

STEEL STEAMER or MOTORSHIP.

Received at London Office

24.1.40

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 *10th January 1940*Port of *Copenhagen*No. *11091*Survey held at *Nakskov*Date First Survey *7th March 1939*Last Survey *4th January 1940*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *steel single screw motor tanker "SATURNUS" - Machinery fitted aft.*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling*State Type of Erections *Pop, Bridge & Pole*TONNAGE under Tonnage Deck... *9017.37*CLASS *100. A. I.* State if with freeboard *No.* *Carrying petroleum in bulk* as condition of ClassBuilt at *Nakskov*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 485.0*Launched *5th November 1939* Yard No. *91*Total *9017.37*Breadth (greatest moulded) *B 65.75*Builders *Nakskov Skibsværft*Gross Tonnage *2964.73*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 36.25*Owners *Rederiaktieselskabet "Saturnus"*Register Tonnage *5817.86*1st Longitudinal Number (L x D) *= 17580*Managers *Emanuel Höjberg*

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

2nd Numeral L x (B + D) *= 49470*Residence *Stockholm*

REGISTERED DIMENSIONS.

FEET.

Length *505.40*Framing Depth "d," at middle of length. See Sec. 3 (1d) *✓*Breadth *65.95*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.4* *✓*Port of Registry *Stockholm*Depth *36.12*Do. Long Bridge to top of keel *✓**Surveyed while building, afloat, & in dry dock?**yes!*


FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. 2 1/4	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. 2 1/4	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	680 ✓		Bracket Floors, Frame	✓	
" " in motor space aft	760 ✓		" " Reversed Frame	✓	
" " from 1/2 length amidships to Collision bulkhead	680 ✓		" " Vertical Struts	✓	
" " in peaks	610 ✓		Centre Girder, depth and thickness amidships	1070 - 14 ✓	
SIDE FRAMING.			" " top Angles <i>double</i>	90 - 90 - 12 ✓	
Frame Amidships, Angle, E or F	230 - 90 - 11 ✓		" " bottom Angles <i>double</i>	130 - 130 - 13 ✓	
" " in way of transverse C	17 - 4 - 4 - 43 - 68 ✓		Side Girders, No. each side and thickness	30 1/2, 20, 15, 11 ✓	
" " Extends up to	Upper deck		Margin Plate depth (excl. of flange) and thickness	Horizontal 14 ✓	
Reversed Frame Amidships, Angle			" " Vertical Angle to Tank side	✓	
" " Extends up to			Bracket abaft 1/2 len. from stem	✓	
Depth of Framing Girder			" " Vertical Angle to Tank side	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F			Bracket from forward 1/2 len. from stem to Panting Area	✓	
" " Second 'tween Decks, Angle, E or F			Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
" " Third " " " "			" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	✓	
" " from 1/2 len. for'd. to 15% len. from Stem			Tank Side Brackets, height above base line at toe of Frame and thickness	950 - 11 ✓	
" " in Peaks, Angle or F	230 - 90 - 12 ✓		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 1/4 - 125 1/4 ✓		Breadth and thickness of Middle Line Strake	13 ✓	
State if Frame Joggled	yes! ✓		Thickness of remainder in Holds	13 ✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	yes! ✓		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?	yes! ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	yes! ✓		BEAMS.		
SINGLE BOTTOM. (Centre tanks).			Uppermost Continuous Deck, amidships		
Floors, Depth and thickness at mid-line in Holds	1500 - 12 1/2 ✓		" " in Wells, Angle, E or F		
Height of Brackets at side above base line at toe of frame	3500 ✓		" " in way of Bridge, Angle, E or F		
Middle Line Keelson, on Floors, Angles, E or F	150 - 75 - 11 ✓		Spacing		
" " Through Plate or Intercoastal Plate	1575 - 10 1/2 ✓		Second Deck, amidships, Angle, E or F		
" " Foundation Plate on Floors	✓		Spacing		
" " Flat Plate Keel Angles <i>double</i>	100 - 100 - 14 ✓		Third Deck, amidships, Angle, E or F		
Side Keelsons, No. each side	✓		Spacing		
" " thickness of Intercoastal Plate	✓		Fourth Deck, amidships, Angle, E or F		
" " Angles	✓		Spacing		
DOUBLE BOTTOM. (Motor space aft).			Pop Deck, Angle, E or F	200 - 75 - 11 1/2 ✓	
Solid Floors, thickness and spacing	11, every ft. ✓		Spacing	ev. frame ✓	
" " Are Frame and Reversed Frame joggled?	yes! ✓		Bridge Deck, Angle, E or F	Please see report 1 ✓	
Bracket Floors, breadth and thickness at middle line	✓		Spacing	report 1 ✓	
" " breadth and thickness at margin plate	✓		Forecastle Deck, Angle, E or F	230 - 90 - 11 ✓	
			Spacing	ev. frame ✓	

