

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 *14th of November 1939* Port of *Rotterdam*No. *28666*Survey held at *Schiedam* Date First Survey *18th of January 1939* Last Survey *8th of November 1939*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Steel hull screw steam tanker "SAROENA"*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling bunkered* State Type of Erections *Roop
Forecastle*TONNAGE under Tonnage Deck... *5045.82*CLASS *100 A1* Date if with freeboard *no* as condition of ClassBuilt at *Schiedam*

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 430.0*Launched *30/8 - 1939* Yard No. *668*

Total

Breadth (greatest moulded) *B 62.5*Builders *Wilton Fijenoord*Gross Tonnage *6671.26*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 24.5*Owners *Nederlandische Indische Tankstoomboot Maatschappij*Net Tonnage *3801.31*1st Longitudinal Number (L x D) *= 10535*Managers *(Where necessary to be entered in Reg. Book.)*

REGISTERED DIMENSIONS. FEET.

Framing Depth "d" at middle of length. See Sec. 3 (1d) *17.55*Residence *S' Gravenhage*Length *433.0*Proportions—Depth to Length—Uppermost continuous deck to top of keel *17.55*Port of Registry *S' Gravenhage*Breadth *62.7*Do. Long Bridge to top of keel *20' 10 1/4"*

If surveyed while building, afloat, or in dry dock

Depth *24.5*Breadth Moulded *20' 10 1/4"**Building.*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	<i>762</i>		Bracket Floors, Frame	<i>✓</i>	
" from 1/2 length amidships to Collision bulkhead	<i>762 & 685</i>		" " Reversed Frame	<i>✓</i>	
" in peaks	<i>610</i>		" " Vertical Struts	<i>✓</i>	
FRAMING.			Centre Girder, depth and thickness amidships	<i>1800 x 12-11</i>	<i>✓</i>
Frame Amidships, Angle <i>E</i> or <i>F</i>	<i>250 90 10.5</i>	<i>further as approved.</i>	" " top Angles	<i>90 90 13</i>	<i>✓</i>
" " Extends up to	<i>upper deck for length</i>	<i>framing see separate slip</i>	" " bottom Angles	<i>100 100 12</i>	<i>✓</i>
Reversed Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness	<i>Two 11.5 - 10</i>	
" " Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>height to top side 13.5</i>	
Depth of Framing Girder	<i>all bulb angle framing</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>✓</i>	
Frames in Uppermost Continuous 'tween Decks, Angle <i>E</i> or <i>F</i>	<i>✓</i>		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	<i>✓</i>	
" " Second 'tween Decks, Angle <i>E</i> or <i>F</i>	<i>✓</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>✓</i>	
" " Third " " " "	<i>✓</i>		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	<i>✓</i>	
" " from 1/2 len. for'd. to 15% len. from Stem	<i>280 90 11.5</i>	<i>A.P. 165 75 10.5</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	
" " in Peaks, Angle <i>E</i> or <i>F</i>	<i>E.P. 180 90 10.5</i>	<i>✓</i>	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 - 5 1/2 d</i>	<i>and as approved.</i>	Breadth and thickness of Middle Line Strake	<i>1220 x 13.5</i>	<i>bedplate 25</i>
State if Frame Joggled	<i>Yes</i>	<i>✓</i>	Thickness of remainder in <i>Holds E, B, & Pan.</i>	<i>13.5 & 12.5</i>	<i>✓</i>
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>Yes</i>	<i>✓</i>	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?	<i>Yes</i>	<i>✓</i>
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>Yes</i>	<i>✓</i>	BEAMS.		
ANGLE BOTTOM.			Uppermost Continuous Deck, amidships	<i>250 90 10</i>	<i>✓</i>
Floors, Depth and thickness at mid-line in Holds	<i>1425 x 12.5</i>		" " in Wells, Angle <i>E</i> or <i>F</i>	<i>180 75 10</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame	<i>✓</i>		" " in way of Bridge, Angle <i>E</i> or <i>F</i>	<i>200 75 11.5</i>	<i>✓</i>
Middle Line Keelson, on Floors, Angles, <i>E</i> or <i>F</i>	<i>✓</i>		" " <i>E</i> or <i>F</i>	<i>180 75 10</i>	<i>✓</i>
Tr. Cargo Tanks Through Plate or Intercostal Plate	<i>1475 x 12</i>		Spacing	<i>605 & 610</i>	<i>✓</i>
" " Foundation Plate on Floors	<i>✓</i>		Second Deck, amidships, Angle <i>E</i> or <i>F</i>	<i>✓</i>	
" " Flat Plate Keel Angles	<i>100 100 13 1/2</i>	<i>✓</i>	Spacing		
Side Keelsons, No. each side	<i>✓</i>		Third Deck, amidships, Angle <i>E</i> or <i>F</i>	<i>✓</i>	
" " thickness of Intercostal Plate	<i>✓</i>		Spacing		
" " Angles	<i>✓</i>		Fourth Deck, amidships, Angle <i>E</i> or <i>F</i>	<i>✓</i>	
DOUBLE BOTTOM. in Engine and Boiler room	<i>✓</i>		Spacing		
Solid Floors, thickness and spacing	<i>11.5 & 9.5 762</i>	<i>✓</i>	Poop Deck, Angle <i>E</i> or <i>F</i>	<i>200 90 11.5</i>	<i>✓</i>
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>	<i>✓</i>	Spacing	<i>180 75 10</i>	<i>✓</i>
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		Bridge Deck, Angle <i>E</i> or <i>F</i>	<i>762 & 610</i>	<i>✓</i>
" " breadth and thickness at margin plate	<i>✓</i>		Spacing		
			Forecastle Deck, Angle <i>E</i> or <i>F</i>	<i>230 90 10</i>	<i>✓</i>
			Spacing	<i>200 75 10</i>	<i>✓</i>
				<i>685 - 610</i>	<i>✓</i>

