Rpt. 1.

STEEL STEAMER or MOTORSHIP.

Received at London Office 15 JUN 1936

90408

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 29th May 1936. Port of Hamburg No. 21939

Survey held at Hamburg Date First Survey 6th Aug 1935 Last Survey 20th May 1936.

On the (State if Machinery fitted Aft and if Single, Twin, or Triple Screw) Single Sc. MOTOR TANKER "FARON" Machinery fitted aft.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full scantling, Longit. framing at bottom & deck State Type of Erections Poop, bridge and forecastle.

TONNAGE under Tonnage Deck 7224

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

Total -

Gross Tonnage 8054

Register Tonnage 4756

CLASS +100 A1 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	460,00
Breadth *(greatest moulded)*	B	59,00
Depth, *at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)*	D	34,00
1st Longitudinal Number (L × D)	=	15640
2nd Numeral L × (B + D)	=	42780
Framing Depth "d," *at middle of length. See Sec. 3 (1d)*		-
Proportions—*Depth to Length—Uppermost continuous deck to top of keel*		13,52
Do. Long Bridge to top of keel		-
Draught Moulded		27'4"

Built at Hamburg

Launched 14th March 1936 Yard No. 169

Builders Deutsche Werft A. G.

Owners Sarawak Oilfields Comp. Ltd.

Managers Anglo Saxon Petrol. Co. Ltd.

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

Residence Rotterdam

Port of Registry Miri (Borneo).

If surveyed while building, afloat, or in dry dock

whilst building, afloat & in dry dock.

REGISTERED DIMENSIONS.

	FEET.
Length	465.00
Breadth	59.4
Depth	33.85

FRAMES, DOUBLE BOTTOM AND BEAMS.

	mm. INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	810			
" " from 3/5 length to Collision bulkhead	810	- 686		/
" " in peaks	610			/
SIDE FRAMING.				
Frame Amidships, [	250	90	12,5	/
" " Extends up to	Upper deck			/
Reversed Frame Amidships, Angle	-			
" " Extends up to	-			
Depth of Framing Girder	250			/
Frames in Uppermost Continuous 'tween Decks, Angle, [or [	-			
" " **Second 'tween Decks,** Angle, [or [	-			
" " **Third** " " "	-			
Framing in Peaks, [F.P.	200	90	12,5	/
A.P.	230	90	11	/
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22	- 120		/
State if Frame Joggled	no.			/
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Side stringers & web frames.			/
STRENGTHENING OF BOTTOM FORWARD. State Particulars	3 bottom strakes of increased thickness. Bottom frames doubled. extra side girders.			/
SINGLE BOTTOM. CENTRE TANKS				
Floors, Depth and thickness in Holds	1015.	11,2		/
SIDE TANKS	940.	11,2		/
Height of Brackets at side above base line at toe of frame	1890		1815	/
Middle Line Keelson, [	1015	- 10,7		/
" " " Through Plate or Intercostal Plate	intercostal			/
" " " Foundation Plate on Floors	-	-	-	
" " " Flat Plate Keel Angles	100.	100.	13	/
Side Keelsons, No. each side	-	-	-	
" " thickness of Intercostal Plate	-	-	-	
" " Angles	-	-	-	
DOUBLE BOTTOM. IN ENGINE SPACE				
Solid Floors, thickness and spacing	1525 - 445 EVERY FRAME		10,7	/
" " Are Frame and Reversed Frame joggled ?	joggled.			/
Bracket Floors, breadth and thickness at middle line	-	-	-	
" " breadth and thickness at margin plate	-	-	-	

	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
Bracket Floors, Frame	-	-	-	
" " Reversed Frame	-	-	-	
" " Vertical Struts	-	-	-	
Centre Girder, depth and thickness amidships	1525.		12-14,5	
" " top Angles	90	90	14	
" " bottom Angles	100	100	16	/
Side Girders, No. each side and thickness 3	15	12,5	11	/
Margin Plate thickness	13,7	- 13,2		/
" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	-	-	-	
" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	-	-	-	
" " Gussets, spacing and scantling abaft 1/4 len. from stem	-	-	-	
" " Gussets, spacing and scantling forward 1/4 len. from stem	-	-	-	
Tank Side Brackets, height above base line at toe of Frame and thickness	-	-	-	
INNER BOTTOM PLATING. IN ENG. SPACE				
Breadth and thickness of Middle Line Strake	2350	- 28		
Thickness of remainder in ENG. SPACE	13,7	- 13,2		/
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 ?				
BEAMS. LONGITUDINAL.				
Uppermost Continuous Deck, amidships CENTRE TANKS [	230.	90.	11	/
SIDE TANKS " [	230.	90.	11	/
Spacing	837/8	- 762		see longl. framing
Second Deck, amidships, Angle, [or [	-	-	-	
Spacing	-	-	-	
Third Deck, amidships, Angle, [or [	-	-	-	
Spacing	-	-	-	
Fourth Deck, amidships, Angle, [or [	-	-	-	
Spacing	-	-	-	
Poop Deck, [	180.	75.	10,5	/
	200.	75.	12,5	/
Spacing	every frame			/
Bridge Deck, [	200	75	12	/
Spacing	every frame			
Forecastle Deck, [	250.	90.	11.0	/
	200.	75.	95	/
Spacing	every frame			

