Size and Spacing.....	<i>75" as per plan</i>							
"	" <i>Bridge</i>	<i>90" as per plan</i>							
"	in Holds <i>Port</i> ".....	<i>Steel division bulkheads</i>							
"	<i>Starboard</i> ".....	<i>One pillar 130x130x11.5 #</i>							
<i>2 longitudinal</i> Centre Line Bulkheads.									
Stiffeners and Spacing.....		<i>L 250x90x10.5 + 280x90x11" as per plan</i>							
Plating, thickness of		<i>11" 11 1/2"</i>							
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells		<i>2420</i>	<i>19 1/2"</i>	✓					
"	" " " " in way of <i>beak</i> Bridge		<i>22 1/2"</i>	✓					
"	Angle in Wells	<i>180</i>	<i>180</i>	<i>17.5</i>	✓				
Thickness of Plating abreast Deck openings in way of Wells			<i>19</i>	✓					
Thickness of Plating abreast Deck openings in way of Bridge		✓							
Thickness of Plating within line of openings...			<i>14.5</i>	✓					
If Sheathed, material and thickness		<i>not sheathed.</i>							
Second Deck. <i>forward and aft</i>									
Stringer Plate, breadth and thickness in Wells...		<i>9 + 10</i>		✓					
Stringer Plate, breadth and thickness in way of Bridge									
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.....									
Fourth Deck.									
Stringer Plate, breadth and thickness.....				✓					
If Plated, state thickness									
Poop Deck.									
Stringer Plate, breadth and thickness							<i>9 1/2"</i>	✓	
Plating, Sheathing, material and thickness ..							<i>7 1/2" steel</i>	✓	
Bridge Deck.									
Stringer Plate, breadth and thickness.....							<i>2280 x 10</i>	✓	
Plating, Sheathing, material and thickness ..							<i>8 1/2" not sheathing</i>	✓	
Forecastle Deck.									
Stringer Plate, breadth and thickness.....							<i>900 9.5</i>	✓	
Plating, Sheathing, material and thickness ..							<i>12-9-7 1/2" not sheathing</i>	✓	

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>not joggled</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.	
	Inches. <i>inches</i>	Inches. <i>inches</i>	Inches. <i>inches</i>	Inches. <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)	18.10	17	13.5	14								
B	25.00	16	13.5	13								
BOTTOM PLATING, No. of of Strakes <i>three</i>	25.90	16	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>	23.00	16	14	15		Double	7/8	3 1/2	4 to 3	7/8	3 1/2	Lapped
E	20.00	16	12.5	13								
SIDE PLATING, No. of Strakes <i>three</i>	24.00	16	12.5	13		Double	7/8	3 1/2	4 to 3	7/8	3 1/2	Lapped
J	24.00	16	12.5	13								
UPPER DECK, Sheer- strake in Wells.....	15.00	26	12.5	13.5					5 to 3	1 1/8	4 1/2	Lapped
UPPER DECK, Sheer- strake in Bridge ...												
STRAKE BELOW Sheer- strake in Wells.....	21.00	19	12.5	13.5		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.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		16	
Extending to Upper Deck (Sec. 3 c)		15	
,, Deck next below		1	
As per Rule			
		STIFFENERS.	
Plating Thickness.		VERTICAL.	HORIZONTAL.
		Scantlings.	Spacing.
		Scantlings.	Spacing.
MIDSHIP BULKHD.	Upper tween decks		
"	" Second "		
"	" Third "	12.5 ✓ 10 1/2 = 10	250 x 90 x 11 further all as approved. 837 840 x 10 762 813 x 10 ✓
"	" Holds	12-10-9 ✓ 8-7 1/2-6 1/2	230 x 90 x 10 1/2 200 x 75 x 10 1/2 130 x 75 x 8 ✓ 610 700 x 75 x 9 ✓ 610 799 x 9 ✓
COLLISION	(in Hold)		
AFTER PEAK	"		

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		Flat	Keelplate.	
STEM		254 x 70 ✓	rolled bar	
STERN FRAME {	Propeller Post	Casting as per approved plan	Bochumer Verein, A.G.	
	Rudder "	"	Bochumer.	
Speed of Vessel		12 1/2 ✓		
RUDDER—Type				
" A x D		779 ✓		
" Diam. of head		Tracing 363 1/2 ✓	Bochumer Verein	
" Mainpiece at top pintle		Casting as per approved plan	Bochumer Verein	
" " heel ...		"	Bochumer.	
" how constructed		Cutty form plate 24 in.		
" double or single plate coupling, vertical or horizontal		around casting frame		
		Horizontal casting.		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Societe Anonyme John Behne; Colvilles Ltd Glasgow; Norman Long & Co; Societe Anonyme d'Acierie Marichay; Dalmann & Haerle Vervin; Castell Ironworks, London.*