PILLARS AND DECKS

PILLARS, No. of Rows.....	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
	Breadth.	Thickness.			Breadth.	Thickness.	
Forecastle ✓	One ✓		0-0				22
in Forecastle, Size and Spacing.....	Longitudinal division		0-0				22
" " " " "	Bulkheads. ✓						22
" in Holds 1 pillar, in ✓							22
each Centre Tank ✓	12	4 1/2 x 4 1/2	50/100				22
" longitudinal bulkheads							22
Centre Line Bulkhead, in car tanks ✓							22
Stiffeners and Spacing.....	250	90 x 11	230 x 90 x 12.5				22
Plating, thickness of	280	90	11.5				22
	10	15					22
STRINGERS AND DECKS.							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness in Wells	2200	x	15				
" " " " in way of Bridge							
" Angle in Wells	150	150	15				
Thickness of Plating abreast Deck openings in way of Wells							
Thickness of Plating abreast Deck openings in way of Bridge							
Thickness of Plating within line of openings...							
If Sheathed, material and thickness							
Second Deck.							
Stringer Plate, breadth and thickness in Wells...							
	20						
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							
Plating, Sheathing, material and thickness	25	9	1/2				
Bridge Deck.							
Stringer Plate, breadth and thickness.....							
Plating, Sheathing, material and thickness							
Forecastle Deck.							
Stringer Plate, breadth and thickness.....							
Plating, Sheathing, material and thickness	8.5	1/2					

