

State if Report is sent on the Machinery of the Vessel.....YES

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) STEEL SINGLE SC. MOTOR VESSEL "TAKORADIAN"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *COMPLETE SUPERSTRUCTURE WITH TONNAGE OPS.* State Type of Erections *CHILLER DECK AND FORECASTLE*

TONNAGE under Tonnage Deck... 4387.99 CLASS 100 A1 State if with freeboard as condition of Class YES 2.33 FEET Built at WEERMÜNDE

Do. of space or spaces between Tonnage Dk. 2063.33 Length from fore part of stem to after part of stern } L 415.85
post on summer L.W.L. See Sec. 3 (1a)

Total 4391.39

Gross Tonnage 15452.26

Register Tonnage 3106.23 1st Longitudinal Number (L x D) Metric = 1321 Managers ✓
(Where necessary to be entered in Reg. Book.)

REGISTERED DIMENSIONS. Framing Depth "d." at middle of length. See) 22 21

FEET.
Length 493.6

Sec. 3 (1d) IN FEET:
Proportions—Depth to Length—Uppermost con- 10.9 ✓
Port of Registry FREETOWN (SIERRA LEONE)

Breadth *56.7*

Depth 23.7 Draught Moulded 23'-10³/₈" WHILE BUILDING, IN DRYDOCK, AND AFLOAT.

	m/m	IN SHIP.	Any Departure from Approved Plans to be Noted.	m/m	IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	770	✓		Bracket Floors, Frame	200 90 10 ✓	
" " from $\frac{3}{8}$ length to Collision bulkhead.....}	685	✓		" " Reversed Frame	180 75 11.5 ✓	
" " in peaks	610	✓		Vertical Struts	NONE ✓	
SIDE FRAMING.				Centre Girder, depth and thickness amidships	1075 x 13.5 ✓	
Frame Amidships, []	280 90 15.5 ✓			" " top Angles	90 90 11.5 ✓	
" " IN DEPTANKS []	300 90 13.5 ✓			" " bottom Angles	100 100 13 ✓	
" " IN MOTOR ROOM []	230 90 11.0 ✓			Side Girders, No. each side and thickness	ONE x 9.5-90 ✓	
" " Extends up to	SECOND DECK ✓			Margin Plate depth (excl. of flange) and thickness	950 x 13.5 ✓	
Reversed Frame Amidships, Angle	NONE ✓			" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	L 90 90 11 ✓	
" " Extends up to... ✓				" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	L 160 160 15 ✓	
Depth of Framing Girder	280 ✓			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem. CONTIN. ✓	540 x 10 8 RIVETS 22.5 ✓	
Frames in Uppermost Continuous 'tween Decks, []	180 90 9 ✓			" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem. CONTIN. ✓	620 x 10 12 RIVETS 22.5 ✓	
" " Second 'tween Decks, Angle, [or [✓				Tank Side Brackets, height above base line at toe of Frame and thickness }	1675 x 10.5 ✓	
" " Third " " " " ✓				INNER BOTTOM PLATING.		
Framing in Peaks, []	180 75 10 ✓			Breadth and thickness of Middle Line Strake ...	2010 x 12.5 ✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships }	22.5-6.5-7d ✓			Thickness of remainder in Holds	10.5 ✓	
IN DEPTANKS, PEAKS & BOTTOM FORKS. } 22.5-5.5d ✓				Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. space ?	YES. ✓	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars }	4 TIER OF BEAMS AND 4 SIDE STRINGERS SPACED AFT 6' APART IN FORE PEAK IN HOLD 12" ON 1 L ABT COLL BHD. FRAMES 6' 32x100x13 WITH REV. PR. 1 ASDX 75x12 AND 4 S. SIDE STRINGERS 6' 75x9 FITTED. 3 BOTTOM SPARKES OF 16" THICKNESS DOUBLE RIVETED BOTTOM FRAMES EXTRA INTER-COSTALS FITTED AFT 1000' L APART. ✓			BEAMS.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars				Uppermost Continuous Deck, amidships }	230 90 12.5 ✓	
SINGLE BOTTOM.				" " " " " " " " }	200 90 10 ✓	
Floors, Depth and thickness at mid-line in Holds	✓			" " " " " " " " }		
Height of Brackets at side above base line at toe of frame	✓			Spacing	770 ✓	
Middle Line Keelson, on Floors, Angles, [or [.....	✓			Second Deck, amidships, []	340 100 13 ✓	
" " " Through Plate or Intercoastal Plate ... }	✓			" " " " " " " " }	230 90 12.5 ✓	
" " " Foundation Plate on Floors	✓			Spacing	770 ✓	
" " " Flat Plate Keel Angles	✓			Third Deck, amidships, []	340 100 13 ✓	
Side Keelsons, No. each side	✓			IN HOLD NO II		
" " thickness of Intercoastal Plate... ✓				Spacing	770 ✓	
" " Angles	✓			Fourth Deck, amidships, Angle, [or [.....	✓	
DOUBLE BOTTOM.				Spacing	✓	
Solid Floors, thickness and spacing	10.5 x 1540 ✓			Poop Deck, Angle, [or [.....	✓	
" " Are Frame and Reversed Frame joggled?	YES ✓			Spacing	✓	
Bracket Floors, breadth and thickness at middle line	1050 x 10.5-10 ✓			Bridge Deck, Angle, [or [.....	✓	
" " breadth and thickness at margin plate	1100 x 10.5-10 ✓ 900 x 10.5 ✓			Spacing	✓	
				Forecastle Deck, []	200 75 9 ✓ 180 75 11-10 ✓ 685 ~ 610 ✓	
				Spacing		

