

## STEEL STEAMER or MOTORSHIP.

Received at London Office..... APR 6 1936

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 30<sup>th</sup> March 1938.Port of Grunock.No. 2054.Survey held at Port Glasgow.Date First Survey 28<sup>th</sup> DECEMBER 1936.Last Survey 29<sup>th</sup> MARCH1938.

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

Single S.S. "MACHARDA"Mchy. amide.

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

Full Scantling.State Type of Erections P.B. & file

TONNAGE under Tonnage Deck...

7308.13CLASS 10091.

State if with freeboard as condition of Class

NO.

Built at Port Glasgow.

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 170.0Launched 22<sup>nd</sup> Dec. 1937. Yard No. 430.

Breadth (greatest moulded)

B 62.5Builders W. Hamilton & Co. Ltd.

Total

7308.13

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 24.83Owners Thos. & John Brocklebank Ltd.

Gross Tonnage

7997.67

Register Tonnage

4762.291st Longitudinal Number (L x D) = 16370.

Managers

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

2nd Numeral L x (B + D) = 45745.

Framing Depth "d," at middle of length. See Sec. 3 (1d)

20.33Residence Liverpool.

Proportions—Depth to Length—Uppermost continuous deck to top of keel

13.19Port of Registry Liverpool.

REGISTERED DIMENSIONS. FEET.

Length

175.6

Breadth

62.75

Depth

24.8

Draught Moulded

27.74If surveyed while building, afloat, or in dry dock Yes.

