

STEEL STEAMER or MOTORSHIP.

27 JAN 1948

Received at London Office

REC'D NEW YORK

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 8th November, 1947

Port of Galveston, Texas

No. 4903

Survey held at Port Arthur, Texas and Date First Survey 13th August, 1947 Last Survey 8th October, 19 47

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) S.S. "GULFDAWN" ~~Now "BIG HORN"~~ Machinery fitted aft. Single Screw.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling (arcform design) State Type of Erections Poop, Bridge & Focle.

TONNAGE under Tonnage Deck...)	CLASS 100A1	State if with freeboard as condition of Class	No	Built at	Chester, Pa.
Do. of space or spaces between Tonnage Dk. and Upper Dk.				in	
	Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)	L	425	Launched	1936 Yard No. 154
	Breadth (greatest moulded)	B	64	Builders	Sun Shipbuilding & D. D. Co.
	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	Sabine Transportation Co., Port Arthur
	1st Longitudinal Number (L x D)		= 14450	Managers	
	2nd Numeral L x (B + D)		= 41650	Residence	
	Framing Depth "d," at middle of length. See Sec. 3 (1d)		12.5	Port of Registry	Baltimore (contemplated)
	Proportions—Depth to Length—Uppermost continuous deck to top of keel			If surveyed while building, afloat, or in dry dock	
	Do. Long Bridge to top of keel			Afloat and in dry dock	
	Draught Moulded				

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	24	✓	Bracket Floors, Frame		
" " from $\frac{1}{2}$ length amidships to Collision bulkhead			" " Reversed Frame		
" " in peaks			" " Vertical Struts		
DE FRAMING.			Machinery Space		
Frame Amidships, Angle, [or [			Centre Girder, depth and thickness amidships	60	.52 Eng. Rm.
" " Extends up to			" " top Angles Double	3 $\frac{1}{2}$ 3 $\frac{1}{2}$	.60 B. Rm.
Reversed Frame Amidships, Angle			" " bottom Angles	4 4	.46 Eng. Rm.
" " Extends up to			Side Girders, No. each side and thickness	1	.52 B. Rm.
Depth of Framing Girder			Margin Plate depth (excl. of flange) and thickness		.50 Eng. Rm.
Frames in Uppermost Continuous 'tween Decks, Angle, [or [			" " Vertical Angle to Tank side		.60 B. Rm.
" " Second 'tween Decks, Angle, [or [			Bracket abaft $\frac{1}{2}$ len. from stem		.46 Eng. Rm.
" " Third " " "			" " Vertical Angle to Tank side		.52 B. Rm.
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem			Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area		.50 Eng. Rm.
" " in Peaks, Angle or [	9 3 $\frac{1}{2}$.48	✓	Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem		.58 B. Rm.
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			" " Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area		.44 Eng. Rm.
State if Frame Joggled			Tank Side Brackets, height above base line at toe of Frame and thickness		.50 B. Rm.
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	As submitted	✓	INNER BOTTOM PLATING. (Mach. Space)		.52 Eng. Rm.
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	As submitted	✓	Breadth and thickness of Middle Line Strake	72	.60 B. Rm.
DOUBLE BOTTOM. (No. 1 Hold)			Thickness of remainder in Holds		.52 Eng. Rm.
Floors, Depth and thickness at mid-line in Holds	70" 9" .62	Plan not available	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?		.60 B. Rm.
Height of Brackets at side above base line at toe of frame			BEAMS.		
Middle Line Keelson, on Floors, Angles, [or [			Uppermost Continuous Deck, amidships in Wells, Angle, [or [
" " Through Plate or Intercoastal Plate	.44	Intercoastal plate	" " in way of Bridge, Angle, [or [
" " Foundation Plate on Floors	27 .44	Plan not available	Spacing		
" " Flat Plate Keel Angles	4 4 .50	Double	Second Deck, amidships, Angle, [or [
Side Keelsons, No. each side			Spacing		
" " thickness of Intercoastal Plate			Third Deck, amidships, Angle, [or [
" " Angles			Spacing		
DOUBLE BOTTOM. (Machinery Space)			Fourth Deck, amidships, Angle, [or [
Solid Floors, thickness and spacing	.44 Eng. Rm. .50 B. Rm.	Spaced 2'-5 1/2"	Spacing		
" " Are Frame and Reversed Frame joggled?	No	✓	Poop Deck, Angle, [or [	6 3 $\frac{1}{2}$ 15.3#	✓
Bracket Floors, breadth and thickness at middle line			Spacing	42	✓
" " breadth and thickness at margin plate			Bridge Deck, Angle, [or [
			Spacing		
			Forecastle Deck, Angle, [or [	6 3 $\frac{1}{2}$ 15.3#	✓
			Spacing	27	✓

