Rpt. 1

STEEL STEAMER OR MOTORSHIP.

EQUIPM. WRECK SECTION No. 997

16 JUL 1957

Received at London Office 10 JUL 1957

State if Report has been sent on the Freeboard of the Vessel YES. - FBD. REG. No 114231

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

Date of completion of report ..... Port of ..... No. 114465

Survey held at SOUTH SHIELDS Date First Survey 3RD DECEMBER 1956 Last Survey 27TH JUNE 1957.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) TWIN SCREW "ESSO WANDSWORTH" (MACHINERY AFT).

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) SINGLE DECK, POOP, LONG TRUNK & FORECASTLE WITH SCANTLINGS SUITABLE FOR A DRAUGHT OF 15'-0". State Type of Erections POOP. LONG. TRUNK. FORECASTLE.

TONNAGE under Tonnage Deck ... 2998·50

Do. of space or spaces between Tonnage Dk. and Upper Dk. —

Total —

Gross Tonnage 4352·43

Register Tonnage 2109·87

CLASS 100 A1 (CONTEMPLATED) CARRYING PETROLEUM IN BULK. State if with freeboard as condition of Class (No)

	FEET	
Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)	L	355·0
Breadth (greatest moulded)	B	60·0
Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)	D	17·5
1st Longitudinal Number (L × D) =		—
2nd Numeral L × (B + D) =		—
Framing Depth "d," at middle of length. See Sec. 3 (1d)		—
Proportions—Depth to Length—Uppermost continuous deck to top of keel		—
Do. Long Bridge to top of keel		—
Draught Moulded		15·06

Built at DULUTH, MINNESOTA. U.S.A.

Launched 1943. Yard No. —

Builders BARNES DULUTH SHIPBUILDING CO.

Owners ESSO PETROLEUM CO.

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

Residence —

Port of Registry LONDON.

If surveyed while building, afloat, or in dry dock AFLOAT & IN DRYDOCK.

REGISTERED DIMENSIONS.

	FEET
Length	355·30
Breadth	60·08
Depth	16·83

FRAMES, DOUBLE BOTTOM AND BEAMS.

	Inches in Ship.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	24"	/
" " from ¾ length amidships to Collision bulkhead		
" RISE OF FLOOR in peaks	3"	/
SIDE FRAMING.		
Frame Amidships, Angle, ~~E or F~~ T.W. L	6" × 4" × ·38"	/
" Extends up to	UPPER DECK	/
Reversed Frame Amidships, Angle	—	
" " Extends up to	—	
Depth of Framing Girder	6"	/
Frames in PUMP ROOM ~~Uppermost Continuous 'tween Decks~~, Angle, ~~E or F~~ T.W. L	8" × 4" × ·50"	/
" " MACH'Y SPACE. ~~Second 'tween Decks~~, Angle, L T.W. ~~E or F~~	7" × 4" × ·38"	/
" " O.F. BUNKERS ANGLE T.W. L	7" × 4" × ·44"	/
" " ~~Third~~ POOP TWEENS. ANGLE T.W. L	7" × 4" × ·38"	/
" FORECASTLE TWEENS ~~from ½ len. for'd. to 15% len. from Stem~~ ANGLE. T.W. L	6" × 4" × ·34"	/
" in Peaks, Angle ~~or F~~ T.W. L F.P.	6" × 4" × ·35"	/
A.P.	6" × 4" × ·44"	/
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	ALL FRAMES. E.W. TOE ON.	/
State if Frame Joggled	NO	/
Are the scantlings and arrangements in the **Panting Area** in accordance with the Rules and/or as approved ?	AS PER SHELL EXPANSION.	/
Are the scantlings and arrangements in way of the **Bottom Forward** in accordance with the Rules and/or as approved ?		
SINGLE BOTTOM. (IN CARGO TANKS & PUMP RM)		
Floors, Depth and thickness at mid-line ~~in Holds~~	21" × ·38" FLG 3"	/
Height of Brackets at side above base line at toe of frame	45" × ·38" FLG 3"	/
Middle Line Keelson, ~~on Floors~~, ~~Angles~~, ~~E or F~~	48" × ·50" WITH 13½" × 1" RIDER PLATE.	/
" " " Through Plate or Intercostal Plate		
" " " Foundation Plate on Floors	WELDED	/
" " " Flat Plate Keel Angles	WELDED.	/
Side Keelsons, No. each side	4	/
" " thickness of Intercostal Plate	·48"	/
" " ~~Angles~~ FACE FLATS	6" × ·63"	/
DOUBLE BOTTOM.		
Solid Floors, thickness and spacing	·50" UNDER BOILERS ·44" ELSEWHERE 24" SPACING.	/
" " Are Frame and Reversed Frame joggled ?		/
Bracket Floors, breadth and thickness at middle line	NONE.	/
" " breadth and thickness at margin plate		

