

## STEEL STEAMER or MOTORSHIP.

27 FEB 1934

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 *26<sup>th</sup> Feb. 34.*Port of *Dundee*No. *8850*Survey held at *Dundee*Date First Survey *12<sup>th</sup> July 1933.*Last Survey *22<sup>nd</sup> Feb. 1934*

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

*Single Screw Steamer "DUNDEE"*

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

*Complete Superstructure with tonnage opening aft*State Type of Erections *Forecasts on upper Deck.*

TONNAGE under Tonnage Deck...

*1177.52*CLASS *100 A 1.*State if with freeboard as condition of Class *with freeboard*Built at *Dundee*

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 280' = 281'*Breadth (greatest moulded) *B 42'*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 24'5"*1st Longitudinal Number (L x D) *= 6860*2nd Numeral L x (B + D) *= 8620*Framing Depth "d" at middle of length. See Sec. 3 (1d) *14'6" B. Room*Proportions—Depth to Length—Uppermost continuous deck to top of keel *10.95*Do. Long Bridge to top of keel *16'10 3/8"*Draught Moulded *16'10 3/8"*Launched *28<sup>th</sup> December 1933* Yard No. *345*Builders *L. Caldon & Co. Ltd.*Owners *Dundee, Perth and London Shipping Co. Ltd.*Managers *(Where necessary to be entered in Reg. Book.)*Residence *Dundee*Port of Registry *Dundee*

If surveyed while building, afloat, or in dry dock

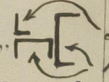
*Building, afloat, & in Dry Dock.*

## 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.
<b>FRAMES, Spacing amidships</b>	<i>26"</i>		<b>Bracket Floors, Frame</b>		
" " from $\frac{3}{4}$ length to Collision bulkhead	<i>26"</i>		" " Reversed Frame		
" " in peaks	<i>24"</i>		" " Vertical Struts		
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	<i>34"</i>	<i>46"</i>
Frame Amidships, Angle, <i>E</i> or <i>F</i> <i>in No. 2 &amp; 3 Holds.</i>	<i>7" 3" 39"</i>		" " top Angles <i>double</i>	<i>3"</i>	<i>3" 42"</i>
" " Extends up to <i>upper 2<sup>nd</sup> Dk. Alternately</i>			" " bottom Angles	<i>3 1/2"</i>	<i>3 1/2" 48"</i>
<b>Reversed Frame Amidships, Angle</b>			<b>Side Girders, No. each side and thickness</b>	<i>one</i>	<i>34"</i>
" " Extends up to			<b>Margin Plate depth (excl. of flange) and thickness</b>	<i>25" x 41"</i>	
<b>Depth of Framing Girder</b> <i>bulk angle framing 7"</i>			" " Vertical Angle to Tank side	<i>6" 4" 38"</i>	
<b>Frames in Uppermost Continuous 'tween Decks, Angle, <i>E</i> or <i>F</i></b>	<i>7" 3" 39"</i>		" " Bracket abaft $\frac{1}{2}$ len. from stem	<i>6" 4" 38"</i>	
" " <b>Second 'tween Decks, Angle, <i>E</i> or <i>F</i></b>	<i>alternate</i>		" " Vertical Angle to Tank side	<i>6" 4" 38"</i>	
" " <b>Third " " " "</b>			" " Bracket forward $\frac{1}{2}$ len. from stem	<i>6" 4" 38"</i>	
<b>Framing in Peaks, Angle or <i>E</i> or <i>F</i></b> <i>bulk angle</i>	<i>6" 3" 30"</i>		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	<i>every 5'</i>	
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	<i>3/4" 5 1/2" apart</i>		" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	<i>every 3'</i>	
<b>State if Frame Joggled</b>	<i>joggled.</i>		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<i>51"</i>	<i>38"</i>
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>	<i>Deck frames 7" x 3 1/2" x 3 1/2" BA. This deck and one intercostal stringer as per approved plan</i>		<b>INNER BOTTOM PLATING.</b>		
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b> <i>bulk angle</i>	<i>5" 5" 34"</i>		Breadth and thickness of Middle Line Strake	<i>46" x 42"</i>	
<b>SINGLE BOTTOM. in Boiler Room</b>			Thickness of remainder in Holds	<i>48" E.R. 36" 42"</i>	
Floors, Depth and thickness at mid-line in Holds <i>Boiler Room</i>	<i>25" x 50"</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>1.00" under engines</i>	<i>yes.</i>
Height of Brackets at side above base line at toe of frame	<i>50"</i>		<b>BEAMS.</b>		
<b>Middle Line Keelson, on Floors, Angles, <i>E</i> or <i>F</i></b> <i>double.</i>	<i>5" 3 1/2" 53"</i>		<b>Uppermost Continuous Deck, amidships</b>	<i>7" 3" 34"</i>	
" " Through Plate <i>intercostal Plate</i>	<i>29 1/8" x 58"</i>		" " in Wells, Angle, <i>E</i> or <i>F</i>		
" " Foundation Plate on Floors	<i>12" x 58"</i>		" " in way of Bridge, Angle, <i>E</i> or <i>F</i>		
" " Flat Plate Keel Angles	<i>4" 4" 55"</i>		Spacing	<i>26"</i>	
<b>Side Keelsons, No. each side</b> <i>Two</i>			<b>Second Deck, amidships, Angle, <i>E</i> or <i>F</i></b> <i>No. 2.</i>	<i>11" 3 1/2" 40"</i>	
" " thickness of Intercostal Plate	<i>50"</i>		Spacing	<i>52"</i>	
" " Angles <i>double on floor</i>	<i>6" 3 1/2" 53"</i>		<b>Third Deck, amidships, Angle, <i>E</i> or <i>F</i></b> <i>found in No. 1. Hold</i>	<i>7" 3" 34"</i>	
<b>DOUBLE BOTTOM.</b>			Spacing	<i>52"</i>	
<b>Solid Floors, thickness and spacing</b>	<i>34" 26"</i>		<b>Fourth Deck, amidships, Angle, <i>E</i> or <i>F</i></b>		
" " Are Frame and Reversed Frame joggled? <i>yes.</i>	<i>joggled</i>		Spacing		
<b>Bracket Floors, breadth and thickness at middle line</b>			<b>Boat Bridge Deck, Angle, <i>E</i> or <i>F</i></b>	<i>5" 3" 34"</i>	
" " breadth and thickness at margin plate			Spacing	<i>52"</i>	
			<b>Forecastle Deck, Angle, <i>E</i> or <i>F</i></b> <i>on upper deck.</i>	<i>7" 3" 34"</i>	
			Spacing	<i>52" 5 48"</i>	