PILLARS AND DECKS.					
	<i>M/L</i> IN SHIP.	Any Departure from Approved Plans to be Noted.		<i>M/L</i> IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows. <i>FORMED IN TWEENDECK</i>	<i>ONE</i>		Stringer Plate, breadth and thickness in way	✓	
" " " <i>AF</i>	<i>TWO</i>	✓	of Bridge		
" " " <i>DECKHOUSE ANCHORS</i>	<i>TWO</i>	✓	Thickness of Plating abreast Deck openings)	<i>9.0</i>	✓
" " in 'tween Decks, Size and Spacing	<i>FORWARD 70.6 - 3000</i>	✓	Thickness of Plating abreast Deck openings)	✓	
" " <i>IN DECKHOUSE ANCHORS</i>	<i>AF 70.6 - 3700</i>	✓	in way of Bridge	<i>12.0</i>	<i>8.5</i> ✓
" " <i>AF 75.6 - 3800</i>		✓	Thickness of Plating within line of openings...		
" " in Holds " ".....	<i>NONE</i>	✓	If Sheathed, material and thickness	<i>No</i>	✓
" " " " " ".....	✓		Third Deck. (ORLOP DECK IN HOLD W/D)		
Centre Line Bulkhead.	<i>5 300 90 12-13</i>	✓	Stringer Plate, breadth and thickness	<i>8.0</i>	✓
Stiffeners <i>IN HOLD</i>	<i>200 75 12-10</i>	✓	If Plated, state thickness.....	<i>8.0</i>	✓
" <i>SPACED 1540 IN TWEENDECK</i>	<i>6 115 65 85-75</i>	✓	Fourth Deck.		
Plating, thickness of <i>IN HOLD & TWEENDECK</i>	<i>10 8.0 9.5</i>	✓	Stringer Plate, breadth and thickness.....	✓	
" " <i>IN TWEENDECKS</i>	<i>8.0</i>		If Plated, state thickness	✓	
STRINGERS AND DECKS.			Poop Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness <i>W</i>	<i>1580 x 16.5</i>	✓	If Plated, state thickness	✓	
" " " " " in way of Bridge.....	✓		Bridge Deck.		
" Angle in Wells	<i>150 150 16</i>	✓	Stringer Plate, breadth and thickness.....	✓	
Thickness of Plating abreast Deck openings)	<i>13</i>	✓	Plating, Sheathing, material and thickness	✓	
Thickness of Plating abreast Deck openings)	✓		Forecastle Deck.		
in way of Bridge	<i>10</i>	✓	Stringer Plate, breadth and thickness.....	<i>9.50 x 9</i>	✓
Thickness of Plating within line of openings...	<i>No</i>	✓	Plating, Sheathing, material and thickness	<i>PLATING 8.5</i>	✓
If Sheathed, material and thickness	<i>No</i>			<i>WEATHING</i>	✓
Second Deck.				<i>TEAK 2 1/2 "</i>	✓
Stringer Plate, breadth and thickness in Wells...	<i>1880 x 12.0</i>	✓			