PILLARS AND DECKS.

	INCHES IN SHIP. <i>2 M/M</i>	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS , No. of Rows.....	<i>One.</i> ✓		Stringer Plate, breadth and thickness in way of Bridge	✓	
" in 'tween Decks, Size and Spacing.....	✓		Thickness of Plating abreast Deck openings) in way of Wells	✓	
" " " " "	✓		Thickness of Plating abreast Deck openings) in way of Bridge	✓	
" in <i>Centre tanks.</i> Hold " I 300-300-17-20 ✓			Thickness of Plating within line of openings...	✓	
" " " " "	✓		If Sheathed, material and thickness	✓	
<i>Two longitudinal.</i> Centre Line Bulkheads.	<i>230-90-11</i> ✓		Third Deck.		
Stiffeners and Spacing.....	<i>ev. frame.</i>		Stringer Plate, breadth and thickness.....	✓	
" " <i>in way of transverse.</i> E Top 17-4-4-66-76 ✓			If Plated, state thickness.....	✓	
Plating, thickness of	<i>9, 9, 9 1/2, 10, 11, 13</i> ✓		Fourth Deck.		
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness.....	✓	
Uppermost Continuous Deck.			If Plated, state thickness	✓	
Stringer Plate, breadth and thickness in Wells 1850 - 19 ✓			Poop Deck.		
" " " " in way of Bridge 1850 - 26 1/2 ✓ <i>& poop front</i>			Stringer Plate, breadth and thickness 1500 - 9 1/2 ✓		
" Angle in Well 180 - 180 - 19 ✓			Plating, Sheathing, material and thickness ... 7 1/2, 2 1/2 Org Plng. ✓		
Thickness of Plating abreast Deck openings) 19 ✓			Bridge Deck.		
in way of Wells			Stringer Plate, breadth and thickness..... 1900 ✓ 10 1/2 ✓		
Thickness of Plating abreast Deck openings) 19 ✓			Plating, Sheathing, material and thickness ... 9, not sheathed		
in way of Bridge			Forecastle Deck.		
Thickness of Plating within line of openings... 13 1/2 ✓			Stringer Plate, breadth and thickness..... 950 x 9 1/2 ✓		
If Sheathed, material and thickness Not sheathed. ✓			Plating, Sheathing, material and thickness ... 9, not sheathed. ✓		
Second Deck.					
Stringer Plate, breadth and thickness in Wells... ✓					