2m.11,34. T.

PILLARS AND DECKS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.
Two longit. Bulkheads in way of PILLARS OIL TANKS	℄ 250 · 90 · 11.5	✓
VERTICAL STIFFENERS FORW.	280 · 90 · 12	
" in Spacing	every frame	✓
TWO HORIZONTAL STIFFENERS	90 90 10.5	90 90 11
" " " " "	660 10.2	760 10.7
" in Holds " "		
PLATING, THICKNESS OF	9.9 - 11.2	✓ ✓
" " " " " FORW.	11.5 - 11.8	
Centre Line Bulkhead. IN DEEP TANK		
Stiffeners and Spacing	℄ 230 90 10 every frame	✓
Plating, thickness of	10.	✓
STRINGERS AND DECKS.		
Uppermost Continuous Deck.		
Stringer Plate, breadth and thickness	2420 · 19.8	✓
" " " " in way of Bridge	2420 · 222 · 19.8	✓
" Angle	180 · 180 · 17.5	✓
Thickness of Plating abreast Deck openings in way of Wells	14.7	✓
Thickness of Plating IN WAY OF LONG. BULKHEADS	19.0	✓
Thickness of Plating within line of openings	14.7	✓
If Sheathed, material and thickness	not sheathed	✓
Second Deck.		
Stringer Plate, breadth and thickness FORW.	9.0 - 9.5	✓
AFT	9.5 - 10.0	✓

	IN SHIP.	Any Departure from Approved Plans to be Noted.
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	- - -	
Thickness of Plating FORW.	8.0 - 8.5	✓
AFT	8.5 - 9	✓
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	1050 · 9.5	✓
Plating, Sheathing, material and thickness	6.5 2½" PINE	✓
Bridge Deck.		
Stringer Plate, breadth and thickness	2300 · 11.0	✓
Plating, Sheathing, material and thickness	8.5 2" Pine (inside deckhouses).	✓
Forecastle Deck.		
Stringer Plate, breadth and thickness	1200 · 9.5	✓
Plating, Sheathing, material and thickness	7.5 2½" PINE	✓

SHELL PLATING.

SCANTLINGS.

STRAKES.	AS IN VESSEL. AMIDSHIPS. Breadth.	AMIDSHIPS. Thickness.	FORWARD. Thickness.	AFT. Thickness.	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.
	m/m.	m/m.	m/m.	m/m.	
FLAT PLATE KEEL	2200	22	19.8	19.8	✓
" DBLG. (if any)	-	-	-	-	
BOTTOM PLATING, No. of Strakes 3	1810 2600 2425	17.0 16.3 16.3	18.8 18.8 18.8	13.5 13.2 13.2	✓
BILGE PLATING, No. of Strakes 1	2400 1580	16,3	14.0	15.3	✓
SIDE PLATING, No. of Strakes 3	2300 2300	16,3	12,2	12,7	✓
UPPER DECK, Sheer-strake	1700	26	14,5	12,7	✓
UPPER DECK, Sheer-strake in Bridge	1700	31,5	-	-	✓
STRAKE BELOW Sheer-strake	2300	19,3	12,2	12,7	✓
STRAKE BELOW Sheer-strake in Bridge	-	-	-	-	
POOP SIDE PLATING	2230	-	-	10,0	✓✓✓
BRIDGE SIDE PLATING	2230	11,0	-	-	✓
FOREC'TLE SIDE PLATING	1120 1300	-	11,0	-	✓

RIVETING.

