

## STEEL STEAMER or MOTORSHIP.

Received at London Office

12 JAN 1925

State if Report has been sent on the Freeboard of the Vessel ☒ YESState if Report is sent on the Machinery of the Vessel ☒ YES

Date of completion of report

4<sup>th</sup> Dec. 1924

Port of

Kobe

No.

4656

Survey held at

Tama (Uno)

Date First Survey

July 16<sup>th</sup> 1924

Last Survey

Nov 22<sup>nd</sup>

1924

On the

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

Single Screw Steamer "AKIBASAN MARU"

Machinery amidships

State Type

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

Full scantling

State Type of Erections

Poop, Bridge, etc.

TONNAGE under Tonnage Deck

3922.53

CLASS +100 A.I.

State if with freeboard as condition of Class

No

Built at

Tama (Uno)

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 375.0

Launched 10<sup>th</sup> Sept 1924

Yard No. 64

Total

Breadth (greatest moulded)

B 50.0

Builders Messrs Mitsui Bussan Kaisha Ltd

Gross Tonnage

4670.04

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

D 30.06

Owners Messrs Mitsui Bussan Kaisha Ltd

Register Tonnage

2907.79

1st Longitudinal Number (L x D) = 11272.50

Managers

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

2nd Numeral L x (B + D) = 30022.50

Residence

REGISTERED DIMENSIONS. FEET.

Length

375.00

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

18.5'

Breadth

50.00

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

12.47

Port of Registry

Kobe

Depth

30.06

Do. Long Bridge to top of keel

24.36

If surveyed while building, afloat, or in dry dock

Draught Moulded To DEEP LOAD LINE

23.36

Building

## 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.
<b>FRAMES, Spacing amidships</b>	33		<b>Bracket Floors, Frame</b>	BULB ANG. 8 3 1/2 1/2	
" " from 1/2 length to Collision bulkhead	27		" " Reversed Frame	DO 8 3 1/2 1/2	
" " in peaks	24		" " Vertical Struts	DO 8 3 1/2 1/2	
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	4 1/2 x 32 BR 32	
<b>Frame Amidships, Angle, [ or ]</b>	IN BUNKER 11 3 1/2 32		" " top Angles	5 1/2 x 3 1/2 x 3 1/2 MER 4 1/2 4 1/2 5 1/2	
" " Extends up to	U.D.K. EVERY FOURTH		" " bottom Angles	DO 4 1/2 4 1/2 5 1/2	
<b>Reversed Frame Amidships, Angle</b>	NONE		<b>Side Girders, No. each side and thickness</b>	ONE MER TWO	
" " Extends up to			<b>Margin Plate depth (excl. of flange) and thickness</b>	33-28 1/2 x 32 1/2	
<b>Depth of Framing Girder</b>	IN APT. 6		" " Vertical Angle to Tank side	3 1/2 3 1/2 3 1/2	
<b>Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]</b>	6 3 1/2 1/2		" " Bracket abaft 1/2 len. from stem	3 1/2 3 1/2 3 1/2	
" " <b>Second 'tween Decks, Angle, [ or ]</b>			" " Vertical Angle to Tank side	3 1/2 3 1/2 3 1/2	
" " <b>Third " " " "</b>			" " Bracket forward 1/2 len. from stem	3 1/2 3 1/2 3 1/2	
<b>Framing in Peaks, Angle, [ or ]</b>	RESPECTIVELY 7 1/2 x 3 1/2 x 29 1/2		" " Gussets, spacing and scantling abaft 1/2 len. from stem	3 1/2 3 1/2 3 1/2	
<b>Diameter and Spacing of Rivets through Shell Plating</b>	7/8 D x 4 1/2		" " Gussets, spacing and scantling forward 1/2 len. from stem	ORD. FR 3 1/2 x 3 1/2	
<b>State if Frame Joggled</b>	YES		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	75 1/2 x 32 BR 32	
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>	3 WEBS 26 1/2 x 15 3 STRGERS 26 1/2 x 15		<b>INNER BOTTOM PLATING.</b>		
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b>	FLOORS TO EVERY FR. FOR 1/2 OF 1/2		<b>Breadth and thickness of Middle Line Strake</b>	49 1/2 x 13 1/2 BR 32	
<b>SINGLE BOTTOM.</b>			<b>Thickness of remainder in Holds</b>	42 13 1/2 x 13 1/2 BR 32	
<b>Floors, Depth and thickness at mid-line in Holds</b>			<b>Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. &amp; B. space and framing in Bunkers and Boiler Room?</b>	YES	
<b>Height of Brackets at side above base line at toe of frame</b>			<b>BEAMS.</b>		
<b>Middle Line Keelson, on Floors, Angles, [ or ]</b>			<b>Uppermost Continuous Deck, amidships in Wells, Angle, [ or ]</b>	8 3 1/2 29 64	
" " Through Plate or Intercoastal Plate			" " " in way of Bridge, Angle, [ or ]	8 3 1/2 29 64	
" " Foundation Plate on Floors			" " Spacing	9 3 1/2 50	
" " Flat Plate Keel Angles			<b>Second Deck, amidships, Angle, [ or ]</b>	9 3 1/2 50	
<b>Side Keelsons, No. each side</b>			" " Spacing	33	
" " thickness of Intercoastal Plate			<b>Third Deck, amidships, Angle, [ or ]</b>		
" " Angles	1/2 D 24 3/8 D 27 1/2 BR 32 BR 32		" " Spacing		
<b>DOUBLE BOTTOM.</b>			<b>Fourth Deck, amidships, Angle, [ or ]</b>		
<b>Solid Floors, thickness and spacing</b>	FRAME ONLY		" " Spacing		
" " Are Frame and Reversed Frame joggled?			<b>Poop Deck, Angle, [ or ]</b>	ALT. FR. AT 24 FS 8 3 1/2 29 64	
<b>Bracket Floors, breadth and thickness at middle line</b>	42 x 3 1/2 BR 32		" " Spacing	7 3 1/2 50	
" " breadth and thickness at margin plate	48 x 3 1/2 BR 32		<b>Bridge Deck, Angle, [ or ]</b>	EVERY FR. 7 3 1/2 50	
			" " Spacing	33	
			<b>Forecastle Deck, Angle, [ or ]</b>	FOR. AFT 8 3 1/2 29 64	
			" " Spacing	48 33 FOR. 54 AFT	