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>No!</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. 2 MIN	Inches. 2 MIN	Inches. 2 MIN	Inches. 2 MIN			Inches. 2 MIN	Inches. 2 MIN		Inches.	Inches.	
FLAT PLATE KEEL	1380	25½	20½	20	✓	double ✓	25 ✓	100 ✓	Elect. welded. E/c. + O.K. 52	✓	✓	backrun 
„ DBLG. (if any)	✓					✓						
BOTTOM PLATING, No. of Strakes 4.....	2020	17 ✓	14 ✓	13½ ✓		double ✓	22 ✓	85 ✓	4 ✓	22 ✓	80 ✓	lapped
BILGE PLATING, No. of Strakes ... 4... 2.....	1450	17 ✓	17 ✓	14 ✓		„ ✓	22 ✓	85 ✓	4 ✓	22 ✓	85 ✓	„
SIDE PLATING, No. of Strakes 4..... 2.....	2000	16 ✓	12 + 13 ✓	12½ + 16 ✓		„ ✓	22 ✓	80 ✓	4 ✓	22 ✓	90 ✓	„
UPPER DECK, Sheer- strake in Wells.....	1500	24½ ✓	14 ✓	12½ ✓		„	25 ✓	90 ✓	3 + 3 ✓	28 ✓	110 ✓	db. straps ✓
UPPER DECK, Sheer- strake in Bridge ...	1500	30 ✓	✓	30 ✓		„	25 ✓	90 ✓	3 + 3 ✓	28 ✓	110 ✓	„ ✓
7-in way of pooprest STRAKE BELOW Sheer- strake in Wells.....	2050	16 ✓	12 ✓	12½ ✓	✓	„	22 ✓	80 ✓	4 ✓	22 ✓	90 ✓	lapped ✓
STRAKE BELOW Sheer- strake in Bridge ...	2050	16 ✓	✓	✓		„	22 ✓	80 ✓	4 ✓	22 ✓	90 ✓	„ ✓
POOP SIDE PLATING	✓	✓	✓	10½ ✓		Single ✓	19 ✓	75 ✓	2 ✓	19 ✓	65 ✓	„
BRIDGE SIDE PLATING ...	✓	11 ✓	✓	✓		„ ✓	19 ✓	75 ✓	2 ✓	19 ✓	65 ✓	„
FOREC'TLE SIDE PLATING	✓	✓	11 ✓	✓		„	19 ✓	75 ✓	1 ✓	19 ✓	65 ✓	„

WATERTIGHT BULKHEADS.

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





Extending to Upper Deck (Sec. 3 c)

„ Deck next below

As per Rule

		STIFFENERS.				
		Plating Thickness.	VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD,	Upper tween decks	✓				
"	" Second "	✓				
"	" Third "	✓				
"	" Holds	8½ ✓ 6 13 ✓	5 ✓ 230 × 90 × 11 ✓	760 ✓	Three stringers ✓ as approved.	
COLLISION	" (in Hold)	6½ ✓ 6 9½ ✓	5 ✓ 180 × 75 × 8½ ✓	610 ✓	Plank deck ✓ x semi-box beams.	
AFTER PEAK	"	7½ ✓ 6 12½ ✓	5 ✓ 230 × 90 × 11 ✓	610 ✓	One semi-box beam.	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	✓			
STEM	C.S.	265-74		
STERN FRAME {	Propeller Post	C.S. 620 		
	Rudder	C.S. 780 800 		
Speed of Vessel	14 knots			
RUDDER—Type	Ordinary.	✓		
" A x D	2880	✓		
" Diam. of head	C.S. 396	✓		
" Mainpiece at top pintle	C.S. 	50 7 650 ✓		
" " heel	C.S. 100 1470 	650 ↓		
" how constructed	Riveted.	✓		
" double or single plate	double 13 1/2	✓		
" coupling, vertical or horizontal	horizontal.	✓		

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

STEEL.

Plats:- Bommarfrets. Jernverk, Sweden.

Profiles:- Dornmartyr's - Jernverk, Sweden.

Has the Steel been tested as required by the Rules?

Open heart process.

Lloyd's Register
Foundation

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. Inches.	Rivets in Brackets to Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam.	Speng.		Number.	Diameter.
Framing of L, L or C												
Frames in Bridge 'tween Decks	180	75	10	✓	✓	✓		22	130			
Frames from Uppermost Continuous Deck	17" x 4" x 4"	66/74		✓	✓	✓	App. 17" x 4" x 4" 66/68	22	125	11 rivets spaced 80" in ap.	elec. welded end conn.	
Bulge to centre girder												
" 2												
" 3												
" 4												
" 5												
" 6												
" 7												
" 8												
" 9												
" 10												
" 11												
" 12												
" 13												
" 14												
" 15												
" 16												
ing of longitudinal frames												
Amidships	760			✓								
At Ends	✓											
Tank Top Longitudinals												
Bottom												
g of Longitudinals												
Amidships												
At Ends												
Transverses.												
Depth and Thickness	380	x	9 1/2	✓								
Face Angles	75	x	75	x	10	✓						
Lugs to Shell	90	x	90	x	12	✓		22	100			
Depth and Thickness	900	x	11	✓								
Face Angles	150	x	90	x	12 1/2	✓						
Lugs to Shell	140	x	140	x	12	✓		22	100			
Depth and Thickness	1500	x	12 1/2	✓								
Face Angles	250	x	90	x	12	✓						
Lugs to Shell	150	x	150	x	12	✓		22	100			
Back Bars	90	x	90	x	12	✓						
Brackets	(1500+2000)	x	12 1/2	✓								
of Transverse Frames	11'-2"			✓								
State if joggled or liners.												
Bridge Deck	150	x	75	x	9	✓		760	7/4	250 x 8 1/2	150 x 75 x 12	✓
Upper	230	x	90	x	11	✓		760		825 x 11	200 x 75 x 12	✓
Second	✓					✓						✓
Third	✓					✓						✓