EDGES. State if joggled? no. SINGLE OR DOUBLE.	RIVETS. Diam. m/m.	RIVETS. Spacing cr. to cr. m/m.	BUTTS. NO. OF ROWS OF RIVETS.	BUTTS. RIVETS. Diam. m/m.	BUTTS. RIVETS. Spacing cr. to cr. m/m.	BUTTS. STRAPPED OR LAPPED.
Double	25	4d.	5	25	4,5d.	Lapped.
-	-	-	-	-	-	
Double	22	4d.	4	22	4d.	Lapped.
"	22	4d.	4	22	4d.	"
"	22	4d.	4	22	4d.	"
"	25	4d.	5	28	4,5d.	"
"	28	4d.	3	28	4,5d.	Strapped.
"	22	4d.	4	25	4d.	Lapped
-	-	-	-	-	-	
Single	22	4d.	2	19	3,5d.	Lapped
Double	22	4d.	2	19	3,5d.	"
Single	19	4d.	2	19	3,5d.	"

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel 17

Extending to Upper Deck (Sec. 3 *c*) 16

" Deck next below 1

As per Rule yes

	Plating Thickness.	STIFFENERS. VERTICAL. Scantlings.	VERTICAL. Spacing.	HORIZONTAL. Scantlings.	HORIZONTAL. Spacing.
MIDSHIP BULKH'D, IN CENTRE TANKS Upper Deck	13.0 10.4	℄ 250 · 90 - 11	838	Two horiz. Stringers as approved.	
" " IN SIDE TANKS "	12.7 10.2		762		
" " "					
" " "					
COLLISION " (in Hold)	7.5 12	℄ 130 · 75 · 8 ℄ 200 · 75 · 9	610	Two horiz. Stringers as approved.	
AFTER PEAK " "	7.5 25.0	℄ 280 · 90 · 12 ℄ 250 · 90 · 11 ℄ 165 · 75 · 8	570 610		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Flat plate Keel			✓
STEM	Forging	254.70 as appr.	Dunlop Wolf A.G. Gutehoffnungshütte A.G.	✓
STERN FRAME Propeller Post	Casting	appr.	"	"
Rudder "	Forging	2540	"	"
Speed of Vessel		12 Kn.		✓
RUDDER—Type	Simplex Balance Rudder			
" A × D		387		✓
" Diam. of head	Forging	279 ϕ	Gutehoffnungshütte	
" Mainpiece at top pintle		-		
" " heel		-		
" how constructed	Electric welded		Dunlop Wolf A.G.	✓
" double or single plate	double plate			✓
" 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) Siem. Open Hearth Process

Gutehoffnungshütte, Oberhausen

Has the Steel been tested as required by the Rules? yes.

24788	3rd „ ...	74	2	2	–	–	–	56	5	0	0	„	„	„	„	„	„	27436

Rpt. 1*.

PARTICULARS OF LONGITUDINAL FRAMING.

Hamburg Report No. 21939

FRAMING.	AMIDSHIPS. In Ship. Ins.	ENDS. In Ship. Ins.	AMIDSHIPS. Per Rule or as approved. Ins.	ENDS. Per Rule or as approved. Ins.	RIVETING. Rivets in Longitudinal Frames. Diam. Ins.	Speng. Ins.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads. Number.	Diameter. Inches.
Framing of L, L or C									
Frames in Bridge 'tween Decks ...									
Frames from Uppermost Continuous Deck No. 1		Steel Sc. "TARON"							
„ 2									
„ 3		Upper stringer in wing tanks.							
„ 4									
„ 5	To shell: 660 × 10,7 mm.			To longit. bulkhead: 660 × 10,2 mm.					
„ 6	face bar 90 × 90 11 mm			face bar 90 × 90 × 10,5 mm.					
„ 7									
„ 8		Lower stringer in wing tanks.							
„ 9									
„ 10	To shell: 760 × 11,2 mm			To longit. bulkhead: 760 × 10,7 mm.					
„ 11	face bar 90 × 90 × 11 mm			face bar 90 × 90 × 11 mm.					
„ 12									
„ 13									
„ 14									
„ 15									
„ 16									
Spacing of Longitudinal Frames — Amidships									
Spacing of Longitudinal Frames — At Ends									
~~Double~~ Bottoms ~~Angles~~ C — ~~Inner Bottom~~ Longitudinals									
Bottom „	431,8 × 13,2 × 101,6 × 17,3		431,8 × 13,2 × 101,6 × 17,3		22	132	77 m/m for 11 rivets each side of bulkheads and transverses.		
Spacing of Longitudinals — centre ~~[struck]~~	838 m/m		838 m/m						
Spacing of Longitudinals — wings ~~[struck]~~	762 m/m		762 m/m						