## 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	30 1/2 x 27	✓	Bracket Floors, Frame	7 1/2 x 3 1/2 x 44	✓
" " from 3/8 length amidships to Collision bulkhead	27	✓	" " Reversed Frame	7 1/2 x 3 1/2 x 36	✓
" " in peaks	24	✓	" " Vertical Struts	7 1/2 x 3 1/2 x 36	✓
DE FRAMING.			Centre Girder, depth and thickness amidships	46 x 55	✓
Frame Amidships, Angle, [ or ]	12 x 3 1/2 x 50	✓	" " top Angles	3 1/2 x 3 1/2 x 50	✓
" " Extends up to	2 <sup>nd</sup> DK.	✓	" " bottom Angles	5 x 5 x 60	✓
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	2 x 43	✓
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	39 x 58	✓
Depth of Framing Girder	SUB. ANGLE.	✓	" " Vertical Angle to Tank side	5 x 5 x 50	✓
Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]	7 x 3 1/2 x 43	✓	" " Bracket abaft 1/2 len. from stem	5 x 5 x 50	✓
" " Second 'tween Decks, Angle, [ or ]	✓		" " Vertical Angle to Tank side	5 x 5 x 50	✓
" " BRIDGE Third " " " "	6 x 3 1/2 x 40	✓	" " Bracket from forward 1/2 len. from stem to Panting Area	5 x 5 x 50	✓
" " from 1/2 len. for'd. to 15% len. from Stem	12 x 3 1/2 x 50	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem	5 x 5 x 50	✓
" " in Peaks, Angle or [	9 x 3 1/2 x 48	✓	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	5 x 5 x 50	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 x 62 DIA.	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	52 x 49	✓
State if Frame Joggled <u>YES. ANCHORS AT ENDS OF VESSEL.</u>		✓	INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES.	✓	Breadth and thickness of Middle Line Strake	54 1/2 x 53	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES.	✓	Thickness of remainder in Holds	58	✓
Are the scantlings and arrangements in way of the Bottom Forward 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.	✓
ANGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	✓		Uppermost Continuous Deck, amidships	9 x 3 1/2 x 45	✓
Height of Brackets at side above base line at toe of frame	✓		" " in Wells, Angle, [ or ]	9 x 3 1/2 x 52	✓
Middle Line Keelson, on Floors, Angles, [ or ]	✓		" " in way of Bridge, Angle, [ or ]	9 x 3 1/2 x 52	✓
" " Through Plate or Intercoastal Plate	✓		Spacing	30 1/2	✓
" " Foundation Plate on Floors	✓		Second Deck, amidships, Angle, [ or ]	10 x 3 1/2 x 53	✓
" " Flat Plate Keel Angles	✓		Spacing	30 1/2	✓
Side Keelsons, No. each side	✓		Third Deck, amidships, Angle, [ or ]	10 x 3 1/2 x 40	✓
" " thickness of Intercoastal Plate	✓		Spacing	27	✓
" " Angles	✓		Fourth Deck, amidships, Angle, [ or ]	✓	
DOUBLE BOTTOM.			Spacing	✓	
Solid Floors, thickness and spacing	13 x 9 1/2	✓	Poop Deck, Angle, [ or ]	8 x 3 x 43	✓
" " Are Frame and Reversed Frame joggled?	YES.	✓	Spacing	30 1/2	✓
Bracket Floors, breadth and thickness at middle line	34 1/2 x 43	✓	Bridge Deck, Angle, [ or ]	9 x 3 1/2 x 38	✓
" " breadth and thickness at margin plate	34 1/2 x 43	✓	Spacing	30 1/2	✓
			Forecastle Deck, Angle, [ or ]	9 x 3 x 38	✓
			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.
<b>PILLARS, No. of Rows.....</b>	2 ROWS				Stringer Plate, breadth and thickness in way of Bridge .....	54	44	54 x 44	
„ in 'tween Decks, Size and Spacing.....	WIDE SPACED				Thickness of Plating abreast Deck openings) in way of Wells .....		41		
„ „ „ „ „	TUBULAR				Thickness of Plating abreast Deck openings) in way of Bridge .....		40	30	
„ in Holds „ „	PILLARS, & GIRDERS				Thickness of Plating within line of openings...		40	35	
„ „ „ „ „	AS APPROVED			✓	If Sheathed, material and thickness .....		✓		
<b>Centre Line Bulkhead.</b>					<b>Third Deck. IN N<sup>O</sup> 1 HOLD.</b>				
Stiffeners and Spacing.....		✓			Stringer Plate, breadth and thickness.....		34		
Plating, thickness of .....		✓			If Plated, state thickness.....		30		
<b>STRINGERS AND DECKS.</b>					<b>Fourth Deck.</b>				
<b>Uppermost Continuous Deck.</b>					Stringer Plate, breadth and thickness.....		✓		
Stringer Plate, breadth and thickness in Wells	54	1.06	✓		If Plated, state thickness .....		✓		
„ „ „ „ in way of Bridge	54	45	✓		<b>Poop Deck.</b>				
„ Angle in Wells .....	7	7 1.06	✓		Stringer Plate, breadth and thickness .....		38		
Thickness of Plating abreast Deck openings) in way of Wells .....		91	✓		Plating, Sheathing, material and thickness ...		36	26	
Thickness of Plating abreast Deck openings) in way of Bridge .....		41	✓		<b>Bridge Deck.</b>				
Thickness of Plating within line of openings...		46	✓		Stringer Plate, breadth and thickness.....	74	59		
If Sheathed, material and thickness .....		✓			Plating, Sheathing, material and thickness ...		59 & 56		
<b>Second Deck.</b>					<b>Forecastle Deck.</b>				
Stringer Plate, breadth and thickness in Wells...	54	44	✓		Stringer Plate, breadth and thickness.....		48	38	
					Plating, Sheathing, material and thickness ...		46	36	

