

STEEL STEAMER or MOTORSHIP.

Received at London Office

20 AUG 6

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 30.7.36.Port of KobeNo. 9660Survey held at Harima.Date First Survey 28/11/1936

Last Survey

20/6/1936

On the (State if Machinery fitted with or without Tonnage Opening)

Single screw motor ship KAGU MARU

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

Complete Superstructure with Tonnage OpeningState Type of Erections Forecastle

TONNAGE under Tonnage Deck

4662 (approx)CLASS 100 A 1.State if with freeboard as condition of Class yes.Built at Harima

Do. of space or spaces between Tonnage Deck 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 450Launched 18/4/1936 Yard No. 216

Total

Breadth (greatest moulded)

B 61Builders Harima Shipbuilding & Eng. Co., Ltd.

Gross Tonnage

6806.86

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

D 40.06Owners Kokusai Kisen Kab. Kaisha.

Register Tonnage

3688.291st Longitudinal Number (L x D) = 18037

Managers

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

2nd Numeral L x (B + D) = 45501

Residence

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

17.42

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

11.24Port of Registry Tokio.

If surveyed while building, afloat, or in dry dock

while Building

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. 4 m/m.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. 4 m/m.	Any Departure from Approved Plans to be Noted.
Midships	36"		Bracket Floors, Frame	180 90 11	
at length to Collision bulkhead	27"		" " Reversed Frame	165 75 11	
" " in peaks	24"		" " Vertical Struts	250 90 90 11	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	46" x 56	
Frame Amidships, Angle [or]	280 90 13		" " top Angles	90 90 13	
" " Extends up to	3rd OK.		" " bottom Angles	130 130 15	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	one 40" in hold one 44" in eng. room one 27" under stg. bed	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	38 .56	
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	160.15 F.B.	
Frames in Uppermost Continuous 'tween Decks, Angle [or]	200 90 12.5		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	ditto direct.	
" " Second 'tween Decks, Angle [or]	ditto		" " Gussets, spacing and scantling abaft 1/2 len. from stem	elect. welds to margin pl.	
" " Third " " "			" " Gussets, spacing and scantling forward 1/2 len. from stem	margin pl. flanges to form.	
Framing in Peaks, Angle [or]	200 90 11.5		Tank Side Brackets, height above base line at toe of Frame and thickness	continuous gusset except in hold 1 holds where no gusset. 77" 48"	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 4 7/8"		INNER BOTTOM PLATING.		
State if Frame Joggled	yes.		Breadth and thickness of Middle Line Strake	56 .56	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	340 100 .17 deep fr. system stringer not attached, shell increased		Thickness of remainder in Holds	.50	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	D.R. frame extra full ht. 1 1/2 ht. girders shell increased, all in Rules		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.	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle [or]	200 90 8	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle [or]	" " "	
Middle Line Keelson, on Floors, Angles, [or]			Spacing	at every fr.	
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle [or]	230 90 8.5	
" " Foundation Plate on Floors			Spacing	at every fr.	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle [or]	250 90 9	
Side Keelsons, No. each side			Spacing	at every fr.	
" " thickness of Intercoastal Plate			Fourth Deck, amidships, Angle [or]		
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle [or]		
Solid Floors, thickness and spacing	44 every 3rd frames stiffeners cut		Spacing		
" " Are Frame and Reversed Frame joggled?			Saloon Bridge Deck, Angle [or]	150 90 9	
Bracket Floors, breadth and thickness at middle line	34 1/2 .46		Spacing	at every fr.	
" " breadth and thickness at margin plate	34 1/2 .46		Forecastle Deck, Angle [or]	200 90 90 .8	
			Spacing	at every fr.	

STEEL STEAMER or MOTORSHIP.

Received at London Office

20 AUG 6

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 30.7.36.Port of KobeNo. 9660Survey held at HarimaDate First Survey 28/11/1936

Last Survey

20/6/1936

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

Single screw motor ship KAGU MARU

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

Complete Superstructure with Tonnage OpeningState Type of Erections Forecastle

TONNAGE under Tonnage Deck

4662 (approx)CLASS 100 A 1.State if with freeboard as condition of Class yes.Built at HarimaLaunched 18/4/1936 Yard No. 216Builders Harima Shipbuilding & Eng. Co., Ltd.Owners Kokusai Kisen Kab. Kaisha.

Managers

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

Residence

Port of Registry Tokio.

If surveyed while building, afloat, or in dry dock

while Building

Report on New

6806.86

Reg

3688.29

DIMENSIONS.

FEET.