	Inches in Ship.	Any Departure from Approved Plans to be Noted.
Bracket Floors, Frame		
" " Reversed Frame		
" " Vertical Struts	UNDER ENGINES 25" × ·50" UNDER BOILERS 41"/27" × ·50"	/
Centre Girder, depth and thickness ~~amidships~~ IN MACHINERY SPACE.		
" " top Angles	WELDED	/
" " bottom Angles	WELDED.	/
Side Girders, No. each side and thickness	2 ·53"	
Margin Plate depth (excl. of flange) and thickness	INNER BOTTOM LEVEL TO SHELL	
" " Vertical Angle to Tank side Bracket abaft ¼ len. from stem		/
" " Vertical Angle to Tank side Bracket from forward ¼ len. from stem to Panting Area		
" " Gussets, spacing and scantling abaft ¼ len. from stem		
" " Gussets, spacing and scantling from forward ¼ len. from stem to Panting Area		
FRAME BOTTOM ~~Tank Side~~ **Brackets,** height above base line at toe of Frame and thickness	·45"	/
INNER BOTTOM PLATING. (MACH'Y SPACE) Breadth and thickness of Middle Line Strake	72" × ·50"	/
UNDER ENGINES. Thickness of remainder ~~in Holds~~	·85" ·50"	/
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.	/
BEAMS. UPPER DECK IN WING TANKS ~~Uppermost Continuous Deck, amidships in Wells, Angle, E or F~~	ALTERNATELY 7" × 3½" × ·40" BA AND 8" × 3½" × ·45" BA IN No 1 WINGS (PRS) 7" × 4" × ·38" ANGLE T.W. L INCREASED TO 7" × 4" × ·45" ANGLE T.W. AT TRANSVERSES IN REMAINDER.	/
" " ~~in way of Bridge, Angle, E or F~~		
Spacing	24"	/
UPPER ~~Second~~ Deck, IN FORE & AFT PEAKS AND PUMP ROOM. ~~amidships~~, Angle, ~~E or F~~ T.W. L	6" × 4" × ·38"	/
Spacing	24"	/
TRUNK ~~Third~~ Deck, IN CENTRE TANKS ~~amidships~~, Angle, ~~E or F~~ T.W. L	5" × 3½" × ·38" 7" × 4" × ·50" AT TRANSVERSES	/
Spacing	24"	/
Fourth Deck, amidships, Angle, L or [	—	
Spacing	—	
Poop Deck, Angle, ~~E or F~~ T.W. L	5" × 3½" × ·32"	/
Spacing	24"	/
Bridge Deck, Angle, ~~L or [~~	—	
Spacing	—	
Forecastle Deck, Angle, ~~E or F~~ T.W. L	6" × 4" × ·38"	/
Spacing	24"	/

PILLARS AND DECKS.