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.	
In Dry Cargo Hold											
PILLARS, No. of Rows.....	Two										
upper											
in between Decks, Size and Spacing.....	6	6	20#	I 9'-6"	✓				56	✓	.44
2nd "	No plan available			8	8 48#	I 9'-6"	✓				
in Holds	8	8	48#	I 9'-6"	✓						
	8	3	20#	Chl. at top to							
Centre Line Bulkhead.				" " bottom							
Stiffeners and Spacing.....	15	3	433.9#	web stiffeners on transverses	✓						
spaced 28"/36" with 2'-3"/5'-4" x 42"	20.4# to 18.7#										
Plating, thickness of											
STRINGERS AND DECKS.											
Uppermost Continuous Deck.											
Stringer Plate, breadth and thickness in Wells	72	.60		✓							
" " " " in way of Bridge	72	.76		✓							
Angle in Wells	6	6	.60	✓							
Thickness of Plating abreast Deck openings in way of Wells	.34 to .58			✓							
Thickness of Plating abreast Deck openings in way of Bridge	No openings			✓							
Thickness of Plating within line of openings...	.34 to .58			✓							
If Sheathed, material and thickness	-	-	-								
Second Deck.											
Stringer Plate, breadth and thickness in Wells...	56	.42	.44	✓							
Stringer Plate, breadth and thickness in way of Bridge											
Thickness of Plating abreast Deck openings in way of Bridge	remainder			✓							
Thickness of Plating within line of openings...									.42	✓	
If Sheathed, material and thickness									-	-	-
Third Deck.											
Stringer Plate, breadth and thickness...									-	.38	✓
If Plated, state thickness...									.34	✓	
Fourth Deck.											
Stringer Plate, breadth and thickness...											
If Plated, state thickness											
Poop Deck.											
Stringer Plate, breadth and thickness	84	.38		✓							
Plating, Sheathing, material and thickness	.38			✓							
Bridge Deck.	33	.38		✓							
Stringer Plate, breadth and thickness...											
Plating, Sheathing, material and thickness	.38			✓							
Forecastle Deck.											
Stringer Plate, breadth and thickness...	.38			✓							
Plating, Sheathing, material and thickness	.38			✓							

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS. (Amidships)				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	No	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.		
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing cr. to cr.			
	Inches.	Inches.	Inches.	Inches.								Inches.	Inches.
FLAT PLATE KEEL	49 ✓	.84 ✓	.74 ✓	.74 ✓		Double ✓	1 ✓	3/4 ✓	4 ✓	1 ✓	3/4 ✓	Lapped ✓	
„ DBLG. (if any)	-	-	-	-									
BOTTOM PLATING, No. of Strakes ... 4	A B C D ✓	.76 ✓	.45 ✓	.45 ✓	3 strakes next to keel maintain midship thickness to collision Bhd.	Double ✓	1 ✓	3/4 ✓	4 ✓	1 ✓	3/4 ✓	Lapped ✓	
BILGE PLATING, No. of Strakes	-	-	-	-									
SIDE PLATING, No. of Strakes ... 3	E F G ✓	.62 ✓	.45 ✓	.45 ✓		Double ✓	7/8 ✓	3/4 ✓	4 ✓	7/8 ✓	3/4 ✓	Lapped ✓	
UPPER DECK, Sheer-strake in Wells.....	J.76 ✓	-	.84 ✓	.84 ✓	x clear of Bridge amid	"	1 ✓	3/4 ✓	4 ✓	1 ✓	3/4 ✓	"	
UPPER DECK, Sheer-strake in Bridge ...	J.79 1/2 ✓	1.00 ✓	-	-		"	1 ✓	3/4 ✓	4 ✓	1 ✓	3/4 ✓	"	
STRAKE BELOW Sheer-strake in Wells.....	H.82 3/4 ✓	-	.72 x ✓	.72 x ✓	x clear of Bridge amid	"	7/8 ✓	3/4 ✓	4 ✓	7/8 ✓	3/4 ✓	"	
STRAKE BELOW Sheer-strake in Bridge ...	H.82 3/4 ✓	.72 ✓	-	-		"	7/8 ✓	3/4 ✓	4 ✓	7/8 ✓	3/4 ✓	"	
POOP SIDE PLATING	-	-	-	.42 ✓		Single ✓	7/8 ✓	3/4 ✓	2 ✓	x	5/8 ✓	"	
BRIDGE SIDE PLATING ...	.60 ✓	-	-	.62 ✓		- one strake -			2 ✓	x	5/8 ✓	"
FORECASTLE SIDE PLATING	.44 ✓	-	.44 ✓	-		Single	3/4 ✓	3/4 ✓	2 ✓	x	3/4 ✓	"	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	on Frs. 9-17-19-20-23-26-29-32-34-37-40-43-46-47-52
Extending to Upper Deck (Sec. 3 c)	15
Deck next below	11 for Record.
As per Rule	