SCANTLING.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.			State if jogged? <i>No</i>	SINGLE OR DOUBLE.	RIVETS.		No. of ROWS OF RIVETS.	RIVETS.		STRAIPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing or 10 cr.		Diam.	Spacing or 10 cr.	
FLAT PLATE KEEL	<i>1320</i>	<i>20</i>	<i>17.5</i>	<i>17.5</i>		<i>DOUBLE</i>	<i>25</i>	<i>96</i>	<i>FOUR</i>	<i>25</i>	<i>100</i>	<i>LAPPED.</i>	
" DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
BOTTOM PLATING, No. of Strakes <i>ABC</i> <i>THREE...</i>	<i>2200</i>	<i>14.5</i>	<i>16.0</i>	<i>12.0</i>		<i>DOUBLE</i>	<i>22</i>	<i>86</i>	<i>THREE</i>	<i>22</i>	<i>77</i>	<i>LAPPED</i>	
BIDGE PLATING, No. of Strakes <i>THREE</i> <i>FGH</i> <i>THREE...</i>	<i>2100</i>	<i>14.5</i>	<i>21.5</i>	<i>12.5</i>		<i>DOUBLE</i>	<i>22</i>	<i>86</i>	<i>THREE</i>	<i>22</i>	<i>77</i>	<i>LAPPED.</i>	
SIDE PLATING, No. of Strakes <i>THREE</i> <i>FGH</i> <i>THREE...</i>	<i>2200</i>	<i>14.5</i>	<i>12.5</i>	<i>12.5</i>		<i>DOUBLE</i>	<i>22</i>	<i>86</i>	<i>THREE</i>	<i>22</i>	<i>77</i>	<i>LAPPED.</i>	
UPPER DECK, Sheer-strake <i>W</i> <i>W</i> <i>W</i> <i>K</i>	<i>1670</i>	<i>17.5</i>	<i>11.5</i>	<i>11.5</i>		<i>DOUBLE</i>	<i>22</i>	<i>86</i>	<i>FOUR</i>	<i>22</i>	<i>88</i>	<i>LAPPED.</i>	
UPPER DECK, Sheer-strake in Bridge ...	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
STRAKE BELOW Sheer-strake <i>W</i> <i>W</i> <i>W</i> <i>I</i>	<i>1930</i>	<i>16</i>	<i>11.5</i>	<i>11.5</i>		<i>DOUBLE</i>	<i>22</i>	<i>86</i>	<i>FOUR</i>	<i>22</i>	<i>88</i>	<i>LAPPED.</i>	
STRAKE BELOW Sheer-strake in Bridge ...	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
POOP SIDE PLATING	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
BRIDGE SIDE PLATING ...	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
FORECASTLE SIDE PLATING	<i>1300</i>	✓	<i>10.5</i>	✓		<i>SINGLE</i>	<i>19</i>	<i>75</i>	<i>DOUBLE</i>	<i>19</i>	<i>66</i>	<i>LAPPED</i>	

WATERTIGHT BULKHEADS.						Casting or Forging.		Scantlings.		Maker's Name.		Any departure from approved plans to be noted.	
Total No. of W.T. BULKHEADS in Vessel—													
Extending to Upper Deck (Sec. 3 c)						ONE							
,, Deck next below						O/X.							
As per Rule						YES, AS APPROVED.							
						STIFFENERS.							
Plating Thickness. m/lm						VERTICAL.				HORIZONTAL.			
						Scantlings.		Spacing.		Scantlings.		Spacing.	
MIDSHIP BULK'D.						IN HOLDS							
,,						AT FR. 36		6.5' 6.200x75x10		610		TUNNEL DECK	
,,						,,		2.115 6.180x75x10		260		,,	
,,						AT FR. 133		6.5' 6.100 6.300x90x14		760		NONE	
COLLISION B'D						IN Holds		80' 6.280x90x13		610		2 SPRINGERS	
,,						,,		2.180 6.230x75x13		610		ABT. 12'	
COLLISION						IN TWEEN DECK		70' 6.150x75x9.5		610		NONE	
,,						,,		2.95 6.130x66x9.8		610		,,	
AFTER PEAK						,,		7.5' 6.230x90x10		610		RECELS DECK	
,,						,,		2.13 6.200x75x10		610		,,	
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)						OPEN HEARTH PROCESS.							
STEEL.						DORTMUND HOERDER HÜTTENWERKE, WERK HÖRDE & WERK DORTMUND; DEUTSCHE ROHRENERWERKE A.G. WERK THYSEN, MÜLHEIM RUHR; GÜTENDRUCKERHÜTTE WALZWERK OBERHAUSEN; DILLINGER HÜTTENWERKE, DILLINGEN, SAAR; BURBACHERHÜTTE.							
Has the Steel been tested as required by the Rules?						YES, BY THE SOCIETY'S SURVEYORS.							