	Inches in Ship.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows 1 @ ℄ AT EACH TRANSVERSE	8½ × 8 × ·48/·57 RSJ. (LOWER)	✓
„ ~~in 'tween Decks, Size and Spacing~~	8 × 3 × 3 × ·38/·44 CH (UPPER)	✓
„ „ „ „ „	—	
„ in Holds „ „ „	—	
„ „ „ „ „	—	
LONG'L. ~~Centre Line~~ **Bulkheads** Stiffeners and Spacing (1 PORT & 1 STARBOARD)	5 × 3½ × ·38 T.W. L 24" APART.	✓
Plating, thickness of	BASE PLATE ·44 ·36	
	TRUNK SIDE ·50 ·56	✓
STRINGERS AND DECKS.		
Uppermost Continuous Deck. Stringer Plate, breadth and thickness ~~in Wells~~	57¾ × ·50 TO ·38 AT ENDS.	✓
„ „ „ „ @ BREAK OF POOP ~~in way of Bridge~~	·63	✓
„ Angle in Wells	—	
Thickness of Plating abreast ~~Deck openings in way of Wells~~ TRUNK SIDE.	·50 INCREASED TO ·88 @ BREAK OF POOP.	✓
Thickness of Plating abreast Deck openings in way of Bridge.....	—	
Thickness of Plating within line of openings...	—	
If Sheathed, material and thickness.....	—	
TRUNK ~~Second~~ Deck. Stringer Plate, breadth and thickness in Wells	72" × ·69	✓

	Inches in Ship.	Any Departure from Approved Plans to be Noted.
Stringer Plate, ~~breadth and thickness in way of Bridge~~ @ BREAK OF POOP.	·110	✓
Thickness of Plating ~~abreast Deck openings in way of Wells~~ CENTRE STRAKE	·69	✓
Thickness of Plating ~~abreast Deck openings in way of Bridge~~ ELSEWHERE	·50	✓
Thickness of Plating within line of openings...		
If Sheathed, material and thickness.....		
Third Deck. Stringer Plate, breadth and thickness.....		
If Plated, state thickness		
Fourth Deck. Stringer Plate, breadth and thickness.....		
If Plated, state thickness.....		
Poop Deck. Stringer Plate, breadth and thickness (FORD)	·45	✓
Plating, ~~Sheathing, material and thickness~~ ...	·38	✓
Bridge Deck. Stringer Plate, breadth and thickness.....	—	
Plating, Sheathing, material and thickness ...	—	
Forecastle Deck. Stringer Plate, breadth and thickness.....	·38	✓
Plating, Sheathing, material and thickness...	·38	✓

SHELL PLATING.

SCANTLINGS.

Strakes	As in Vessel. When Built. Amidships. Breadth.	Amidships. Thickness.	Forward. Thickness.	Aft. Thickness.	Any Departure from Approved Plans to be Noted.
	Inches.	Inches.	Inches.	Inches.	
Flat Plate Keel.....	70½	·69	·69	·69	✓
„ Dblg. (if any)					
Bottom Plating, No. of Strakes 4	A 82½	·56	·63	·44	
	B 82½	·56	·63	·44	✓
	C 63	·56	·63	·44	
	D 63	·56	·63	·44	
Bilge Plating, No. of Strakes 1	E 62	·56	·63	·44	✓
Side Plating, No. of Strakes 2	F 63	·50	·50	·44	✓
	G 63	·50	·50	·44	✓
Upper Deck, Sheer-strake ~~in Wells~~	H 48	·75	·75	·75	✓
Upper Deck, Sheer-strake in Bridge ...					
Strake below Sheer-strake in Wells					
Strake below Sheer-strake in Bridge ...					
Poop Side Plating.....				·38	✓
Bridge Side Plating.....					
Forecastle Side Plating			·38		✓

RIVETING.