STIFFENERS.

	Plating Thickness.	VERTICAL Web				HORIZONTAL			
		Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.
(No. 29)		5'-3"x18.7#	5'	15"x3 1/2"x33.9#	Chl.				
MIDSHIP BULKHEAD, Upper tween decks		Off C.L.		15"x3 1/2"x33.9#	Chl.				
" Second "		5'-1"x18.7#	15'	to					
" Third "		20.4# off C.L.		8x3 1/2"x22.8#	Chl.				
" Cargo Tank's		4'-10"x18.7#	25'	spaced 2'-4" to 3'-0"					
" Holds		17.1# 7x4x17.9#		Chain locker					
COLLISION		20.4 lbs. 10x31#	23.6#	20.4 lbs. plating					
AFTER PEAK		See Report 8 GAL 4937							

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar		None		
STEM		Forg. 9/8" x 2 3/4"		
STERN FRAME		Propeller Post	C.S. Shaped	✓
Speed of Vessel		11 1/2 knots		✓
RUDDER-Type		Hung, streamlined		✓
A x D		Area 175 sq. Ft.		
Diam. of head		12 3/4"		✓
Mainpiece at top pintle		Formed by built rudder		Con
heel		2-10" Dia. M.S. pintle		Cho
how constructed		Built and E. W.		✓
double or single plate coupling, vertical or horizontal		Double .50" plates		✓
		Horiz. 6 - 3/4" dia.		✓

STEEL.

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

To the requirements of the American Bureau of Shipping

Has the Steel been tested as required by the Rules?