## 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>	<b>WIDE SPACED</b>	<b>TYO</b>			
„ in 'tween Decks, Size and Spacing	FORD	4 3/4 x 3 1/2 x 4\"			
„ „ „ „ „	AFT	4, + 3 3/4 DIA. S.			
„ in Holds	FORD	15 1/2 x 16 x 3 1/2			
„ „ „ „ „	AFT	12 x 12 x 11 x 11 x 3 1/2	12 x 1/2 x 11 x 4 1/2		
<b>Centre Line Bulkhead.</b>					
Stiffeners and Spacing.....					
Plating, thickness of .....					
<b>STRINGERS AND DECKS.</b>					
<b>Uppermost Continuous Deck.</b>					
Stringer Plate, breadth and thickness in Wells		55 x 25 x 32			
„ „ „ „ in way of Bridge		55 x 7 1/2 x 8			
„ Angle in Wells .....		6 x 6 x 25 x 32			
Thickness of Plating abreast Deck openings in way of Wells .....		5 x 5 x 9 x 16			
Thickness of Plating abreast Deck openings in way of Bridge .....		3 1/2 x 3 1/2 x 1/2			
If Sheathed, material and thickness .....		17 x 13 x 3			
<b>Second Deck.</b>					
Stringer Plate, breadth and thickness in Wells...		46 x 7 x 16	13 x 32		
Stringer Plate, breadth and thickness in way of Bridge .....					
Thickness of Plating abreast Deck openings in way of Wells .....					
Thickness of Plating abreast Deck openings in way of Bridge .....					
If Sheathed, material and thickness .....					
<b>Third Deck.</b>					
Stringer Plate, breadth and thickness.....					
If Plated, state thickness.....					
<b>Fourth Deck.</b>					
Stringer Plate, breadth and thickness.....					
If Plated, state thickness .....					
<b>Poop Deck.</b>					
Stringer Plate, breadth and thickness .....					
Plating, Sheathing, material and thickness ...					
<b>Bridge Deck.</b>					
Stringer Plate, breadth and thickness.....					
Plating, Sheathing, material and thickness ...					
<b>Forecastle Deck.</b>					
Stringer Plate, breadth and thickness.....					
Plating, Sheathing, material and thickness ...					