Edges. State if joggled? Single or Double.	Rivets. Diam. Inches.	Rivets. Spacing cr. to cr. Inches.	Butts. No. of Rows of Rivets.	Rivets. Diam. Inches.	Rivets. Spacing cr. to cr. Inches.	Strapped or Lapped.
ALL WELDED						
ALL WELDED						

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 11

Extending to Upper Deck (Sec. 3 c) 2

„ ~~Deck next below~~ UPPER DECK AND TRUNK DECK. 9

As per Rule —

	Plating Thickness.	Stiffeners. Vertical. Scantlings.	Stiffeners. Vertical. Spacing.	Stiffeners. Horizontal. Scantlings.	Stiffeners. Horizontal. Spacing.
MIDSHIP BULKH'D, TOP STRAKE. ~~Upper 'tween decks~~	·31	7" × 4" × ·50" T.W. CENTRE TANKS.	24"	UPPER STRINGER (℄ ONLY) 27" × ·38" FLG 5"	
„ „ Second „	·31				
„ „ Third „	·38	7" × 4" × ·38" T.W. WING TANKS.		LOWER STRINGER 36" × ·44" FLG 5" (℄)	
„ „ BOTTOM STRAKE ~~Holds~~	·44			21" × ·38" FLG 4" (WINGS) STRINGER	
COLLISION „ ~~(in Hold)~~	·31/·44	7" × 4" × ·38" T.W.	24"	24" × ·38" FLG 6" STRINGER	
AFTER PEAK „ „	·31/·44	7" × 4" × ·38" T.W.	24"	12" × ·38" FLG 4"	

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	FLAT PLATE KEEL	·69		✓
STEM	SOFT NOSE.			✓
STERN FRAME { Propeller Post				
STERN FRAME { Rudder „				
Speed of Vessel	10 KNOTS.			✓
RUDDER—Type	TWIN SEMI BALANCED.			✓
„ A × D.....		—		
„ Diam. of head		12¾"		✓
„ Mainpiece at top pintle		—		
„ „ heel ...		—		
„ how constructed	FABRICATED. E.W.			✓
„ double or single plate	DOUBLE PLATE			✓
coupling, vertical or horizontal	VERTICAL.			✓

STEEL.

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

Has the Steel been ~~tested~~ as required by the Rules?

Departure from roved Plans to be Noted.

TRAPPED OR LAPPED.

EQUIPMENT No. 30463 LETTER X

ANCHORS.

Number of Certificate.	Anchors.	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	cwts.	qrs.	lbs.	Weight Required by Table 53. Cwts.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
35320	1st Bower ...	58	2	0	STOCKLESS			47	10	0	0	533	HALLS TYPE	NOT STATED.	L.P.H.L.W. 7/2/57. R.J.VOGAN
35272	2nd ,, ...	53	0	0	STOCKLESS			44	5	0	0		BALDT TYPE	"	L.P.H.L.W. 29/11/56. R.J.VOGAN
35271	3rd ,, ...	51	3	14	STOCKLESS			43	10	3	21		BALOT TYPE.	"	L.P.H.L.W. 29/11/56. R.J.VOGAN
	Collective weight	163	1	14								161.1.0			
35164.	Stream	20	1	0	STOCKLESS			20	19	1	14		BRITANNIC TYPE	"	L.P.H.L.W. 23/4/56. R.J.VOGAN.

CHAIN CABLES.

Number of Certificate.	Length and size supplied. Length. Fathoms	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts. qrs. lbs.	Per Rule. Cwts.	Length and Size per Table 53. Length. Fathoms	Diam. Ins.	Description.	Makers of Cables.	Where and when tested, and Superintendent.
31086.	150	1 1/16	71 8/10	100 1/2	220-2-0	447.3.0	270 f.	1 13/16" SQ	STUD	NOT STATED.	L.P.H.L.W. 13/11/56
28561	58 1/2	2 1/16	107 1/10	149 9/10	123-0-21				LINK	"	L.P.H.L.W. 13/12/56
31088	30	1 3/4	77 2/10	108	47-3-7				SQ.		
31206	30 1/3	1 7/8	88 4/10	123 9/10	51-3-7				"		L.P.H.L.W. 13/11/56.
		Cir.						Cir.		"	LPHLW. 11/2/57.
Iron Stream Chain or Steel Wire	120	5					90	4 1/2			ALL. R.J.VOGAN.