Transverses.	AMIDSHIPS. In Ship.	ENDS. In Ship.	AMIDSHIPS. Per Rule or as approved.	ENDS. Per Rule or as approved.	Rivets in Lugs to Shell Diam.	Speng.	
In Bridge 'tween Decks — Depth and Thickness							
In Bridge 'tween Decks — Face Angles							
In Bridge 'tween Decks — Lugs to Shell*.........							
In Upper 'tween Decks. — Depth and Thickness							
In Upper 'tween Decks. — Face Angles							
In Upper 'tween Decks. — Lugs to Shell*.........	Centre	Wings	Centre	Wings			
Bottom transverses In Hold. — Depth and Thickness	1015 × 11,2 Double	940 × 11,2 Single	1015 × 11,2 Double	940 × 11,2 Single			
Face Angles	150 × 100 × 15	150 × 100 × 15	150 × 100 × 15	150 × 100 × 15			
Lugs to Shell* joggled	150 × 150, 11,5	150 × 150 × 11	150 × 150 × 11,5	150 × 150 × 11	22	88 to 110 as per approved plan.	
„ „ Back Bars ...	90 × 90 × 11 as per plan	– – –	90 × 90 × 11 as per plan	– – –			
Brackets							
Spacing of Transverse Frames	3240	3240	3240	3240			

* State if joggled or liners.

Longitudinal Beams of ~~[struck]~~ L ~~[struck]~~	In Ship	Ends	Per Rule or as approved	Ends	Spacing.	Transverse Beams.	In Ships. Plate.	Angles.	As approved. Plate.	Angles.
Bridge Deck ...	230 90 11	Transverse framing	230 90 11	Transverse framing	838 762		735 × 10,7	150 × 90 × 11	735 × 10,7	150 × 90 × 11
Upper „										
Second „										
Third „										

Th. Göring.

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.

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.*

1m,10,29. T.

008344 - 008353 - 0237 2/3

EQUIPMENT No 44265 LETTER Ct. 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.
24786	1st Bower ...	75	0	0	-	-	-	56	5	0	0		Gruson Stockless	Gruson & Co.	bei Walker 25.4.36. Green.
24787	2nd " ...	74	2	2	-	-	-	56	5	0	0		" "	" "	" "
24788	3rd " ...	74	2	2	-	-	-	56	5	0	0		" "	" "	" " 27.4.36 Green.
	Collective weight	224	0	4								219½			
24789	Stream	21	3	27	5	2	12	22	7	2	0		Gruson Stock Anchor	" "	" " 27.4.36 Green.

CHAIN CABLES. HAWSERS AND WARPS.

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.	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.
14698	300	2 7/16	106 9/16	149 5/8	958:3:21	890¼	300	2 7/16	Stud link	not stated	bei Walker, 27.4.36 Green.	Sp. flex. Steel wire TOWLINE...	130	5¼	81¼	130	5¼
												HAWSERS & WARPS 4a.	100	3¼	22⅛	4a. 100	2¾
Stream Steel Wire	120	Cir. 5	-	54½			120	Cir. 5		Hansch Köln Neuessen A.G.	Düsseldorf. 9.1.36 Hann.	"					

Steering Gear, Steam steam hydraulic, efficient. **Steering Gear, Hand** tackles & blocks, efficient.

Boats 4 lifeboats **Steering Chains,** Size and Test none **Windlass** steam, efficient.

Ceiling in Holds, thickness and material none. **Cargo Battens,** thickness, material and spacing none.

Cargo Hatchways.—(Upper Deck) Steel plates and angles **Thickness of Hatches** Steel covers 12,7 mm thick.

Size of **No. 1 Hatchway** 914×1219 -27 **No. 2** - **No. 3** - **No. 4** - **No. 5** - **No. 6**

Number of **Shifting Beams** and/or **Fore and Afters** none.

DEUTSCHE WERFT AKTIENGESELLSCHAFT.

Builder's Signature pp. Giese i. Vollm. Weinigart

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, being an oil tanker, is fitted for carrying oil as cargo yes; oil tanker. *The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.*

Oil fuel flash point above 150° F.