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <u>ORDINARY</u>			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.	
FLAT PLATE KEEL .....	70	$\frac{3}{4}$	$\frac{21}{32}$	$\frac{21}{32}$		DOUBLE	1"	3-66	4 TO 3 AT ENDS	1"	4"	LAPPED
" DBLG. (if any)		NONE	NONE									
BOTTOM PLATING, No. of Strakes ... 3 .....		$\frac{21}{32}$	$\frac{21}{32}$	$\frac{5}{8}$ 19 IN 32 PK	app $\frac{1}{2}$ at Forward	DO	$\frac{7}{8}$	3-3	THREE	$\frac{7}{8}$	3 $\frac{1}{8}$	DO
BILGE PLATING, No. of Strakes ... 2 .....		$\frac{21}{32}$	$\frac{1}{2}$	$\frac{15}{32}$ 19 IN 32 PK		DO	"	"	DO	"	"	DO
SIDE PLATING, No. of Strakes ... 4 .....		$\frac{11}{16}$	$\frac{1}{2}$	$\frac{15}{32}$ 7 IN 16 PK 7 IN 16 PK		DO	"	"	DO	"	"	DO
UPPER DECK, Sheer-strake in Wells. (MIL)	46	$\frac{29}{32}$	$\frac{9}{16}$	$\frac{1}{2}$ 9 1-7 16	app $\frac{15}{32}$ instead of $\frac{9}{16}$	DO	$1\frac{7}{8}$	3-66 3-3	FOUR TO THREE	$1\frac{7}{8}$	4-3 $\frac{1}{2}$	B. SAT BRG END LAPPED
UPPER DECK, Sheer-strake in Bridge (A)	46	$\frac{11}{16}$				DO	$\frac{7}{8}$	3-3	FOUR	$\frac{7}{8}$	3 $\frac{1}{2}$	"
STRAKE BELOW Sheer-strake in Wells. (A)	62	$\frac{11}{16}$	$\frac{1}{2}$	$\frac{1}{2}$ 7 16 1-7 16	app $\frac{15}{32}$ instead of $\frac{1}{2}$ A.	DO	$1\frac{7}{8}$	3-66 3-3	FOUR TO THREE	$\frac{7}{8}$	3 $\frac{1}{2}$	"
STRAKE BELOW Sheer-strake in Bridge (A)		$\frac{11}{16}$				DO	$\frac{7}{8}$	3-3	FOUR	$\frac{7}{8}$	3 $\frac{1}{2}$	"
POOP SIDE PLATING .....				$\frac{3}{8}$		SINGLE	$\frac{3}{4}$	3"	DOUBLE	$\frac{3}{4}$	2 $\frac{5}{8}$	"
BRIDGE SIDE PLATING ...		$\frac{23}{32}$ & $\frac{17}{32}$				DOUBLE	$\frac{7}{8}$	3-3	THREE	$\frac{7}{8}$	3 $\frac{1}{8}$	"
FORECASTLE SIDE PLATING				$\frac{13}{32}$		SINGLE	$\frac{3}{4}$	3"	DO	$\frac{3}{4}$	2 $\frac{5}{8}$	"

## WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c)

Deck next below.

As per Rule

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings	Spacing
MIDSHIP BULKHEAD, Tween decks...		5" / 16 & 9/32	6" FLGD 5x3 3/8	27" 33"	✓	✓
??	??	5" / 16	5x3 3/8	27" 30"	✓	✓
??	??	??	??	??	??	??
??	??	??	??	??	??	??
??	??	7" / 16 - 5" / 16	SH. 12x32 3/8 31 18	30-33	30x15 32	10'-0"
??	??	HOLD DEEP TANK A	SH. 7 1/6 - 5" / 16 12x32 3/8 31 18	30-33	27x15 32	10'-0"
??	??	" " " F.	SH. 7 1/6 - 5" / 16 12x32 3/8 31 18	33	27x15 32	10'-0"
??	??	??	BA. 11 13 3/2 - 5" / 16 10x32 3/8 16	30-31	✓	✓
??	??	HOLDS AFT.	BA. 11 13 3/2 - 5" / 16 10x32 3/8 16	30-31	✓	✓
??	??	Holds For D	BA. 11 13 3/2 - 5" / 16 11x32 3/8 9 16	21-31	✓	✓
??	??	Collisions	BA. 11 12x32 3/8 16	24	✓	✓
??	??	(in Hold) .....	54 - 5" / 16 5x3 3/8 16	24	✓	✓
??	??	AFTER PEAK	BA. 15 - 5" / 16 4x3 3/8 9 16	24	✓	✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....	✓	✓	✓	
<b>STEM</b> .....	FORGING	9½ x 2½	Kobe S.N.'s	✓
<b>STERN FRAME</b> { Propeller Post .....	CAST STEEL	10¼ x 7½	SUMITOMO	✓
{ Rudder " .....	" "	9 x 7½	STEEL Wks	✓
<b>RUDDER—A x D</b> ..... 4.4.0				
<b>Speed of Vessel</b> UNDER 12 kn:				
<b>RUDDER</b> mainpiece at head ...	FORGED ST.	10" DIA	Kobe S.N.'s	✓
" " heel ...	" " 7½ "	" "	" "	
" " ARMS	C.S.	" "	" "	
" how constructed .....	C.S. ARMS	KEYED & SHRUNK ON		✓
" double or single plate	BRIVETED TO SINGLE PLATE 1/32 INK.			✓
" coupling, vertical or	VERTICAL			✓
" horizontal .....				