Length 138.19Breadth 18.59Depth 9.47Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 450Breadth (greatest moulded) B 61Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 40.061st Longitudinal Number (L x D) = 180372nd Numeral L x (B + D) = 45501Framing Depth "d," at middle of length. See Sec. 3 (1d) 17.42Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.24

Do. Long Bridge to top of keel

Draught Moulded 27.33

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. 4 m/m.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. 4 m/m.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	<u>36"</u>		Bracket Floors, Frame	<u>180 90 11</u>	
" " from $\frac{3}{4}$ length to Collision bulkhead.....	<u>27"</u>		" " Reversed Frame	<u>165 75 11</u>	
" " in peaks.....	<u>24"</u>		" " Vertical Struts	<u>250 90 90 11</u>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<u>46" x 56</u>	
Frame Amidships, Angle <u>E or F</u>	<u>280 90 13</u>		" " top Angles	<u>90 90 13</u>	
" " Extends up to	<u>3rd OK.</u>		" " bottom Angles	<u>130 130 15</u>	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<u>one 140 in. hold</u> <u>one 144 in. hold</u> <u>120 in. under rig. bed</u>	
" " Extends up to...			Margin Plate depth (excl. of flange) and thickness	<u>38 .56</u>	
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem	<u>160.15 F.B.</u>	
Frames in Uppermost Continuous 'tween Decks, Angle <u>E or F</u>	<u>200 90 12.5</u>		" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem	<u>ditto a direct.</u>	
" " Second 'tween Decks, Angle <u>E or F</u>	<u>ditto</u>		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem.....	<u>margin pl.</u>	
" " Third " " " "			" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem.....	<u>plugged to form.</u>	
Framing in Peaks, Angle <u>E or F</u>	<u>200 90 11.5</u>		Tank Side Brackets, height above base line at toe of Frame and thickness	<u>continuous Gusset except in nos. 1 holds where no gusset.</u> <u>77" 48"</u>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>7/8 4 7/8"</u>		INNER BOTTOM PLATING.		
State if Frame Joggled	<u>yes.</u>		Breadth and thickness of Middle Line Strake ...	<u>56 .56</u>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars)	<u>340 100 .17 deep fr. system</u> <u>strings not attached, shell increased</u>		Thickness of remainder in Holds	<u>.50</u>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<u>D.R. frame extra</u> <u>full ht. 4 1/2 ft. girders</u> <u>shell increased, all in Rules</u>		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?	<u>yes.</u>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, <u>E or F</u>	<u>200 90 8</u>	
Height of Brackets at side above base line at toe of frame			" " in way of <u>Bridge</u> , Angle, <u>E or F</u>	" " "	
Middle Line Keelson, on Floors, Angles, [or]			Spacing	<u>at every fr.</u>	
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, [or]	<u>230 90 8.5</u>	
" " Foundation Plate on Floors			Spacing	<u>at every fr.</u>	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, [or]	<u>250 90 9</u>	
Side Keelsons, No. each side			Spacing	<u>at every fr.</u>	
" " thickness of Intercoastal Plate...			Fourth Deck, amidships, Angle, [or]		
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, [or]		
Solid Floors, thickness and spacing	<u>44 every 3rd frames</u> <u>stiffeners cut</u>		Spacing		
" " Are Frame and Reversed Frame joggled?			Saloon Bridge Deck, Angle, [or]	<u>150 90 9</u>	
Bracket Floors, breadth and thickness at middle line	<u>34 1/2 .46</u>		Spacing	<u>at every fr.</u>	
" " breadth and thickness at margin plate	<u>34 1/2 .46</u>		Forecastle Deck, Angle, [or]	<u>200 90 90 .8</u>	
			Spacing	<u>at every fr.</u>	

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.
PILLARS, No. of Rows.....	2 Rows	✓	Stringer Plate, breadth and thickness in way of Bridge		
" in 'tween Decks, Size and Spacing.....	wide spaces	✓	Thickness of Plating abreast Deck openings in way of Wells	43	✓
" " " " " "	with C. L. Support by	✓	Thickness of Plating abreast Deck openings in way of Bridge		
" in Holds " "	runner or C. L. B&Js.	✓	Thickness of Plating within line of openings...	35	✓
" " " " " "			If Sheathed, material and thickness	Not	✓
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	200 70.70 7	✓	Stringer Plate, breadth and thickness.....	50 50 .34	
Plating, thickness of	at every frame .30	✓	If Plated, state thickness.....	.30	✓
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	64" 20"	✓	If Plated, state thickness		
" " " " " in way of Bridge			Poop Deck.		
" Angle in Wells	150 150 19	✓	Stringer Plate, breadth and thickness		
Thickness of Plating abreast Deck openings in way of Wells61	✓	Plating, Sheathing, material and thickness ...		
Thickness of Plating abreast Deck openings in way of Bridge68 at machi. openings	✓	Bridge Deck.		
Thickness of Plating within line of openings...	.46	✓	Stringer Plate, breadth and thickness.....	59" x .30"	✓
If Sheathed, material and thickness	Not.	✓	Plating, Sheathing, material and thickness25	✓
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	50.5 x .45	✓	Stringer Plate, breadth and thickness.....	2 1/2 O.P. where exposed	✓
			Plating, Sheathing, material and thickness ...	36 x .38"	✓
				36", Not.	✓