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged?			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.	
	<i>inches mm</i>	<i>inches. mm</i>	<i>inches. mm</i>	<i>inches. mm</i>			<i>inches. mm</i>	<i>inches. mm</i>		<i>inches. mm</i>	<i>inches. mm</i>	
FLAT PLATE KEEL	1450	20 ✓	16 ✓	16 ✓		Double ✓	22	80	4-3	25	100	Lapped
„ DBLG. (if any)	A 2090	15 ✓	16 ✓	12.5 ✓								
	B 2090	15 ✓	11.5 ✓	12.5 ✓								
	C 2220	15 ✓	12 ✓	13. ✓	2000							
BOTTOM PLATING, No. of Strakes <i>from...</i>	D 2170	15 ✓	12.5 ✓	12 ✓		Double ✓	22	80	4-3	22	80	Lapped
BILGE PLATING, No. of Strakes <i>from...</i>	E 2140	15 ✓	13 ✓	13.5 ✓		Double ✓	22	80	4-3	22	80	Lapped
SIDE PLATING, No. of Strakes <i>from...</i>	F 2230	15 ✓	11.5 ✓	11.5 ✓		Double ✓	22	80	3	22	77	Lapped
	G 1070	15 ✓	11.5 ✓	11.5 ✓					3	22	77	Lapped
UPPER DECK, Sheer- strake in Wells.....	H 1075	15 ✓	11.5 ✓	11.5 ✓					3	22	77	Lapped
UPPER DECK, Sheer- strake in Bridge <i>at break</i>				20 ✓					4	25	100	Lapped
STRAKE BELOW Sheer- strake in Wells.....												
STRAKE BELOW Sheer- strake in Bridge ...												
POOP SIDE PLATING <i>at break</i>	15 ✓			10 ✓					2	19	67	Lapped
BRIDGE SIDE PLATING ... ✓												
FORE'C'TLE SIDE PLATING			10.5 ✓			Single ✓	19	76	2	19	67	Lapped

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

STIFFENERS.				FORGINGS and CASTINGS.			
MIDSHIP BULKHEAD, Upper two decks	Plating Thickness.	VERTICAL.		CASTING OR FORGING.	SCANTLINGS.	MAKER'S NAME.	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.
		Scantlings.	Spacing.				
" " Second	12.5	250 x 90 x 10.5 B.A.	660 x 10.5	KEEL, Bar		Flat plate keel	✓
" " Third	10	250 x 90 x 10.5 B.A.	660 x 10.5	STEM		Forging 9 x 2 1/2 Rolled bar	
" " Holds	10	250 x 90 x 10.5 B.A.	660 x 10.5	STERN FRAME		Propeller Post	✓
" " (in Hold)	10	250 x 90 x 10.5 B.A.	660 x 10.5	" Rudder		as per approved Boschman	
" " COLLISION	10	250 x 90 x 10.5 B.A.	660 x 10.5	Speed of Vessel		12 knots	✓
" " AFTER PEAK	10	250 x 90 x 10.5 B.A.	660 x 10.5	RUDDER-Type		Simplex balanced rudder	
				" A x D		15093	✓
				" Diam. of head		330 mm Wilton Ferguson	
				" Mainpiece at top pintle		225 mm	✓
				" Turning shaft			
				" how constructed		Electric welded Deutsche	
				" double or single plate		Simplex	
				" coupling, vertical or		balanced rudder	
				" horizontal		15 mm	

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Scottish Iron & Steel Co.; Colvilles Ltd.; Dorman Long & Co. Ltd.; Neil Campbell & Co. Ltd.; Lanarkshire Steel Co.; Carnegie & Co. Ltd.; Skinningrove Iron & Steel Works; Appleby, Thos. & Co. Ltd.; Girdling & Co. Ltd.*

Has the Steel been tested as required by the Rules? *Yes by surveyors at the works.*

(Req. 1a.)