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. 4779 metric. ✓										LETTER e + ✓		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. ✓			
2392.	1st Bower ...	86	2	21	✓			61	17	0	0	85½ ✓	"Union" stockless	Dortmund-	Dortmund.
2393.	2nd " ...	85	3	23	✓			61	10	0	0		" "	Hoerder	30.3.39.
2394.	3rd " ...	74	2	6	✓	✓		56	5	0	0		" "	Hiltherrn,	ful. Quast.
	Collective weight.	247	0	22								244½ ✓		work	
2395.	Stream	25	2	2	6	3	14	25	5	3	21	25 ✓	Ord. stock.	Dortmund.	

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.		
	Fathoms.	Diam.	Stat.	Break.	Supplied.	Per Rule.		Fathoms.	Diam.					Fathoms.	Ins.		Fathoms.	Ins.	
1786.	302 2/6	2 1/16	116 1/10	163 3/8	1037.3	19	989	300	2 1/16	Stud link.	J.D. Theile of Schwerke.	Dortmund. 8.8.39 ful. Quast.	TOWLINE	130	5 3/8 (6.24)	86	130	5 1/2 (6.24)	
													HAWSERS & WARPS	42/100	9" Hemp		42/100	8" Hemp	
															22/120	10" Hemp.			
Stream (Chain or Steel Wire)	120	4 5/8 (6.24)	✓	✓	66			120	4 3/4 (6.24)	✓									

Steering Gear, Type (Power or hand) *Electric hydraulic. John Haskie & Co. Ltd. Greenwich.* *Two independent elec. motors, each with a separate pump, and each capable of manoeuvring the vessel.*

Steering Chains (Size and Test) *De forende Maskinfabrik - Nakskov.* *Windlass Dia x Stroke. 12" x 14" steam.* *Boats 22' x 7' 3" x 2' 9" (one with motor).* *12' 18' x 5' 3" x 2' 4"*

Ceiling in Holds, thickness and material *✓* *Cargo Battens, thickness, material and spacing* *✓*

Cargo Hatchways. *Fele Upper Deck* *13' 5" x 18' 0 1/2" x 32" x .44. W.T. shed cover.* *Oil tight hatch. Upper deck. Thickness of Hatches 5' 0" x 3' 7 1/2" x 35" x .50. Oil tight steel covers (hole in deck) 4' 0" x 2' 5 1/2".*

Size of Hatchways No. 1 (Fwd.) *✓* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *✓* *✓*

Builder's Signature

AKTIESELSKABET
NAKSKOV SKIBSVÆRFT

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 *✓*

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *h. a. tanker.* 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 has been built in accordance with the approved plans, Secretary's letters and to the Rules of this Society for the class contemplated.

The material and workmanship is to my satisfaction.

The vessel is intended to carry petroleum in bulk, and all cargo tanks, oil fuel & lubricating oil tanks, cofferdams, deep tanks and peak tanks have been tested according to the Rules and found satisfactory.

The vessel is fitted for the carriage of oil fuel in double bottom tanks, after peak tank and deep tanks forward & aft.

Flash point of oil fuel above 150° Fahr. - Section 20 of the Rules complied with where applicable.

The Rules for electric arc welding to ship construction complied with where applicable.

The freeboards assigned by this Society, have been marked on the ship's sides, verified and cut in.

Windlass and steering gears (each separate) tested and found satisfactory. ✓

The amount of Entry Fee ... *Kr. 246.40* : Fees applied for, *19.1.40* (Special notations, where part of class, to be stated.)