EQUIPMENT No 40538										LETTER B7.		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.	grs.	lbs.	Cwts.	grs.	lbs.	Tons.	cwts.	grs.	lbs.									
24890	1st Bower ...	53	2	7	✓	✓	✓	55	15	0	0	72:2:0	"UNION" STOCKS	DORTMUND						
24889	2nd " ...	73	2	0	✓	✓	✓	55	10	0	0	72:2:0	"UNION" STOCKS	HOEDER						
24891	3rd " ...	62	3	0	✓	✓	✓	49	12	2	0	62:0:0	"UNION" STOCKS	HUTTENVEREIN						
	Collective weight.	209	3	7								207:0:0		A.G.						
24900	Stream	20	1	0	5	3	0	20	19	1	14	20:2:0	ORDINARY STEEL ANCHOR	—						
24901	WARP	11	3	14	3	0	0	13	15	0	0		ORDINARY STEEL ANCHOR	—						
CHAIN CABLES.																				
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 Tens. Steel Wire.	Length and Size per Table 53.		
	Length. Diam.	Status.	Break- ing.			Supplied.		Per Rule.		Length. Diam.							Length. Ins.	Ins.	Length. Ins.	
	Fathoms. Ins.	Tons.	Tons.	Cwts.	grs.	lbs.	Cwts.			Fathoms. Ins.							Fathoms.	Ins.	Fathoms.	
36861	285 2 3/8	101: 10:0	142: 2:0	840: 1: 12	844: 1: 10	300	2 3/8					STUD LINK CHAIN.	MEDER HANJA KETTEN- FABRIK.	LPH.B.C. 16.6.37 WRIGHT		TOWLINE...	130 5	70:18	130 5	
36877	15 2 3/8	101: 10:0	142: 2:0	42: 1: 0				✓		✓	✓	—	—	LPH.B.C. 2.7.37 WRIGHT		HAWERS & WARPS	2x 98.4 2 3/4	21:14	100 2 3/4	
	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			2x 98.4 2 3/4	21:14	100 2 3/4
	Clr.											Clr.								
	120 5"		70:18							120 5"	6x24	HOEDER KÖLN NEUEBEN A.G. DORTMUND.	DORTMUND 30.3.37 WORK TEST							
DESCRIPTION OF ALL WIRE IS 6x24																				

Steering Gear, ~~Electrically~~ *ELECTRICALLY, MADE BY DEUTSCHE WERKE - GOOD* Steering Gear, Hand Gear AND BLOCKS & TACKLES - *GOOD*
Boats 2 of 2 *WOOD. 62 PERS EACH - GOOD.* Steering Chains, Size and Test *NONE* Windlass *ELECTRICALLY, MADE BY ALIAS-
WERKE - GOOD.*
Ceiling in Holds, thickness and material *2 1/2" PINE, INWAY OF HATCHWAYS, AND BILGES ONLY - GOOD.* Cargo Battens, thickness, material and spacing *2" PINE, AIR SPACE 9" ABT. - GOOD.*
Cargo Hatchways, (Upper Deck) *FIVE - RECTANGULAR - GOOD.* Thickness of Hatches *2 1/2" PINE - GOOD.*
Size of No. 1 Hatchway (Forward) *IN FEET 315 x 20 No. 2 30.36 x 20 No. 3 28.72 x 17 No. 4 33 x 20 No. 5 27.72 x 20 No. 6*
Number of Shifting Beams *NO 1 = 5, NO 2 = 5, NO 3 = 5, NO 4 = 5 AND NO 5 = 4 SHIFTING BEAMS.
NO FORE - AND AFTERS FITTED.* *DEUTSCHE OLCHIFF & MASCHINENBALL F.F.G. WERK "FLEEBECK"*
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 SHIP*
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *VEGETABLE OIL IN DEEPTANKS* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the approved and amended plans, the requirements embodied in the Secretary's letters and in conformity with the requirements of the Rules. The workmanship is throughout of good quality and all steel materials used in the construction of the vessel are made at works recognized by the Committee and tested in accordance with the requirements of the Rules by the Society's Surveyors. All double bottom tanks, peak tanks, deep tanks and oil fuel bunkers have been filled with water, tested as required by the Rules and found tight and good. The Viebeck Rudder has been filled, examined under pressure of 0.8 kg/cm² and found tight and good. Sec. 20 A of the Rules for oil carried as cargo in deep tanks complied with and the requirements of the Rules for the application of Electric Arc Welding to Ship Construction complied

P.T.O.