No

Lloyd's Register
Foundation

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS. <i>carpo tanks</i>			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.	lbs.	Ins.	Ins.	lbs.		Diam.	Speng.		Number.	Diameter.
ag of \angle , \angle or \square ✓							See midship section for	7/8	5 1/4	-		
s in Bridge 'tween Decks ...	6	3.5	15.3	-	-	-	spacing of rivets thro'	"	"	5 1/4	✓	
s from Uppermost Continuous No. 1	8	3.5	22.8	8	3.5	22.8	longls. in way of shell	"	"	"	✓	
ck	10	3.5	23.6	10	3.5	23.6	doublings and in No. 1 Hold	"	"	"	✓	
" 2								-	-	-		
" 3	2nd Deck			2nd Deck				7/8	5 1/4	5 1/4	✓	
" 4	10	3.45	26.6	10	3.45	26.6		"	"	"	✓	
" 5	10	3.5	28.3	10	3.5	28.3		"	"	15	✓	
" 6	12	3.45	30.9	12	3.45	30.9		"	"	3	15/16	
" 7	12	3.45	30.9	12	3.45	30.9		"	"	"	✓	
" 8	12	3.45	30.9	12	3.45	30.9		"	"	"	✓	
" 9	15	3.4	33.9	15	3.4	33.9		"	"	3	1/16	
" 10	15	3.4	33.9	15	3.4	33.9		"	"	"	✓	
" 11	15	3.4	35	15	3.4	35		"	"	"	✓	
" 12	15	3.42	35	15	3.42	35		"	"	"	✓	
" 13	15	3.52	40	15	3.52	40		"	"	"	✓	
to "21												
" 14												
" 15	Upper to 2nd Dk. 3'-0"											
" 16	2nd Deck to No. 20 longl. 2'-8"											
of Amidships	No. 20 longl. to C.L. 2'-6"											
At Ends	Reduced at ends											
Tank Top Longitudinals												
Bottom												
Longitudinals	Amidships											
	At Ends...											
Transverses.												
Depth and Thickness	2'-3"	2'-9"	.40									
Face Angles	5	3 1/2	.40									
Lugs to Shell*	3 1/2	3 1/2	.44									
* (none)												
Depth and Thickness	4'-6"	4'-10"	.44									
Face Angles	6	3 1/2	.44									
Lugs to Shell*	6	6	.50									
* (none)												
Depth and Thickness	5'-10"		.48									
Face Angles	7	4	.62									
Lugs to Shell*	6	6	.50									
* (none)												
Back Bars	3 1/2	3 1/2	.50									
Centre	7'-0"	4'-0"	.48				Measured from C.L. and transverse face					
Side	5'-8"	4'-11"	.46				Measured from transverse faces					
Brackets												
Transverse Frames	8'-3 1/2"	12'-0 1/2"	8'-3 1/2"									
Bridge Deck	6	4	.38	6	3.5	15.3						
Upper	7	3.5	20.3	6	3 1/2	15.3						
Second	10	3.5	23.6	6	3 1/2	15.3						
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Third	-	-	-	6	3 1/2	15.3						

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. 40400										LETTER at b.7		ANCHORS.		
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
A.B.S.		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.			
P-8331	1st Bower ...	101	3	24				152283	lbs. 68			Baldr Stockless	Baldr A. Chester,	18 Mch. '42
P-8332	2nd „ ...	101	3	24				152288	“ 68			“	“	A.B.S.
P-8333	3rd „ ...	101	3	24				152288	“ 68			“	“	J.F. Murray
	Collective weight.	305	3	16	✓				581					
									1942	204				
P-7442	Stream	38	2	18	✓			78193	“ 35	19	20 1/2 (with sh.)	“	“	13 Nov. 41

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.					Tons.	Length.		Cir.					
P-8331	270	5 1/2	13	18	773	220	720	3	270	5 1/2	Dish Stud	Baldt A. Chester	Philadelphis	16 Apr. 43	TOWLINE	140	6 1/2	92	3/4	130	5	120	4 3/4
P 2045	300	2 1/16					844	300	2 3/8	Ordinary													
(See Gal. repair N° 5291)																							
12097X	105	5.1	✓	66 1/20	-	-	-	-	120	90	5	6x24 Gal. Flow Steel	J.A. Roebling	Philadelphia 29 Dec. 42 D.E. Brown	"	400	8	✓	"				
Iron Stream Chain or Steel Wire																							

Steering Gear, Type (Power or hand) Electro-hydraulic built by American Engineering Co., Philadelphia Alternative Means of Steering 2 - independent pumps and wire leads through sheaves to aft warping winch

Steering Chains (Size and Test) No. 1 Windlass Steam made by American Boats Eng. Co., Philadelphia 4 (a) 20'-0" (Metal)

Ceiling in/Holds, thickness and material 3" W.W. on top of open floors Cargo Battens, thickness, material and spacing None

Cargo Hatchways. (Upper Deck) Steel plates & section E.W. Thickness of Hatches O.T./W.T. steel hinged lids O.T. hatches to cargo tanks 4'-6" dia.

Size of Hatchways No. 1 (Fwd.) 15'-4" x 10'-0" No. 2 (Dry Cargo Hold) No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters None

Builder's 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 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 (where required to be inserted in the Notation).