Has the Steel been tested as required by the Rules? *Yes by Surveys at the works.*

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. Inches.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Spong.		Number.	Diameter.
Framing of L, C or C																		
Frames in Bridge 'tween Decks ...																		
Frames from Uppermost Continuous Deck No. 1																		
" 2		Steel Single Screw motor Tank vessel																
" 3																		
" 4		" NEDERLAND "																
" 5																		
" 6		Upper stringer in Wing tanks																
" 7		to shell 660 x 10.5 ✓ to long. bulkheads 660 x 10 ✓																
" 8		face bar 90 x 90 x 11 ✓ face bar 90 x 90 x 10.5 ✓																
" 9																		
" 10																		
" 11		Second stringer in Wing tanks.																
" 12		to shell 762 x 11 ✓ to long. bulkheads 762 x 10.5 ✓																
" 13		face bar 90 x 90 x 11 ✓ face bar 90 x 90 x 12 ✓																
" 14																		
" 15																		
" 16																		
Framing of Longitudinal Frames		For ordinary ship framing see first entry against.																
Tank Top Longitudinals																		
Bottom		17 x 48 x 4 x .68 ✓ 17 x 48 x 4 x .68 ✓ 7/8 5 1/4 3 1/16 for eleven rivets each side of bulkhead and transverses.																
Centre		33 ✓ 33 ✓																
Wings		30 ✓ 30 ✓																
At Ends																		
Transverses.																		
Depth and Thickness																		
Face Angles																		
Lugs to Shell*																		
Depth and Thickness																		
Face Angles																		
Lugs to Shell*		Centre Wings Centre Wings																
Depth and Thickness		1016 x 11 ✓ 940 x 11 ✓ 1016 x 11 ✓ 940 x 11 ✓																
Face Angles		150 100 13.5 S. 150 x 100 x 13 D. 150 100 13.5 S. 150 x 100 x 13																
Lugs to Shell*		150 150 11.5 150 x 150 x 11 150 150 11.5 150 x 150 x 11 7/8 3 15/16 - 4 3/8 - 3 1/2 as indicated on plan.																
Back Bars		90 90 11 as per plan 90 90 11 as per plan																
Brackets																		
Spacing of Transverse Frames		3124 3124 3124 3124																
* State if joggled or liners.																		
Longitudinal Beams of																		
Bridge Deck																		
Upper		Centre Transverse 8 3 1/2 .46 Transverse 8 3 1/2 .46 Transverse																
Second		Wing framing 8 3 1/2 .44 framing 8 3 1/2 .44 framing																
Third																		
Transverse Beams.		710 x 10.5 150 x 90 x 11 710 x 10.5 150 x 90 x 11																

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.

EQUIPMENT No												LETTER <i>C</i> <i>Leave out</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.			
36960	1st Bower ...	84	3	0	<i>Stocks</i>			61	0	0	0	77-0-0	<i>Boys Improved stock and line</i>		<i>Sunderland 2/3 1937</i>
36962	2nd " ...	77	1	14				57	0	3	0		"	"	" <i>1/4 37</i>
36944	3rd " ...	66	1	7				51	16	1	0		"	"	" <i>1/4 37</i>
	Collective weight.	228	1	21								219-2-0			" <i>2/3 37</i>
49852	Stream	22	0	0	5	2	4	22	9	1	14	22-0-0	<i>Common stock</i>		<i>Crawley Heath 13/6 37</i>

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.					Fathoms.	Ins.		Tons.	Fathoms.	Ins.	Fathoms.
4063	300	2 3/8	113 3/4	159 1/4	738-0-0		300	2 1/8	36	R.N.G. Leiden	20/4-37	WIRE TOWLINE	130	5 1/4	78.7	130	5 1/4		
							300	2 7/16	36		A. Birnie	HAWERS & WARPS	4x100	2 3/4	16.2	4x100	2 3/4		
												"							
Iron Stream Chain of Steel Wire	120	5		53.6			120	5		H. V. de Vries Rotterdam		"							

Steering Gear, Steam *Electric direct acting*
Steering Gear, Hand *Scam hand gear and releasing handle*

Boats *4 lifeboats*
Steering Chains, Size and Test ☒
Windlass *Iron steam patent*

Ceiling in Holds, thickness and material ☒
Cargo Battens, thickness, material and spacing ☒

Cargo Hatchways.-(Upper Deck) *Ciltight 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.
(E.V. WILTON's Machinefabriek en Scheepswerf
(WILTON's Engineering & Slipway Co.)
Makelaar voor Scheeps- en Werktuigbouw
FIJENOORD, N.Y.
W. H. H. H. H.