## PILLARS AND DECKS.

		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
<b>PILLARS</b> , No. of Rows. <i>one in holds widely spaced.</i>					
"	in 'tween Decks, Size and Spacing. <i>4" dia solid one P.T. at ends of hatchway as per approved profile and deck plan.</i>				
"	in Holds <i>Example No. 83.</i>		<i>3 1/2" x 3 1/2" x 40"</i> <i>12" x 4" x 4" .60"</i> <i>.60"</i>		
<i>all as per approved profile and deck plan.</i>					
<b>Centre Line Bulkhead.</b> <i>in way of forward after deck tank</i>					
Stiffeners and Spacing. <i>6" x 3" x 34" O.A. 26" apart.</i>					
Plating, thickness of <i>.35" - .30"</i>					
<b>STRINGERS AND DECKS.</b>					
<b>Uppermost Continuous Deck.</b>					
Stringer Plate, breadth and thickness in Wells	<i>48"</i>	<i>38"</i>			
" " " in way of Bridge					
" Angle in Wells	<i>3 1/2"</i>	<i>3 1/2"</i>	<i>38"</i>		
Thickness of Plating abreast Deck openings in way of Wells	<i>3 1/2"</i>				
Thickness of Plating abreast Deck openings in way of Bridge					
Thickness of Plating within line of openings.	<i>.30"</i>				
{ If Sheathed, material and thickness	<i>5" x 2 1/2" teak</i>				
<i>over end space aft and in passages and ship</i>					
<b>Second Deck.</b>					
Stringer Plate, breadth and thickness in Wells	<i>45 1/2"</i>	<i>38"</i>			
<b>Stringer Plate, breadth and thickness in way of Bridge</b>					
<b>Thickness of Plating abreast Deck openings in way of Wells</b>					
<b>Thickness of Plating abreast Deck openings in way of Bridge</b>					
<b>Thickness of Plating within line of openings.</b>					
<b>If Sheathed, material and thickness</b>					
<b>Third Deck.</b> <i>forward in No. 1. Hold.</i>					
Stringer Plate, breadth and thickness	<i>48"</i>	<i>38"</i>			
If Plated, state thickness.	<i>3 1/2"</i>				
<b>Fourth Deck.</b>					
Stringer Plate, breadth and thickness					
If Plated, state thickness					
<b>Boop Deck.</b>					
Stringer Plate, breadth and thickness					
Plating, Sheathing, material and thickness					
<b>Boat Bridge Deck.</b> <i>on upper deck.</i>					
Stringer Plate, breadth and thickness in way of side house	<i>36"</i>	<i>25"</i>			
Plating, Sheathing, material and thickness	<i>5" x 2 1/2" teak.</i>				
<b>Forecastle Deck.</b> <i>on upper deck</i>					
Stringer Plate, breadth and thickness	<i>32"</i>				
Plating, Sheathing, material and thickness	<i>32"</i>				
	<i>5" x 2 1/2" teak.</i>				