STEEL.

Manufacturer's name or trade mark of the Steel used in the construction of the

Vessel (state process of manufacture)

Sumitomo, Kawasaki Dock Yard, Carnegie & Eastern Steel Co. O.H. Steel

Has the Steel been tested as required by the Rules?



EQUIPMENT No. 31544 42											LETTER X	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.			
57706	1st Bower ...	60	3	0				48	15	0	0	56 1/4	BRITANNIC	R. SYKES & SONS LTD	TIPTON (ENG) 10-7-23 M.A.D.
57707	2nd „ ...	60	2	10	STOCKLESS			48	12	2	0		"	"	" " "
57710	3rd „ ...	50	2	14				42	15	1	7		"	"	" 13-7-23 "
	Collective weight.	171	3	24								160			
38784	Stream .....	15	2	6	3	3	20	16	8	3	0	15	ORDINARY WIRON	"	CRADLEY HEATH 20-5-23 S.C.P.

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.	Statu- tory.	Break- ing.	Supplied.	Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
35031	270	2 3/16	86 1/8	120.5	645	3	0	608 3/4	270	2 1/8	STUD LINK	R. SYKES & SONS LTD	CRADLEY HEATH (ENG)	TOWLINE	120	4 1/2	62	120	4 1/2
												25-7-23 S.C.P.	HAWSERS & WARPS						
Iron Stream } Chain or Steel Wire		Cir.								Cir.			"						
	90	4 1/2	59	63					90	4 1/2	GALV. STEEL WIRE	TOKIO SEIKO KAISHA	KOKURA 28-6-24	"	40	90	7	MANILA ROPE	
												R.C.							

Steering Gear, Steam	Direct connected to Rudder head, good & efficient			Steering Gear, Hand	Hasties type good & efficient		
Boats	2 Lifeboats on Tenna			Steering Chains, Size and Test	none		
				Windlass	Steam, good & efficient		
Ceiling in Holds, thickness and material	2 1/2" Wood (O.P.) on 2" beams			Cargo Battens, thickness, material and spacing	2" wood (O.P.) 8" spacing		
Cargo Hatchways.—(Upper Deck)	7/16" steel plate, 3 1/2 x 3 1/2 x 7/16 angles 7 x 3 x 13/32 B.A. 11/4			Thickness of Hatches	2 1/2" Wood. (O.P.)		
Size of No. 1 Hatchway (Forward)	22'-6" x 18'-0"			No. 2	24'-9" x 18'-0"		
				No. 3	16'-6" x 18'-0" (U.D.K.)		
				No. 4	16'-6" x 18'-0" (H. U.D.K.)		
				No. 5	24'-9" x 18'-0"		
				No. 6	24'-9" x 18'-0"		
Number of Shifting Beams and/or Fore and Afters	4 in N <sup>os</sup> 1, 2, 5 & 6, & 3 in N <sup>os</sup> 3 & 4 hatchways web plate & angles 16 x 3/8 x 3 x 7/8"						
Builder's Signature <i>J. H. Long</i>							

GENERAL DECLARATION															
This vessel has been built under special survey according to the Rules & approved plans. The materials & workmanship are good. Hold pillars have been fitted close at top & bottom with doubling plates on tank top, & double angles to floors in way of pillars. All the requirements of section 35 of the Rules have been complied with and the vessel is eligible in my opinion to have the notation "Fitted for oil fuel 11-24 (F.P. above 150° Fah.) and "part cement"															
Bulkheads, deck & shaft tunnel tested (see letter)															
Blue prints of midship section, construction profile & deck plans of vessel as built are forwarded herewith															
Trueboard verified & cut in (see letter)															
This vessel is similar to M.B.K.s "AKAGISAN MARU" Kobe Report N <sup>o</sup> 4469															
The Trueboard of this vessel has been assigned by this office, & verified 19-11-24.															