This vessel has been built in accordance with the approved and amended plans, the requirements embodied in the Secretary's letters and in all other respects in conformity with the Rules and Society's Requirements for "Carrying Petroleum in bulk." The workmanship is of the best description for this type of vessels, all parts conforming well with each other without use of any packing and efficiently riveted together. The peak tanks, double bottom tanks, deep tanks, oil fuel bunkers, oil cargo tanks and cofferdams have been filled, tested as required by the Rules and were found perfectly tight. The air and sounding pipes of all tanks comply with the Rules. The panting arrangement and strengthening of the bottom forward have been carried out as approved. The steel material used in the construction of this vessel has been made at works approved by the Committee and tested by the So-

The amount of Entry Fee ...... RM. 220,—

Fees applied for, 2. 6. 1936

Special Survey Fee. RM. 12040,50

Freeboard RM. 380,00

Travelling Expenses, if any RM. 124,50

Received by me, 6. 7. 1936 TD 6/7

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

I am of opinion the Vessel should be Classed ✠100 A1 "Carrying Petroleum in bulk" longitudinal framing at bottom & deck. Rudder electr. welded.

State whether the Vessel has been built under Special Survey yes

Signature A. Christohn Th. Goering

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Hamb. Office } Date of issue 7/7/36

Hull Machy. " " Bremen

FRI. 19 JUN 1936

Committee's Minute

Character assigned ✠100 A1

Carrying petroleum in bulk

Rudder Electrically welded ✠LMC 5.36

Lloyd's AC

D.B. - 180 lbs

Oil Eng. C.L.

Write Bremen

008344-008353-0237 3/3

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.*)

Society's Surveyors. Anchors and chain cables compared with the Certificate and found in order.
The Rudder is of special construction, electric welded "Simplex Balance Rudder."
The freeboard assigned by the Committee has been marked and cut in on vessel's sides, verified same and found in order.

Name of sister vessels: "Alexia"; "Gadila"; "Genota".

Plans showing vessel as built and 3 test sheets are attached.
1. Midship Section.
2. Profile and decks.
The plans of the "Genota" sent to this office with your letter of the 5th Dec. 1935 are being returned herewith.
Note: The vessel touched the ground at Hamburg when leaving for trial trip on the 19th May 1936.
The vessel examined in dry dock and found the forw. keel plate and adjacent bottom plates sured in places. ✓✓✓

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

Cruiser stern; Machinery fitted aft; Rudder electrically welded.
longitudinal framing at bottom and at deck.

Keel: Weight: 49:1:17 cwts; draught 12 ft. No. 1111 N. Steele 15.1.36.

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

1st Bower	Shank;	"	; 20:2:24	"	"	"	"	"	"	1112	"	"	15.1.36.
	Head;	"	; 48:0:26	"	"	"	"	"	"	1109	"	"	15.1.36.
2nd "	Shank;	"	; 20:3:27	"	"	"	"	"	"	1114	"	"	15.1.36.
	Head;	"	; 49:0:25	"	"	"	"	"	"	1110	"	"	15.1.36.
3rd "	Shank;	"	; 20:2:19	"	"	"	"	"	"	1113	"	"	15.1.36.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 94,25 ft., R.Q.D. — ft., Bridge 48,4 ft., Forecastle 48 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated —

No. and Material of Decks 1 dk (steel) 2nd dk (steel) clear of cargo tanks.

Official No. ; Signal Letters V.S.B.P. Is bottom of vessel coated with cement partly if not give particulars of composition Coffer dams, peaks & double bottom tanks coated with cement. Oil tank not coated.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,		
Double bottom, under Engines and Boilers,		
Double bottom, if under Engines only,	64	154,2
Double bottom, if under Boilers only,		
Double bottom, forward,		
Total capacity of double bottom		154,2

Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Fore peak tank,	23'3"	139,3
After peak tank,	16'0"	85,4
Deep tank, aft,	—	—
Deep tank, forward,	24'9"	271,7
Other tanks, if fitted,		
(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks (*See Circular No. 1284*).

Order for Special Survey No. 164
Date 22.7.35

Dates of Surveys held while building: 1935: August 6, 15; Sept. 17, 19, 25; Oct. 7, 10, 16, 23, 29; Nov. 1, 6, 12, 14, 18, 25; Dec. 3, 5, 9, 12, 17, 23, 30, 31; 1936: January 2, 4, 6, 8, 9, 14, 16, 20, 22, 24, 25, 28, 29, 31; February 3, 6, 10, 13, 14, 17, 18, 20, 22, 25, 27, 28; March 2, 5, 10, 14, 17, 20, 24, 27, 31; April 7, 14, 21, 24, 28, 30; May 6, 9, 12, 15, 16, 18, 19, 20.

Total No. of Visits 73