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? no.	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 .....		5 1/4"	5 1/2"	5 1/2"	Shoe plates 5 1/8"	Double	3/4"	2 1/8"	Triple	7/8"	3 1/8"	overlapped.	
" BILDG. (if any)	Rubbing bar 8" x 3/4"												
BOTTOM PLATING, No. of Strakes .....	A	50"	41"	42"	x Strakes.	Double	3/4"	2 1/8"	Triple	3/4"	2 5/8"	overlapped.	
	B	50"	41"	43"									
	C	50"	x 40"	x 43"									
BILGE PLATING, No. of Strakes .....	D	46"	x 40"	x 43"		"	"	"	"	"	"	"	
	E	46"	x 40"	42"		"	"	"	"	"	"	"	
	F	46"	40"	40"		"	"	"	"	"	"	"	
SIDE PLATING, No. of Strakes .....	G	46"	40"	40"		"	"	"	"	"	"	"	
	J	50"	42"	40"		"	"	"	"	"	"	"	
UPPER DECK, Sheer-strake in Wells .....													
UPPER DECK, Sheer-strake in Bridge ...	-	-	-	-									
STRAKE BELOW Sheer-strake in Wells .....	H	49"	40"	40"		Double	3/4"	2 1/8"	Triple	3/4"	2 5/8"	overlapped.	
STRAKE BELOW Sheer-strake in Bridge ...	Shell plating connected to stem & midship thickness												
POOR SIDE PLATING .....	50 on flat of bottom fore. of 1/2 L.					Double	3/4"	2 1/2"	in way of fore. & after deep tanks.				
BRIDGE SIDE PLATING ...													
FORECASTLE SIDE PLATING	K	-	35"	-		Single	3/4"	3.00"	Single	3/4"	2 5/8"	overlapped	
			35"			"	"	"	"	"	"	"	

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		Seven	5
Extending to Upper Deck (Sec. 3 c)		one	
Deck next below		Six	4
As per Rule		four.	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks	-	-	-	-	-
" " Second "	-	-	-	-	-
" " Third "	-	-	-	-	-
" " { example Holds fr. 1.01....	42"-26"	7"x3"x33BA 32" 5"x3"x300A 32" 3"x6"x32" BL.	32"	3rd Deck.	
COLLISION " { (in Hold) 11.9.... above 2nd Deck.	42"-30" 26"	6"x3"x30BA 24" 5"x3"x34BA 24" 6"x3"x30BA 24"	24"	3rd Deck and one box beam on side stringer	
AFTER PEAK " " 7-9.....	42"-30"	6"x3"x30BA 24"	24"	Tunnel Top.	

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel	Company of Scotland Lts. Corsett Iron Co Lts. The Lanark Co. Lts. Dorman Long Co Lts.
	Has the Steel been tested as required by the Rules?	Yes.