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?		RIVETS.		RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	NO	No. of Rows of Rivets.	Diam.	Spacing cr. to cr.	STRAPPED OR LAPPED.
FLAT PLATE KEEL	55	.85	.77	.75	See shell expansion app'd 22.5.35.	double	1" 4"	4	1	4	lapped
" Dble. (if any)											
BOTTOM PLATING, No. of Strakes	4	.70				double	7/8 3.6	4	7/8	4	
BILGE PLATING, No. of Strakes	1	.70	.59	.60		double	7/8 3.6	4	7/8	4	
SIDE PLATING, No. of Strakes	5	.68	.58	.54		double	7/8 3.6	3	7/8	3 1/2	
UPPER DECK, Sheer-strake in Wells.....	4	17 1/2	13 1/5	13 1/4							
UPPER DECK, Sheer-strake in Bridge	52	21 1/2	13 1/2	13 1/2		double	1 4	4	1	4	
STRAKE BELOW Sheer-strake in Wells.....	57	.74	.49	.49		double	1 4	4	1	4	
STRAKE BELOW Sheer-strake in Bridge ...											
POOP SIDE PLATING											
BRIDGE SIDE PLATING ...											
FORECASTLE SIDE PLATING		.44				Single.	3/4 3	1	3/4	3/8	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	1 Coll'n
" Deck next below	7
As per Rule	7.

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD., Upper tween decks					
B&S 105" Second "	26-28	150.70.70.			
" " Third "					
" " Holds	30-41	300.90.90.	9/8	30"	
COLLISION " (in Hold)	35-54	180.75.75.	7/10	5.24.3	Paint Str.
AFTER PEAK "	34-48	200.90.90.	8/13	5.25	Tunnel Recess Top

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM				
STERN FRAME { Propeller Post	Forging 4" x 10 1/2"		Harima	
{ Rudder "	Cast Steel Special design		SB&C Co.	
RUDDER—A x D	None see app'd plan.			
Speed of Vessel	17 K.			
RUDDER mainpiece at head	C.S. main piece		Oshima	
" " heel	11" forged head		steel	
" " how constructed	double reaction		works.	
" " double or single plate	Double plates			
" " coupling, vertical or horizontal	scarphed			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **Open Hearth Process.**
Nippon Seitetsu Kaisha; Asano Shipbuilding Co; Kobe Steel Works.
Dortmunder-Hoerder-Hüttenverein A.G.; Werk Hoehe of Hoerde; August Thyssen-Hütte A.G. of Hamborn.
 Has the Steel been tested as required by the Rules? **Yes.**

EQUIPMENT No. 46950 ✓													LETTER d+		ANCHORS. 38. 15.	
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.				
YKA 54	1st Bower ...	89	0	26	✓ stockless			62.82				81 1/4 ✓	✓	stockless	Oshima Steel Works	YKA. 26.12.35. A McGLASHAN
55	2nd " ...	86	3	14	✓ "			61.94				81 1/4 ✓		"	"	do.
56	3rd " ...	88	0	6	✓ "			62.38				69 1/2 ✓		"	"	do.
	Collective weight.	264	0	18								232				
57	Stream	25	2	8	6	1	7		✓		✓	23 1/2 Ex.		stock		do.

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.	
	Fathoms. Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Per Rule.	Cwts.	Fathoms. Ins.					Length. Ins.	Tons.	Fathoms. Ins.	
2191	153 1/3 2 1/2	112 1/2	157 1/2	500.1.9	✓	✓		Stud links	Oshima Steel Works Ltd	OTPH. 3/4/36 Y.Jo.	TOWLINE	250 M	44	107.7	130 5 1/2
2194	150 1/2 2 1/2	112 1/2	157 1/2	497.1.21	940	300 2 1/2		Stud links	Oshima Steel Works Ltd	OTPH. 3/4/36 Y.Jo.	HAWSERS & WARPS	4x230 M	65	MANILA ROPE	2x100 8"
	M 230	38 1/2	71 1/2			M 220	38 1/2	Special Flex S.W.							2x100 8"

Steering Gear, Steam electric. Steering Gear, Hand Hand gear & tackle.