## SHELL PLATING.

SCANTLINGS.					RIVETING.									
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <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.	Inches.	Inches.	Inches.			Inches.	Inches.			Inches.	Inches.		
FLAT PLATE KEEL .....	<i>52</i>	<i>1.00</i> ✓	<i>.85</i> ✓	<i>.85</i> ✓	<i>.89</i> ✓	<i>DOUBLE.</i>	<i>1</i>	<i>3.8</i>	✓	<i>4</i>	<i>1 1/2</i>	<i>4</i>	✓ <i>LAPPED.</i>	
<i>11x14 1/2 OF</i> " <del>DECK (if any)</del> <i>DUCT KEEL.</i>	<i>53</i>	<i>1.07</i> ✓	<i>1.05</i> ✓			"	<i>1</i>	<i>3.8</i>	✓	<i>5-4</i>	"	<i>5</i>	✓ "	
BOTTOM PLATING, No. of Strakes ..... <i>4</i> .....		<i>.70</i> ✓	<i>.52</i> ✓	<i>.54</i> ✓		"	<i>7/8</i>	<i>3.4</i>	✓	<i>4-3</i>	<i>7/8</i>	<i>3 1/2</i>	✓ "	
BILGE PLATING, No. of Strakes ..... <i>1</i> .....		<i>.72</i> ✓	<i>.52</i> ✓	<i>.54</i> ✓	<i>.70</i> ✓	<i>TREA. TO DOUB.</i>	"	"	✓	"	"	"	✓ "	
SIDE PLATING, No. of Strakes ..... <i>4</i> .....		<i>.68</i> ✓	<i>.48</i> ✓	<i>.52</i> ✓		<i>DOUBLE.</i>	"	"	✓ <i>*</i>	<i>3</i>	"	<i>3 1/2</i>	<i>*</i> <i>SEE N</i>	
UPPER DECK, Sheer-strake in Wells.....	<i>52</i>	<i>1.07</i> ✓	<i>.48</i> ✓	<i>.48</i> ✓		"	<i>1 1/2</i>	<i>4.35</i>	✓	<i>5-3</i>	<i>1 1/2</i>	<i>5</i>	✓ "	
UPPER DECK, Sheer-strake in Bridge ...	<i>52</i>	<i>.68</i> ✓				"	<i>7/8</i>	<i>3.4</i>	✓	<i>3</i>	<i>7/8</i>	<i>3 1/2</i>	✓ "	
STRAKE BELOW Sheer-strake in Wells.....	<i>60</i>	<i>.96</i> ✓	<i>.48</i> ✓	<i>.48</i> ✓		"	<i>1</i>	<i>3.8</i>	✓	<i>5-3</i>	<i>1</i>	<i>4 1/2</i>	✓ "	
STRAKE BELOW Sheer-strake in Bridge ...	<i>60</i>	<i>.68</i> ✓				"	<i>7/8</i>	<i>3.4</i>	✓	<i>3</i>	<i>7/8</i>	<i>3 1/2</i>	✓ "	
POOP SIDE PLATING .....				<i>.41</i> ✓		<i>SINGLE</i>	"	"	✓	<i>1</i>	"	"	✓ "	
BRIDGE SIDE PLATING ...	<i>66</i>	<i>.82</i>			<i>.66</i>	<i>DOUBLE</i>	"	"	✓	<i>4</i>	"	<i>3 1/2</i>	✓ "	
FORE'TLE SIDE PLATING			<i>.44</i>			<i>SINGLE.</i>	"	<i>3.3</i>	✓	<i>1</i>	"	<i>3 1/2</i>	✓ "	

*\* Butts of 1.05 strakes amidships 5 W. with inside plate strake .50 thick. 2.9. 76 B. Edges of 1.05 H. strakes 3.8. in forward a after bolting per Bureau Requirements*

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 8. ✓  
 Extending to Upper Deck (Sec. 3 c) 7 ✓  
 „ Deck next below 1 ✓  
 As per Rule 7. ✓

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
<del>KEEL, Bar</del> {	UPPER.	16 L. 11 T.	.50	✓
	MIDDLE	ROLLED.	11 x 3	✓
STEM {	LOWER.	CAST	STEEL 6' 0"	
		STEEL.	SHAPED.	SCOTLAND.
STERN FRAME {	Propeller Post	CAST		
	UPPER	STEEL.	SHAPED	BOEHMER
	Rudder	"	"	VERLIN A.C.
	LOWER	FORG.	"	
Speed of Vessel		15	KNOTS.	
RUDDER—Type		BALANCED.		
" A x D		✓		
" Diam. of head		FORG.	13 1/2"	RUHRSTÄHL A.G.
" Mainpiece at top pintle		"	12	STANLYWERN
" " heel		"	12	KRIEGER.
" how constructed		WELDED.		
" double <del>or</del> single plate			.50	✓
" coupling, vertical or				
" horizontal		HORIZONTAL.		

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *OPEN HEARTH PROCESS.* ✓  
*Cotwells & Co., Warrington Iron Co. & Co., Steel Company of Scotland & Co.,*  
*Fenwick & Co. Steel Co. & Co., Stewarts & Lloyd & Co., Warrington Iron Co., Smith & W. & Co.*  
Has the Steel been tested as required by the Rules? *yes.* ✓



EQUIPMENT No 47962 ✓											LETTER 2+	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.			
96352	1st Bower ...	87	1	0	STOCKLESS			62	5	0	0	81½	HALLS	H. HINGLEY	NETH. 18-6-37 R.E.L.
96349	2nd „ ...	83	3	14	"			60	10	0	0	81½	"	2 SONS L <sup>o</sup>	" " "
96311	3rd „ ...	73	3	0	"			55	15	0	0	69½	"	"	" 31-5-37 "
	Collective weight.	244	3	14								232			
96408	Stream .....	25	0	7	6	1	3	24	17	0	21	23½	RODGERS	S. TAYLOR & SONS.	" 30-6-37 "