HAWSERS AND WARPS.

Material.	Length and Size supplied. Length. Fathoms	Cir. Ins.	Breaking Test of Steel Wire. Tons.	Length and Size per Table 53. Length. Fathoms	Cir. Ins.
TOWLINE	110	5"	FSWR	110	5"
HAWSERS & WARPS	7@100	FTHM.	7" MANILLA.	4	7"
"					
"					

Steering Gear, Type (Power or hand) STEAM; QUADRANT LINK CONNECTED TO TWIN TILLERS (MAKERS:- VULCAN IRONWORKS. WILKES BARR P.A) Alternative Means of Steering BLOCK & TACKLE.

Steering Chains (Size and Test) NONE. Windlass STEAM 10" x 12" Boats 3 @ 24'0" 1 @ 23'75' (MOTOR) TOTAL PERSONS 144

Ceiling in Holds, thickness and material NONE. Cargo Battens, thickness, material and spacing NONE.

Cargo Hatchways.—(Upper Deck) STEEL COAMINGS { TRUNK DK 33" DIA. / UPPER DK 25½" x 19" } HINGED STEEL COVERS Thickness of ~~Hatches~~ COAMINGS .44. COVERS .44

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 } 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* 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 UNDER SPECIAL SURVEY IN CONFORMITY WITH THE SOCIETIES' RULES AND REGULATIONS AND SECRETARY'S LETTERS. THE SCANTLINGS AND ARRANGEMENTS OF THE VESSEL ARE AS GIVEN IN THE REPORT AND AS SHOWN ON THE PLANS NOW FORWARDED. ALL MODIFICATIONS OR ADDITIONS TO THE ORIGINAL ARRANGEMENTS MADE DURING SPECIAL SURVEY HAVE BEEN INDICATED ON THE PLAN OF MIDSHIP SECTION AND SHELL EXPANSION AND HAVE BEEN PREVIOUSLY APPROVED FOR SIMILAR VESSELS "ESSO CHELSEA" & "ESSO FULHAM" AS BEING IN ACCORDANCE WITH OR BY STANDARDS EQUIVALENT TO RULE REQUIREMENTS. THE PLANS OF MIDSHIP SECTION AND SHELL EXPANSION SHOWING THE SHIP AS BUILT ARE FORWARDED HEREWITH. THE MATERIALS AND WORKMANSHIP ARE GOOD. CARGO OIL TANKS, COFFERDAM, OIL FUEL BUNKERS, PEAK TANKS, D.B. TANKS, BULKHEADS AND DECKS HAVE BEEN TESTED TO RULE REQUIREMENTS AND FOUND SATISFACTORY. OIL FUEL F.P. ABOVE 150°F CARRIED IN BUNKERS AFT. THE FREEBOARD MARKS ON THE SHIPS SIDE HAVE BEEN VERIFIED, CUT IN AND PAINTED). DEGAUSSING CABLES HAVE BEEN FITTED IN THE VESSEL. THE REQUIREMENTS OF CHAPTER 'F' (FIRE EXTINGUISHING) HAVE BEEN COMPLIED WITH.

The amount of Entry Fee FIRST CLASSIFICATION £229 12 :0
ALTERATIONS & REPAIRS ~~Special Survey Fee~~ £ 70 0 :0
D.B. INSTALLATION. 10 10 0
Travelling Expenses, if any £ : :
FREEBOARD ASSIGNMENT. 38 0 0

Fees applied for, 9 JUL 1957 19
Received by me, 19

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

I am of opinion the Vessel should be Classed 100 A1. CARRYING PETROLEUM IN BULK.

State whether the Vessel has been built under Special Survey NOT BUILT UNDER SURVEY.