The amount of Entry Fee .....	£ 1/6N : 96 : 00	Fees applied for,	
		24-11-1924	
Special Survey Fee....	£ " 5588:00	Received by me,	
FREEBOARD.	" 150:00	1st Dec. 1924	
Travelling Expenses, if any	£ " : 116:00		
	INCL. MACHY.		
State whether the Vessel has been built under Special Survey	Yes.		
Signature	<i>H. D. Buchanan</i>		
Certificate to be sent to	KOBE	Date of issue	16/12 5
		Surveyor to Lloyd's Register of Shipping.	

Committee's Minute	FRI. 16 JAN 1925
Character assigned	<i>100 A.I.</i>
	<i>Lloyd's A &amp; C.O.</i>
	<i>+ L.M.B. 11.24</i>
	<i>F.D. C.L.</i>
	<i>Fitted for oil fuel 11.24</i>
	<i>F.P. above 150° F</i>
	<i>Wiss Fob. J.M.</i>

The Surveyors are requested not to write on or below the Committee's Minute.



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006831-006844-0030 212



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 floor, in double bottom tank under machinery space, Nos 68 & 69 have been closed to form a water tight & oil floor respectively, by fitting closing plates over lightning holes in floor plates & intermediate stiffening angles. A new angle frame & reverse frame, with oil spaced rivets, have been fitted to oil tight floor. The closing of these floors make a cofferdam between oil fuel tank & fresh water tank. The single riveted seams of tank top plating in boiler room have been electric welded in line of double riveting. Water tight floor N<sup>o</sup> 74 has been converted into an open floor, doing away with cofferdam between floor N<sup>o</sup> 74 & 76.

The O.F. settling tanks are placed in tween decks starboard engine room all O.F. tank air pipes are carried to weather deck & fitted with gauge wire at end where short sounding pipes, to O.F. tanks, are fitted self closing cocks are fitted to top ends. *H.D.B.* All fuel oil suction, discharge, & heating pipes &c have been tested after being installed.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	37 cwt 0 gr 0 lb	D.D.W.	57706.	26-6-23.
	2nd "	36 " 3 " 14 "	"	57707.	26-6-23.
	3rd "	30 " 0 " 21 "	"	57710.	18-5-23.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 31.00 ft., R.Q.D. ✓ ft., Bridge 126.5 ft., Forecastle 43.5 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *not joined.*

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 2 DKS (Steel) 2 Lin Beams

Official No. 30502 ; Signal Letters S. T. Q. J. If bottom of Vessel has been coated Inside *E&B. TANK ONLY* give particulars of composition *Cement.*

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.		*Length. Feet.	Water Capacity. (F.W.) Tons.	Where Fitted.	*Length. Feet.	Water Capacity. (F.W.) Tons.
Double bottom, aft,	OIL FUEL	121.00	307.03	Fore peak tank,	20.00	67.09
Double bottom, under Engines and Boilers,				After peak tank,	16.00	109.44
Double bottom, if under Engines only,	FRESH WATER	19.25	64.04	Deep tank, aft,	24.75	626.81
Double bottom, if under Boilers only,	OIL FUEL	19.25	66.70	Deep tank, forward,		
Double bottom, forward,	Oil Fuel	152.5	407.79	Other tanks, if fitted,		
		Total capacity of double bottom	845.56	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 4  
Date  
Dates of Surveys held while building  
FEBRY 16, MARCH, 1, 11, 19, 29, 31, APRIL, 1, 4, 8, 10, 15, 19, MAY, 7, 16, 23, 30, JUNE, 3, 12, 13, JULY, 12, 25, AUG, 4, 7, 13, 23, SEPT. 2, 6, 22, OCT. 6, 27, 29, NOV: 1, 10, 11, 13, 19, 22,

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Total No. of Visits 37