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....	see above.			
<b>STEM</b> .....	Rolls bar 8 1/2" x 2" /			
<b>STERN FRAME</b> {	Propeller Post	Casting	approved	Rubrotahl A/c.
	Rudder	"	"	Stumpen Stahlwerk Kriege
<b>RUDDER—A x D</b> .....	200	as per	approved	Duesseldorf.
<b>Speed of Vessel</b> .....	13 1/2 knots	plan.		German.
<b>Overt.</b>	{ T.S. Foster Sinker			
<b>RUDDER</b> main piece at head	Stock	forging	by	{ T.S. Foster Sinker
<b>Arms.</b>	heel	Casting	by	{ Barnet's Steel Castings to L.S. Kempner.
how constructed	built of steel plates and angles with cast steel Rudder arms.			
double <del>or single</del> plate	50			
coupling, vertical or horizontal	6 - 2 1/8" fitted bolts and 4 Tap bolts.			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Boliville's Ld. The Steel*  
*Company of Scotland Ld. Consitt Iron Co Ld. The Lanarkshire Steel Co Ld. The Skinningrove Iron*  
*Co. Ld. Dorman Long Co Ld. Open heart. Swans.*

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



EQUIPMENT No 19,429.												LETTER "S".		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.				
93298	1st Bower ...	34	0	14	Stockless			33	16	3	14	} 110 Cwts.	Stockless	H. Hingley Sons	L.P.H.N. 16 <sup>th</sup> Nov. 1933. H. Green	
93299	2nd " ...	34	0	0	"			33	15	0	0		"	"	"	L.P.H.N. " " " "
93300	3rd " ...	36	2	20	"			33	11	3	14		"	"	"	L.P.H.N. " " " "
	Collective weight.	110	3	6								110 Cwts.				
93295	Stream .....	10	0	2	2	3	12	12	2	0	21	10 Cwts.	Ordinary.	H. Hingley Sons	L.P.H.N. 16 <sup>th</sup> Nov. 1933. H. Green	

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.			Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
98376	120	1 <sup>13</sup> / <sub>16</sub> "	59 <sup>1</sup> / <sub>2</sub>	82 <sup>3</sup> / <sub>4</sub>	201-3-12	397 <sup>3</sup> / <sub>4</sub>		240	1 <sup>13</sup> / <sub>16</sub> "	Steel	A. Hingley Sons	L.P.H.N. 16 <sup>th</sup> Nov. 1933. H. Green	POW LINE..	95	4"	33-2	90	4"	
98380	120	1 <sup>13</sup> / <sub>16</sub> "	59 <sup>1</sup> / <sub>2</sub>	82 <sup>3</sup> / <sub>4</sub>	201-0-4						link.	"	L.P.H.N. 16 <sup>th</sup> Nov. 1933. H. Green	SAWSERS & WARPS	2090	2 <sup>1</sup> / <sub>2</sub> "	13-2	2090	2 <sup>1</sup> / <sub>2</sub> "
														2090	2 <sup>1</sup> / <sub>4</sub> "	10-8	2090	2 <sup>1</sup> / <sub>4</sub> "	
														2090	3 <sup>1</sup> / <sub>4</sub> "	6-8			
Stream Steel Wire	75	1 <sup>1</sup> / <sub>4</sub> "	36 <sup>1</sup> / <sub>4</sub>	without breaking				75	1 <sup>1</sup> / <sub>4</sub> "	S.S.W. 6-12.	by J. S. Gempt. Rengerick 22 <sup>nd</sup> Sept. 1933.			2090	3 <sup>1</sup> / <sub>4</sub> "	6-8			

*Combined Laws*  
 Steering Gear, Steam Wilson-Pirie type by Brown Brothers Edinburgh.  
 Boats 2 off. 26'9" x 8'3" x 3'5" Steering Chains, Size and Test none Windlass by Emerson Walker Ltd.  
 Ceiling in Holds, thickness and material 2 1/2" elm laid on wood grounds. Cargo Battsens, thickness, material and spacing 6" x 2" W. wood 9" space. after hold close lined with 1 1/2" T & G. white wood.  
 Cargo Hatchways. (Upper Deck) Steel plates, angles and B. angles Thickness of Hatches 3" white wood.  
 Size of No. 1 Hatchway (Forward) 21'8" x 16'0" No. 2 32'6" x 16'0" No. 3 28'2" x 16'0" No. 4 18'10" x 16'0" No. 5 No. 6  
 Number of Shifting Beams and Fore and Afters 3 at No. 1 & 4. 5 at No. 2. and 4 at No. 3. (Roller rolling type at No. 3)  
 Builder's Signature J. H. Gempt.

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel no (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo yes. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

(b.) In forward dup tank for 74-77. after dup tank for 40-44. and in No. 3 D.B. tank for 74-86.