Builder's Signature *X*

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 *Yes*

(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 London office for use, in agreement with the instructions contained in Secretary's letters respecting this case, detailed on the other side, and in general conformity with the Society's rules.

Main cargo tanks, wing tanks, fuel tanks, settling tanks, oil tanks, fuel and oil 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.

The fuel tank has been marked on the vessel's sides, and found good and tight.

Certificates of strength and material are enclosed herewith.

Overall length: 483.25.

Sister vessel m/s Rapana Java N: 654 Wilton Fijenoord Rott. Rep. N: 23467 with a few minor alterations.

The amount of Entry Fee *f 132.00*
Fees applied for, *10.6. 1937*

Special Survey Fee..... *f 7266.00*
Received by me, *30.6. 1937*

Travelling Expenses, if any *f 52.00*

State whether the Vessel has been built under Special Survey *Yes*

Certificate to be sent to *Rotterdam Surveyor* Date of issue *11/7/37*

I am of opinion the Vessel should be Classed *+100 A1*
Carrying petroleum in bulk.
Longitudinal framing top and bottom
Signature *R. H. H. H. H.*
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned *+100 A1*
Carrying Petroleum in Bulk
Longitudinal Framing at bottom and at deck
Mod. St. Mech. off Lloyd's R.T.C.P.
" Bnfr OK

+ LMC 5.37
Oil Eng. Ch
DB - 200 lb
DB - 100 lb.
RD 2021

The Surveyors are requested to sign and date on or before the Committee's Minute.

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.)

Secretary's letters M 25/5; 5/6; 6/6; 16/6; 10/7; 9/9; 15/12; 1936.
Re Mercom letters 4/6; 5/6; 1936

Date of Approval	Description of plans.
25/5-36	Profile and decks.
5/6-36	Keel frame and keel.
6/6-36	Double bottom in motorroom.
16/6-36	Bunker in forebody.
10/7-36	Framing & stringers in motorroom.
9/9-36	Ego patent chain cables.
15/12-36	Shoring holes proposed to cut in deck

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

Consideration. Machinery aft
Longitudinals in bottom and on deck. Longitudinal framing at bottom and side
Overall length 483.25 ✓

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

1st Bower 51-1-25 out. N: 6021 Antwerp 3/12-1936 W. H.
2nd „ 44-3-3 out. N: 5203 Antwerp 26/11-1936 R. I.
3rd „ 39-1-2 out. N: 5139 Antwerp 22/10-1936 R. I.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 92.75 ft., R.Q.D. ✓ ft., Bridge 47. ✓ ft., Forecastle 48.3 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 (all) 2nd deck (all) clear of cargo
Machinery aft.
Official No. ✓; Signal Letters P. G. D. I. Is bottom of vessel coated with cement Yes in peaks ✓ if not give particulars of composition not in Cargo tanks.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	23	134.
Double bottom, under Engines and Boilers,			After peak tank,	16	80.
Double bottom, if under Engines only,	69	146. ✓	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	24.75	263.
Double bottom, forward,			Other tanks, if fitted, Fuel bunker aft	6.5	278.
			(If necessary, furnish further information by sketch.) Fuel bunker fore	10.25	496.

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 662

Date 5/6-1936

Dates of Surveys held while building

5-24-27/6; 31/7; 4-7-14-17-20-24-28/8; 2-4-9-10-14-16-18-21-24-28-30/9;
7-2-12-16-20-23-26-28/10; 3-5-10-11-12-16-18-19-20-23-24-27-28/11;
1-2-3-11-12-16-22-29/12; 1936. 4-5-8-12-18-19-20-22-25-28/1; 1-5-6-9-10-12-13-15-16-17-18/2
20-22-23-25-26/2; 1-3-4-5-6-12-15/3; 7-12-16-22/4; 4-10-14-18-20-21-22-24/5;
25-26-27/5: 1937

Total No. of Visits 99