Certificate to be sent to NWC Date of issue 2/9/57

Signature W.B. Dugdale.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRIDAY 9 AUG 1957

Character assigned

See minute on Rpt. 8.

Noted for Header

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.*)

SIMILAR VESSELS RECENTLY CLASSED — "ESSO FULHAM" & "ESSO CHELSEA".
SISTER VESSEL — "ESSO LAMBETH".

PLANS OF MIDSHIP SECTION & SHELL EXPANSION FORWARDED HEREWITH.

DEGAUSSING CABLES FITTED. BULKHEAD GLANDS AT FORECASTLE AND POOP FRONTS TESTED WITH SATISFACTORY RESULTS.

HEATING COILS FITTED TO ALL CARGO CENTRE TANKS AND Nos 2,3 & 4 CARGO WING TANKS (P&S). HEATING COILS TESTED TO 400 LB/□" WITH SATISFACTORY RESULTS.

N°4 WING CARGO TANK (P&S) WAS AT THIS TIME ADAPTED FOR CARRYING O.F. F.P. ABOVE 150°F. AS RESERVE BUNKERS.

PARTICULARS OF ELECTRIC WELDING (*if employed*)

VESSEL COMPLETELY ELECTRIC WELDED.

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

LLOYDS A1C.P., CRUISER STERN, MACH'Y AFT, ELEC WELDED, ESD, D.F., RADAR, P.F.D.
TWIN RUDDERS, FITTED FOR OIL FUEL F.P. ABOVE 150°F. CARRYING PETROLEUM IN BULK (EXCEPT IN Nos 1 & 4 WING TANKS (P&S))

RADAR *Equipment (State if fitted)* YES.
State Type or Pattern No. DECCA VISAGRAPH.
State Name of Maker and/or Supplier DECCA RADAR LTD. LONDON.

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

	HEAD.	SHANK	SHACKLE
1st Bower	38-0-0 J.H.J. 12885 29/1/57	FORGED STEEL	
2nd "	39-2-0 J.H.J. 12809 12/11/56	12-0-0 J.H.J. 12811 12/11/56	1-1-0 J.H.J. 12812 12/11/56
3rd "	38-2-0 J.H.J. 12804 6/11/56	11-2-0 J.H.J. 12805 6/11/56	1-0-0 J.H.J. 12807 6/11/56

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 76.92 ft., R.Q.D. — ft., Bridge — ft., Forecastle 42.8 (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated POOP & FCLE JOINED BY RAISED TRUNK.

Official No. 187594. Signal Letters MXBR. Extreme Breadth over Belting (Circ. 1611) 60'-4" Over-all Length (Circ. 1703) 366'-0 9/16"

No. and Material of Decks ONE STEEL UPPER & ONE STEEL TRUNK DECK.

Parts of Bottom of Vessel coated with cement ~~or approved composition~~ COFFERDAM AFT. (F.P. TANK, A.P. TANK, & D.B. FEED WATER TANKS CEMENT WASHED)

Particulars of composition (if fitted) and of approval NONE.

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.
Double bottom, aft, (MACH'Y SPACE)		
Double bottom, under Engines and Boilers, N°1	36	DRY
Double bottom, if under Engines only, N°2	12	26 FEED W.
Double bottom, if under Boilers only, N°3	10	DRY.
Double bottom, forward,		
Total length (if continuous) and Capacity	58	

Where Fitted.	Length. Feet.	Water Capacity Tons.
Fore peak tank,	—	164
After peak tank,	—	149
~~Deep tank~~ COFFERDAM, aft, FRS 36-38	4	92
Deep tank, forward,		
Other tanks, if fitted, N°1 WING TANKS (P&S)		920
(If necessary furnish further information by sketch.)		

Order for Special Survey No.

Date

Dates of Surveys ~~held while building~~ FOR S.S & CLASSIFICATION

VARIOUS DATES BETWEEN 3/12/56 AND 27/6/57.

Total No. of Visits 46.