This vessel has been built in accordance with the Secretary's letter of instruction and the accompanying approved plans and in general conformity with the Society's rules for the class contemplated.

The materials and workmanship are good.

The double bottom and peak tanks, forward and after dup tanks, w.t. Bulkhead tunnel, weather decks, waterways, hand pump, bilge suction, w.t. Door, Steering gears, and Windlass have been tested in accordance with the rule requirements with satisfactory results. The freeboard markings have been cut in on the vessel's sides and verified.

The amount of Entry Fee ..... £ 5 : 0 : 0

Special Survey Fee.... £ 152 : 1 : 0

Travelling Expenses, if any £ : - :

Fees applied for,

16<sup>th</sup> Feb. 1934

Received by me,

7.3.1934

I am of opinion the Vessel should be Classed +100A1 with freeboard notation. Carrying fuel oil F.P. above 150°F. in dup tanks and in No. 3 D.B. tank.

State whether the Vessel has been built under Special Survey yes.

Signature

J. S. Thomson

Certificate to be sent to this office.

Date of issue

16/4/34

Committee's Minute

FRI. 2 MAR 1934

TUE. 17 APR 1934

Character assigned

+100A1 With freeboard  
 Carrying fuel oil F.P. above 150°F.  
 in Dup Tanks & in No. 3 Double bottom tank

Lloyd's arch. + Lmb 2.34

W. H. Gempt

My

O.G.

Elect

© 2020

Lloyd's Register Foundation



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 herewith.

Midship section and Profiles Decks approved.

Midship section as built.

Stemframe & Rudder (Only patent.) Steering gear Arrgt. Tiller & Quadrant plan  
Foremast framing.

Strengthening of bottom forward.

Deep tanks.

Pillars and Girders.

Hatch webs.

Proposed arrangement at aft end No. 4 Hatch. (upper Dk)

Arrangement of Coal hatch covers.

Welded plate chocks at side of 2<sup>nd</sup> Deck.

Welded plate chocks in way of tanks and W.T. flats on 2<sup>nd</sup> Deck.

Pumping Arrangement.

Arrangement of Section from No 3. D.B. tank. for use when carrying Oil cargo  
Casting and forging reports and advice notes herewith.

Copy of Builders letter relating to increased length attached.

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

1st Bower	23. 0. 14	K.H.	8861	28. 11. 30
2nd "	22. 3. 11	M.B.	9453	27. 11. 31
3rd "	22. 3. 11	M.B.	9454	27. 11. 31.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 23. 0. 14 ft., R.Q.D. 23. 0. 14 ft., Bridge 23. 0. 14 ft., Forecastle 23. 0. 14 ft. on upper Dk.  
(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) 1 Dk. (Stk) and Shelter deck (Stk)

Official No. 144713. ; Signal Letters G.W.R.S.

Is bottom of Vessel coated with cement yes. if not give

particulars of composition base in No 3. D.B. tank.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	62'-10"	66	Fore peak tank,	22'-9"	64
<del>Double bottom, under Engines and Boilers,</del>	—	—	After peak tank,	19'-11 1/2"	51
Double bottom, under Engines only,	21'-8"	52	Deep tank, aft,	8'-8"	119
<del>Double bottom, if under Boilers only,</del>	—	—	Deep tank, forward,	6'-6"	116.
Double bottom, forward,	94'-6"	141	Other tanks, if fitted,		
Total capacity of double bottom		259 tons	(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. 985

Date 1<sup>st</sup> July 1933.

Dates of Surveys  
held while building

1933. July. 12. 18. 21. Aug. 1. 5. 9. 11. 14. 15. 16. 17. 21. 23. 25. 29. 30. Sept. 1. 4. 6. 7.  
11. 13. 15. 18. 19. 21. 25. 26. 28. 29. Oct. 4. 6. 10. 12. 13. 16. 18. 21. 23. 25. 27. 31. Nov.  
2. 7. 9. 13. 14. 15. 16. 17. 20. 21. 22. 23. 24. 28. 30. Dec. 4. 6. 11. 13. 14. 16. 19. 22. 27. 28.  
Jan. 1934. 4. 10. 12. 16. 17. 24. 26. 31. Feb. 5. 8. 12. 13. 14. 16. 17. 19. 20. 21. 22.  
Total No. of Visits 86.