This vessel is of the "Isherwood Bracketless System" of construction and of "Arcform" design and was originally built under the special supervision of surveyors to the American Bureau of Shipping and was classed with that Society. ✓

The main scantlings and arrangements have been examined where exposed and found to be in accordance with those shown on the submitted drawings. ✓

The standard of the riveting and electric welding is considered satisfactory, several rivets being removed to verify the fairness of the holes and the depth of the countersinking. ✓

The survey for classification has now been completed (See Report 8) and the vessels condition and quality of workmanship is considered to be good and satisfactory. ✓

Oil used as fuel can be carried in the cross bunkers forward of the machinery space and aft of the dry cargo hold. Flash point of oil fuel not less than 150° F. ✓

The amount of Entry Fee £ See Rpt. 8 Fees applied for, 19

Special Survey Fee.... £ : : Received by me, 19

Travelling Expenses, if any £ : : I am of opinion the Vessel should be Classed 100A1 Carrying Petroleum in bulk

State whether the Vessel has been built under Special Survey No

Certificate to be sent to New York Date of issue 27/2/48

Signature James T. Tully Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned 100A1 subject (Class but not plated) carrying Petroleum in bulk

NOTE - J.S. PARTLY HELD

Trucking date 10, 47 M.O.B.

L.M.C.-10, 47 subject

T.S. (C4) 10, 47.

NOTE - PART ELEC. WELDED CRUISER STERN - D.F. - E.S.D. - GYC - 2 WT.B (SPT) 450 lbs ELEC. LIGHT 2020 CL

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.)

The following plans were sent to New York office -

- . Stern Frame & Contrapropeller
- . Capacity Plan
- . Rudder
- . Typical Midship O.T. Bulkhead
- . Upper Deck Plating Frs. #17 to #47
- . Expansion Trunk Bhd. Frs. 17 to 47
- . Midship Transverse O.T. Bhds. Nos. 26, 29, 32, 34, 37 & 40
- . Riveting Details
- . Bilge Keel
- . Transv. O. T. Bhd. No. 43
- . Midship Section
- . Profile and Deck Plan
- . Shell Plating - Frs. 17 to 47
- . Centre Line Bulkhead & Flat Keel - Frs. No. 17 to 47
- . Upper Deck Plating Frs. #17 to #47

Prior to being taken over by the U.S. Navy during the war and used as an emergency transport, the vessel had been carrying thick oil cargoes and the internal structure of the cargo oil tanks show little sign of deterioration.

The particulars of the vessels equipment were taken from the endorsed test certificates issued by the American Bureau of Shipping

PARTICULARS OF ELECTRIC WELDING (if employed) Termination of shell and deck longitudinals, bulkhead stiffeners, shell butts under outside doublings, butts of bulkhead boundary angles, hatches, minor non-structural items.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Carrying petroleum in bulk, arcform, longitudinal framing (transverse in peaks), bracketless system, cruiser stern, direction finder, gyro compass, echo sounding device, radar (S.G. eqipt. made by Raytheon Man. Co. Waltham). Fitted for oil fuel - F.P. above 150° F.

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

1st Bower
2nd "
3rd "

not available

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 92.33ft., R.Q.D. - ft., Bridge 35 ft., Forecastle 40 ft. to stem (Me to A.P.)

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 235070 Signal Letters WOK Extreme Breadth over Belting None Over-all Length 441.66'

No. and Material of Decks 2 1 deck - steel 2nd and 3rd decks in dry cargo hold - steel

Parts of Bottom of Vessel coated with cement or approved composition Cement in F. & A. Peaks, Cement wash in feed water tanks in Machinery Space.

Particulars of composition (if fitted) and of approval Fore Peak Tank coated with bitumastic

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	Fr. 52 - stem	165.
Double bottom, under Engines and Boilers, Fr. 11-16 2/3	53.25	155.8	" 1 - 9		182.6
Double bottom, if under Engines only,			After peak tank,		
Double bottom, if under Boilers only,			Deep tank, aft, F. O. Tank Fr. 46-47	8.0	440.
Double bottom, forward, Cofferdam Fr. 16 2/3-17	2.25		" " " " 17-19	12.0	660.
Total length (if continuous) and Capacity	55.50		Deep tank, forward, Cofferdam Fr. 19-20	3.5	190.
			Other tanks, if fitted,		
			(If necessary, furnish further information by sketch.)		

Order for Special Survey No.

Date

Dates of Surveys held while building



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Total No. of Visits