The amount of Entry Fee *RM 180,-*
 " " FREEBOARD FEE *RM 320,-*
 Special Survey Fee *RM 6726,-*
 { *HAMBURG RM 100,-*
Travelling Expenses, if any £
BREMEN RM 33 £,-

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

Fees applied for,
23.7.1937 am
 Received by me,
Aug 14 1937 J. H. 8

(Special notations, where part of class, to be stated.)
 I am of opinion the Vessel should be Classed ** 100 A1*
 WITH FREEBOARD
 CRUISER STERN; LLOYD'S A & C.P.; RUBBER ELECTRICALLY NO.
 WELDED; CARRYING VEGETABLE OIL IN DEPTANKS.
A. Holte.
 Signature
 Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to BREMEN OFFICE Date of issue 18/7/37

Committee's Minute FRI 6 AUG 1937

Character assigned + 100 A1 Carrying vegetable oil in Deep Tank
with freeboard
Lloyds A+CP + Inc 7.37 Use Eng
1 DB 100 lb 2 DB (WTB) 100 lb

Not. 02.
Write again

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 anchors and chain cables have been compared with the certificates and were found in order. The general equipment has been examined and was found complete and good.

Attached: 4 Forging & Casting Certificates.
1 Copy of the Interims Certificate.
1 Plan of Midship Section as built.
1 Approved plan of double bottom in Motor Space.

Length Over all = 438.92'

ENTER VESSEL: Motor Ship "GAMBIAN"
Mens: Denhamag 26th Subsec's yard no 571.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book "SHELTERDECK WITH FREEBOARD" — "RUDDER ELECTRICALLY WELDED" — "CRUISER STERN" — "LLOYD'S A & C.P." — "CARRYING VEGETABLE OIL IN DEEP-TANK."

VESSEL IS FITTED WITH: "WIRELESS" AND — "DIRECTION FINDING APPARATUS."

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

1st Bower HEAD = 48:1:25-J.Q.806-8.4.37, SHANK = 25:0:9-J.Q.812-8.4.37. } ANNEALED
2nd " " = 47:3:12-J.Q.807-8.4.37; " = 25:2:13-J.Q.811-8.4.37. } CAST
3rd " " = 41:1:24-J.Q.808-8.4.37; " = 21:1:12-J.Q.813-8.4.37. } STEEL.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ft., Bridge ft., Forecastle 44.7 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 1 DK & SHELTER DK. — STL. part 3rd SH in No 2 Hold

Official No. ; Signal Letters M.M.K.Y.

Is bottom of vessel coated with cement FORE- & AFT PEAK TANK ONLY if not give

particulars of composition DOUBLE BOTTOM TANKS NO 1, 2, 4 AND NO 8 AND ALL BILGES HAVE BEEN ASPHALTED.

PARTICULARS OF WATER BALLAST.—

PARTICULARS OF WATER BALLAST.—				Where Fitted.		*Length.	Water Capacity.
Where Fitted.		*Length.	Water Capacity.	Where Fitted.		Feet.	Tons.
		Feet.	Tons.				
Double bottom, aft, <i>D.B.T. NO 7 AND 8.</i>		<i>88.6</i>	<i>495</i> ✓	Fore peak tank,		<i>21.6</i>	<i>206</i> ✓
Double bottom, under Engines <i>D.B.T. NO 5 & 6</i>		<i>68.3</i>	<i>239</i> ✓	After peak tank,		<i>20.0</i>	<i>165</i>
Double bottom, if under Engines only,		✓	✓	Deep tank, <i>AMIDSHIPS, 2 COMPARTMENTS</i>		<i>22.6</i> ✓	<i>845</i> ✓
Double bottom, if under Boilers only,		✓	✓	Deep tank, forward,		✓	✓
Double bottom, forward <i>D.B.T. NO 1, 2, 3 AND 4</i>		<i>191.9</i>	<i>670</i> ✓	Other tanks, if fitted,		✓	✓
<i>348.8</i>		Total capacity of double bottom	<i>1404</i> ✓	(If necessary, furnish further information by sketch.)			

NOTE: THE DOUBLE BOTTOM TANKS NO 3, 5, 6 AND 7 ARE FITTED AND USED FOR OIL FUEL AND THEREFORE WITHOUT ANY COATING.

Order for Special Survey No. 75

Date 20th MAY 1936

Dates of Surveys held while building

OCT. 16, 20; NOV. 3, 10, 14, 17, 20, 24, 27; DEC. 2, 8, 11, 16, 23, 29; JAN. 5, 13, 19, 26; FEB. 5, 12, 19, 23, 26; MARCH 2, 5, 16, 20; APRIL 1, 10, 13, 23, 26; MAY 5, 8, 14, 18, 22, 25, 28; JUNE 1, 4, 17, 22, 25; JULY 2, 6, 9, 14, 17, 19 AND 21.

Total No. of Visits 52