CHAIN CABLES.														HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size supplied.		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-ry.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.						
	Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.			Fathoms.	Ins.	Tons.	Fathoms.	Ins.						
88594	300	2 1/2	142 1/10	198 9/10	910.1.5			300	2 1/2	STUD LINN TAYCO	S. TAYLOR	NETH. 26-8-37 R.E.L.	TOWLINE...	130	6	99.1	130	5 1/2					
88714	10	"	142 1/10	198 9/10	32.0.22					<del>TAYCO</del>	W. SMITH & CO	" 25-8-37 "		200	3 1/2	21.7	200	2 1/2					
	310	"			942.1.27								HAWSERS & WARPS }	200	8	21.14	200	2 1/2					
91631.	2 SENHOUSE SLIPS TESTED TO 142 1/10 TONS. WEIGHT										9.1.14		NETH 31-8-37 R.E.L.										
		Cir.								9.1.14			"	200	8	21.14	200	2 1/2					
Iron Stream } Cable on } Steel Wire }	120	5 1/2	77.5					120	5 1/2	A.S.W. MARTIN, BLACK & S. L. R.			"	40120	7	"							

Steering Gear, Type (Power or hand) STEAM HYDRAULIC & ARMIS. Alternative Means of Steering NAV. TACKLE LED TO STEERING WINCH ON POOP DEK.

Steering Chains (Size and Test) TELE MOTOR CONTROL. Windlass STEAM BY CLARKE, CHAPMAN, BOATS 5 IN N.

Ceiling in Holds, thickness and material NONE. STEEL PORTABLE PLATES OVER LIMBERS. Cargo Battens, thickness, material and spacing 2" W.P. 9" APART. IN CARGO HOLDS & TWEEN DEKS.

Cargo Hatchways. (Upper Deck) FORMED OF STEEL PLATES & ANGLES. Thickness of Hatches 3". PART HORIZ. & PART VERTICAL. NO CARGO BATTENS IN DECK TANK. 50 STL. COVER ON N.B.

Size of Hatchways No. 1 (Fwd.) 15'9" x 18'0" No. 2 36'15" x 21'0" No. 3 20'4" x 21'0" No. 4 15'02" x 21'0" No. 5 30'6" x 21'0" No. 6 20'4" x 21'0"

Number of Shifting Beams 6 IN N:2, 3 IN N:3 & 6, 2 IN N:4, 5 IN N:5.

Builder's Signature

FOR WILLIAM HAMILTON & CO.

*Mess.*

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 NO. 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, instructions & printed Rules of this Society. The materials & workmanship are of good quality. All the double bottom tanks, cofferdams, duct keel, deep tank & peak tanks have been tested to Rule requirements & found satisfactory. The double bottom tanks N:2-3-4 & 7 & tween deck bunkers abreast engine room have been arranged to carry oil fuel F.P. above 150° F. & requirements of Sec. 20 of the Rules complied with. The weather decks, W.T. bulkheads, & shaft tunnel have tested. W.T. doors, ash chest, & hand pumps tested & found satisfg. Bilge suction tested & found satisfactory. Freeboard verified & the marks cut in on vessel's sides.*

*A duct keel is arranged from forward end of Boiler room to after end of W:1 hold. No cement checks fitted in W:2-4 & 5 tween deks. & bunkers flat.*

P.T.O.

*see welding note*

The amount of Entry Fee ..... £ 10 : 0 : 0  
Special Survey Fee .... £ 399 : 19 : 0  
FREEDOM 18 : 0 : 0  
Travelling Expenses, if any £ 2.2.2.

Fees applied for,  
29<sup>th</sup> MARCH 1938.  
Received by me,  
31<sup>st</sup> MARCH 1938.

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed 100 A1.

State whether the Vessel has been built under Special Survey YES

Signature H. L. Swinton.  
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to GRX. OFFICE. Date of issue 21/4/38

Committee's Minute GLASGOW 5 - APR 1938

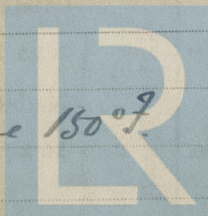
Character assigned 100 A1

3, 38.