No. 95

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Engines a

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EQUIPMENT No 40009												LETTER a ✓		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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
330	1st Bower ...	67	2	7	Stockless			52	10	0	0	68-0-0	Gusson Hookless	Old Guinness	Longueville, Bordeaux
339	2nd „ ...	67	2	21	„			52	10	0	0	68-0-0	„	„	1938-139 N. H. H. H.
340	3rd „ ...	67	3	2	„			52	12	10	0	58-2-0	„	„	„
	Collective weight.	203	0	24								194-2-0			
341	Stream	19	2	6	5	0	2	20	0	1	21	10-0-0	Common stock	„	„

19

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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					Length.	Ins.		Length.	Ins.
806	135	2 5/16	96 1/4	134 3/4	374-0-24	720-3-0	270	2 7/8	Steel	A. K. Schiedam 8/9-39	J. de Bythoff	TOWLINE...	120	4 3/4	64.6	120	4 5/4
808	135	2 5/16	96 1/4	134 3/4	375-0-11				"	A. K. Schiedam 29/9-39	J. de Bythoff	HAWSERS & WARPS	2x90	3 1/4	21.7	2x90	2 3/4
	270				49.1.7							"	2x90	3	18.6	2x90	2 1/2
		Cir.															
Stream chain or steel Wire	90	5			52.8			90	5								

Steering Gear, Type (Power or hand) *Steam hydraulic direct* Alternative Means of Steering *releasing tackle fitted*

Steering Chains (Size and Test) ✓ Windlass *Steam patent* Boats *2 lifeboats*

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

Cargo Hatchways.—(Upper Deck) *Oil tight hatches* Thickness of Hatches *Steel covers.*

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
A.V. WILTON'S Machiniefabriek en Scheepswerf
(Wilton's Engineering and Shipway Co.)
M. Milton

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).
The unseaworthiness has been found good and the vessel has been built in accordance with the approved plans, copies of which are being retained in the London office for record, in agreement with the instructions contained in Secretary's letters respecting this case detailed on other side and in general conformity with the Society's Rules.
Main cargo tanks, wing tanks, fuel tanks, settling tanks, scum tanks, fore and afterpeak tanks, Cofferdams and double bottom tanks in engine and boiler space have been tested by a head of water as required by the rules and found sound and tight.
True draught has been marked on the vessels sides, verified and cut in.
Certificates of Stowage and lashing and interium certificate are enclosed herewith. The requirements of Section 20 compliant with

The amount of Entry Fee £ 120.00 Fees applied for, (Special notations, where part of class, to be stated.)
Special Survey Fee... £ 6600.00 10.10.1939
Travelling Expenses, if any £ 64.00 Received by me, 20/12/1939 P.B.V.
State whether the Vessel has been built under Special Survey *Yes* I am of opinion the Vessel should be Classed **+ 100 A1**
Carrying petroleum in bulk Longitudinal framing at bottom in scum tanks and at deck.
Signature *J. Hewer*
Surveyor to Lloyd's Register of Shipping.
Certificate to be sent to *Wilton's Survey* Date of issue 5/12/39.

TUE. 28 NOV 1939
Committee's Minute
Character assigned **+ 100 A1**
Carrying petroleum in bulk
Fitted for oil fuel 11.39 J. H. H. H.
Lloyd's Assoc. 11.39
O.L. E.S.D.
W. H. H. H.
Lloyd's Register Foundation

PARTICULARS OF LONGITUDINAL FRAMING.

120 NOV 1939

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.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam.	Spang.		Number.	Diameter.
Framing of L, L or C												
Frames in Bridge 'tween Decks ...													
Frames from Uppermost Continuous Deck	No. 1												
	2												
	3												
	4												
	5												
	6												
	7												
	8												
	9												
	10												
	11												
	12												
	13												
	14												
	15												
	16												
Spacing of Longitudinal Frames	Amidships												
	At Ends												
Double Bottoms	Tank Top Longitudinals												
or C	Bottom												
Spacing of Longitudinals	Amidships												
	At Ends												
Transverses.													
Side (in 'tween Decks)	Depth and Thickness												
	Face Angles												
	Lugs to Shell*												
Side (in Hold)	Depth and Thickness												
	Face Angles												
	Lugs to Shell*												
Bottom	Depth and Thickness												
	Face Angles												
	Lugs to Shell*												
	Back Bars												
	Brackets												
Spacing of Transverse Frames													
	State if joggled or liners.												
Longitudinal Beams of L, L or C	Bridge Deck												
	Upper												
	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.