Boats 2-life Boats 30'9" x 9'9" x 3'10 1/2" Steering Chains, Size and Test Windlass electric

4 1/2 - Temma.

Ceiling in Holds, thickness and material 2 1/2" ceiling Pine, 2" sleeper Cargo Battens, thickness, material and spacing 6" x 2" pine, 9" x T.D.S

Cargo Hatchways. (Upper Deck) 30" x .44" Steel Coamings Thickness of Hatches 3"

Size of No. 1 Hatchway (Forward) 24'9" x 16'0" No. 2 34'0" x 20'0" No. 3 24'0" x 20'0" No. 4 27'0" x 20'0" No. 5 34'0" x 20'0" No. 6 24'0" x 18'0" No. 7 8'3" x 16'0"

Number of Shifting Beams and Fore and Afters 4 7 4 5 7 4 1.

THE HARIMA SHIP-BUILDING AND ENGINEERING Co., LTD.

Builder's Signature

DIRECTOR.

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel (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.

The vessel has been built in accordance with the approved plans and instructions as well as the printed Rules. The workmanship is good. The materials have been tested as required by the Rules. The Freeboard assigned by the Japanese Government has been marks verified. The double bottom, wing, deep & peak tanks, well & Cofferdams, bulkheads, tunnel, weather decks, scuppers, w.T. doors and tarpaulins have been tested as required by the Rules. The requirements of Section 20 of the Rule have been complied with and oil fuel is to be carried in the double bottom, foreward deep tanks, wing tanks and fore peak tank, F.P. above 150°F. The deep tanks abaft the engine room have been fitted for the carryings of Cargo oil in bulk, F.P. above 150°F. In my opinion the vessel is entitled to the notations: "Fitted for oil fuel 6.36, F.P. above 150°F." "LOYD'S A & C.P." "Fitted for carrying Cargo oil 1936, F.P. above 150°F, in deep tanks" "Cruiser Stern".

The amount of Entry Fee £ 10 : 0 : 0

Fees applied for,

29. 7. 1936

Special Survey Fee.... £462 : 14 : 4

INCL. MACNY Travelling Expenses, if any £ 392 50

Received by me,

25. 9. 1936

I am of opinion the Vessel should be Classed +100 A1 "with Free board"

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

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Builder.

Date of issue

Committee's Minute

TUE. 25 AUG 1936

Character assigned

+100 A1 with Freeboard.
Carry? cargo oil I.P. above 150°F in Deep Tanks.
Lloyd's A & C.P. + incl. 6.36 Oil Engines
2000 lb. C.F.

write K.G.H. (Spec)



© 2020

Lloyd's Register Foundation

008344 - 008353 - 00732

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 following plans & documents are forwarded with this Report—

① Midship Section (as built)

② Profile & Decks ($\frac{4}{8}$ sheets)

③ Forging & Castings Certificate.

④ Steel advice notes relating to this vessel and to sister vessel "KASHI MARU"

Continued

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	C.S. Anchor head	wt	Surveys	Cert. NO.	Date of Test
	2nd "	"	54 0 ^{wt} 24 ^{lbs}	A. McGlashan	1220	5-9-35
	3rd "	"	54 2. 3	"	1222	7-12-35
	Stream C.S. ordinary Anchor		54 0 13	"	1221	5-9-35
			25 2. 8	"	1223	26-12-35

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 42.2 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 DK. 3rd & 4th shell DK. 3rd, 3rd & 4th DK. 3rd.

Official No. 41958 ; Signal Letters J.H.A.L.

Is bottom of Vessel coated with cement Part. Cement if not give particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, 27 to 65	114.	432	Fore peak tank, 154 to F.P.	22.4	46
Double bottom, under Engines and Boilers, 65 to 87	66	286	After peak tank, A.P. to 10.	20.	154 app.
Double bottom, if under Engines only,			Deep tank, aft, 48 to 56	24	34 low.
Double bottom, if under Boilers only,			Deep tank, forward, 57 to 65	24	715
Double bottom, forward, 87 to 154	178.5	61.7	Other tanks, if fitted, aft, 88 to 93	15	459
4 No. 4 P.B. & 4 No. 2 water tanks but excludes all small tanks.	Total capacity of double bottom 133.5		Other tanks, if fitted, aft, 17 to 27.	30	144.

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

Order for Special Survey No. 56

Date 10.5.35.

Dates of Surveys held while building

Nov/35,-28: Dec/35,-3.5.7.11.14.21.24.27: Jan/36,-10.20: Feb/36,-18.28: Mar/36,-3.6.9.14.17.19.30: Apr./36,-1.2.4.7.10.11.13.14.16.18.20: May/36,-5.12.14.18.26.27.29.30: Jun/36,-5.6.10.20.

Total No. of Visits 43