Special Survey Fee. *Kr. 15090.60* : Received by me, *19/2/1940 21/2*

Freeboard Fee Kr. 448.00

Travelling Expenses, if any Kr. 1283.00

Sunday Fee Kr. 50.00

I am of opinion the Vessel should be Classed **. 100. A. 1.* Carrying petroleum in bulk.

State whether the Vessel has been built under Special Survey *yes!* Signature *H. J. Lydersen.* Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Surveyors' office, Gpu.* Date of issue *28/2/40.*

Committee's Minute

Character assigned

TUE. 20 FEB 1940

+ 100X1

Carrying petroleum in bulk

Bulk of steel plty. Elec. weld.

Lloyd's arch.

of.

+ dimb. 1.40

2 SB. 171 A

SB. (WT) 185 A

oil Lx.

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Lloyd's Register
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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.)

No sister vessel built or building.

The Swedish Tonnages are: Gross: 9871.83.
Nett: 7354.44.

PARTICULARS OF ELECTRIC WELDING (if employed) Butts of keel planks. — End connections of all deck & bottom longitudinals. — Transverses to deck & both longitudinals. — Brackets of transverses to longitudinal bulkheads. — Marginal plate to shell (in motor space). — Frame brackets to marginal plate (forw. & aft). — All vertical connections of main motor seating. — Aux. motor seatings. — Bulkhead stiffener brackets to deck & tank tops & longitudinals. — Vent coamings and oil tight hatch coamings to deck.

Electrodes used: T.O.K. 52.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Carrying petroleum in bulk. — Longitudinal framing at bottom and at deck. — D.F. — Hcky aft — Cruiser stern. — Lloyd's A. & C.P.

Butts of keel plating electrically welded

	Head.	Stem.
Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower 56.0.21, J.Q., 1329, 23.3.39. 2nd „ 56.3.14, J.Q., 1330, 23.3.39 3rd „ 48.3.17, J.Q., 1331, 23.3.39 Stock 25.2.2, J.Q., 1332, 23.3.39.	30.2.0, J.Q., 1334, 23.3.39. 29.0.9, J.Q., 1333, 23.3.39. 25.2.17, J.Q., 1335, 23.3.39.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 95.36 ft., R.Q.D. ✓ ft., Bridge 40.16 ft., Forecastle 63.22 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓

Official No. 8400 Signal Letters S.M.P.N. Extreme Breadth over Belting (Circ. 1611) ✓ Over-all Length (Circ. 1703) 510.19'

No. and Material of Decks 1 Dk.

Parts of Bottom of Vessel coated with cement or approved composition No coating when carrying oil fuel. Cement in fore peak.

Particulars of composition (if fitted) and of approval ✓

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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	76.29	71.82	Fore peak tank,	24.63	174 ✓
Double bottom, under Engines and Boilers,			After peak tank,	23.04	101 ✓
Double bottom, if under Engines only,			Deep tank, aft, (bunkers)	12.47	610 ✓
Double bottom, if under Boilers only,			Deep tank, forward,	33.47	486 ✓
Double bottom, forward,			Other tanks, if fitted, Top wing tanks aft & Cruiser stern tank		190 ✓
Total length (if continuous) and Capacity	76.29	71.82	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 135

Date 21st Feb. 1938.

Dates of Surveys held while building

1939. 7/3, 17/3, 29/3, 4/4, 14/4, 21/4, 26/4, 3/5, 9/5, 11/5, 15/5, 26/5, 31/5, 1/6, 7/6, 8/6, 14/6, 15/6, 21/6, 22/6, 26/6, 27/6, 30/6, 4/7, 7/7, 10/7, 14/7, 15/7, 3/8, 9/8, 15/8, 17/8, 18/8, 23/8, 30/8, 6/9, 7/9, 13/9, 15/9, 20/9, 26/9, 29/9, 5/10, 10/10, 11/10, 12/10, 18/10, 20/10, 21/10, 25/10, 26/10, 27/10, 28/10, 31/10, 1/11, 2/11, 3/11, 4/11, 5/11, 10/11, 14/11, 15/11, 17/11, 21/11, 23/11, 28/11, 1/12, 5/12, 6/12, 13/12, 19/12, 23/12, 28/12.
1940. 3/1, 4/1.

Total No. of Visits 25.