Lloyd's Assoc

+ L.M.C. 3, 38 F.D.

Fitted for oil fuel 3, 38 F.P. above 150° F.



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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.)

Echo sounding device (Hughes) fitted at after end of No. 1 double bottom tank, no opening in shell plating.  
Interim certificate issued at request of the Builders, copy attached.

Plans forwarded as per separate list attached.

Sister vessel (with modifications) to S/S MALANCHI; G.R. 1<sup>st</sup> L. Reg. No. 20404.

Note: Refrig. Machy. appliances for cargo purposes fitted. No. 1 lower tween decks & fore and aft lower tween decks insulated. Refrig. not under supervision of this Society. Capacity of insulated chambers 31640 Cub. ft.

Damage: On examination of vessel in dry dock, No. 5 shell plate (from fore) in G. strake port side was found to be slightly indented, stated to have been sustained by vessel striking quay wall whilst entering dry dock on 24<sup>th</sup> March 1938. This plate has been forced in place & riveting & caulking made good.

PARTICULARS OF ELECTRIC WELDING (if employed) Sternframe scarf (as per forging report). Tubular pillars at hull & doublings on tank top. Girders under plate bulkheads, Rudder plates. Bulkhead stiffener brackets to tank top, frame collars at tank top in No. 1 hold, peak plate, deep tank top & oil fuel bunker plate, Bulbs of stringer angles, shell bulk of S. & G. strakes amidships, corners of W.T. bulkheads, hatchway casing angles, & W.T. plates in D.B. tanks. Bulwark stays to deck. Minor items throughout.

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

Fitted for oil fuel 3-38 F.P. above 150° F. Duct hull forward of Machy. space. D.F. L.S.D. Cruiser stern. Reg. Machy. Cargo battens not fitted in deep tank.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	57-3-19	INC. P.W.S	N.S.	1486.	29-10-36	(STETTIN.)
	2nd "	54-0-7	"	N.S.	1590.	19-3-37	"
	3rd "	47-2-1	"	N.S.	1488.	29-10-36.	"

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 51 ft., R.Q.D. ft., Bridge 161 ft., Forecastle 57 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 166228. Signal Letters Extreme Breadth over Belting (Circ. 1011) Over-all Length (Circ. 1703) 196.5' ft.  
No. and Material of Decks 2 D.K.s. 3<sup>rd</sup> D.K. in No. 1 hold.  
Parts of Bottom of Vessel coated with cement or approved composition Cement in peaks, & in No. 1-5 & 6 D.B. tanks. 1st Cen.  
Remainder of D.B. tanks coated with boiled oil.  
Particulars of composition (if fitted) and of approval Bitumastic in Riggs.

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,	126.79	318	✓	Fore peak tank,		90
Double bottom, under Engines and Boilers,			✓	After peak tank,	35.58	1237
Double bottom, under Engines only,	29.25	128	✓	Deep tank, aft,		✓
Double bottom, under Boilers only,	40.46	184	✓	Deep tank, forward,		✓
Double bottom, forward,	189.46	584	✓	Other tanks, if fitted,		✓
Total length (if continuous) and Capacity	386.96	1244	✓	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 3394

Date 18<sup>th</sup> August 1936.

Dates of Surveys held while building

(1936) DEC. 28. (1937) JAN. 14. 29. FEB. 2. 4. 8. 10. 12. 15. 17. 22. 24. MAR. 2. 5. 9. 11. 16. 18. 22. 24. 26. 31. APR. 1. 6. 8. 12. 14. 21. 26. 29. MAY 4. 7. 13. 14. 21. 25. JUNE 4. 10. 14. 17. 22. 25. JULY 4. 15. 19. 21. 23. 28. AUG. 3. 6. 11. 18. 25. 30. SEPT. 3. 9. 15. 17. 21. 23. 28. 30. OCT. 6. 11. 12. 14. 18. 20. 25. 27. 28. 29. NOV. 2. 3. 5. 8. 11. 12. 16. 18. 19. 22. 23. 24. 25. 26. DEC. 1. 2. 4. 10. 13. 15. 18. 20. 21. 22. (1938) JAN. 20. FEB. 14. MAR. 4. 8. 18. 22. 24. 29.

Total No. of Visits 104