1m, 237. T.

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.

Committee's Minute

Character assigned

100. 28 NOV 1939

0032 3/3

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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.)

Secretary's letters M 25/10; 4/11; 16/11; 2/12; 16/12; 22/12; 23/12; 29/12; 30/12; 1938
M 17/1; 21/1; 30/1; 4/2; 6/2; 6/2; 14/2; 27/2; 4/3; 17/3; 5/4; 14/4; 26/4; 1939
F 17/11; 31/12; 1938. 13/1; 18/5; 7/6; 1939

Plans approved for this vessel.

Midship Section	approved	25-10-30
Profile and decks.	"	25-10-30
Fore and Aft Sections	"	25-10-30
Afterside Sections	"	25-10-30
Midship Afterside bulkheads	"	25-10-30
Shell plating at break	"	16-11-30
Afterside Sections modified	"	2-12-30
Double bottom in Eng. boiler space	"	16-12-30
Peak and counterframing	"	22-12-30
Afterside transverse bulkheads	"	23-12-30
Simplex balanced under	"	29-12-30
Keel frame and propeller brackets	"	30-12-30
Propeller plating	"	30-12-30
Bulkhead in frame 157	"	14-1-39
Webframes in E. & B. space	"	21-1-39
Simplex balanced under arm.	"	13-1-39
Afterside & cruiser stern	"	4-2-39
Webframe 30	"	4-2-39
Cut frame in pump room	"	6-2-39
Bulkheads 149-150	"	6-2-39
Propeller plating	"	28-2-39

Openings in long bulkhead pump room app. 28-2-
" " " " " 15-2-
Propeller modified " 17-3-
Sanitary discharges & others " 18-5-
" " & others forebody " 7-6-

A plan of midship section of the vessel as built is sent to your office with the 1st entry report of the sister vessel SAIDUA Rotterdam Rep. N° 2862 dated 18th of October 1939.

PARTICULARS OF ELECTRIC WELDING (if employed) ✓

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

Carrying Petroleum in bulk. " Fitted for oil fuel 11,39 F.P. etc. "
Longitudinal framing at bottom in centre tanks and at deck.
Wireless (Radio Holland) Echo sounding device fitted

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower Head 45-0-14 N.S. 2206 3-5-39 thank. 18-0-19 N.S. 2212 3-5-39
	2nd " 45-1-26 N.S. 2207 3-5-39 " 18-0-17 N.S. 2211 3-5-39
	3rd " 45-2-15 N.S. 2208 3-5-39 " 18-0-6 N.S. 2210 3-5-39

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 104.9 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 62.3 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. ✓ Signal Letters P.H.I.R. Extreme Breadth over Belting ✓ Poop and fore-castle joined to hull
No. and Material of Decks One Deck Steel (Circ. 1611) Over-all Length 450.2' (Circ. 1703)

Parts of Bottom of Vessel coated with cement or approved composition Cement in fore and aft peaks and in double bottom
Sanks in engine and boiler space.

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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capac Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,	21	100.
Double bottom, if under Engines only,	50	253.	Deep tank, aft,	16	113.
Double bottom, if under Boilers only,			Deep tank, forward,	36	472.
Double bottom, forward,			Other tanks, if fitted, Fuel bunker	9	482.
Total length (if continuous) and Capacity			(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 954

Date 29/12. 1938

Dates of Surveys held while building

18/1; 17-22/2; 7-13-14-25-28-31/3; 6-7-11-14-19-21-24-26-29/4;
2-3-6-8-9-23-25-26/5; 5-7-8-9-12-14-15-19-20-21-22-23-26-30/6;
3-4-5-6-7-10-12-15-20-24-25-28-29-31/7; 1-2-3-4-5-9-10-12-15-17-18-
21-22-23-24-25-26-28-29-30/8; 5-6-12-13-14-15-21-25-27/9;
2-4-9-13-14-17-19-24-26-27-31/10; 4-6-8/10; 1939

Total No. of Visits 97