

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 280.6

Builders *Palmer S.B. & J. Co Ltd*

Total

1579.52

Breadth (greatest moulded)

B 47.0

Depth, at middle of length from top of keel to top

L. H. Palmer & Co

\$ \$ "TOAS"

Newcastle Rpt N^o. 80423.

PARTICULARS OF LONGITUDINAL FRAMING.

| FRAMING. | AMIDSHIPS. | | | ENDS. | | | AMIDSHIPS. | | | ENDS. | | | RIVETING. | | | |
|---------------------------------------|-----------------------|-------|------|----------------------------------|-------|------|--------------------------|-------|------|----------------------------------|-------|------|---|---|----------------------------------|----------------------|
| | In Ship. | | | In Ship. | | | Per Rule or as approved. | | | Per Rule or as approved. | | | Rivets in Longitudinal Frames. Diam. Speng. Ins. Ins. | Spacing of Rivets on each side of Transverses and Bulkheads. Inches. | Rivets in Brackets to Bulkheads. | |
| | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | | | Number. | Diameter. Inches. |
| of L or H | | | | | | | | | | | | | | | | |
| h Bridge 'tween Decks ... | 6 | 3 | 32 | | | | 6 | 3 | 32 | | | | 3/4 | 4 1/2 | | |
| m Uppermost Continuous | 8 1/2 | 3 | 40 | 8 1/2 | 3 | 40 | 8 1/2 | 3 | 40 | 8 1/2 | 3 | 40 | " | " | 8 | 3/4 |
| No. 1 | 9 | 3 1/2 | 40 | 9 | 3 1/2 | 40 | 9 | 3 1/2 | 40 | 9 | 3 1/2 | 40 | " | " | 8 | 3/4 |
| " 2 | 9 1/2 | 3 1/2 | 40 | 9 1/2 | 3 1/2 | 40 | 9 1/2 | 3 1/2 | 40 | 9 1/2 | 3 1/2 | 40 | " | " | 9 | 3/4 |
| " 3 | 10 | 3 1/2 | 44 | 10 | 3 1/2 | 44 | 10 | 3 1/2 | 44 | 10 | 3 1/2 | 44 | " | " | 9 | 3/4 |
| " 4 | 10 3/2 | 4 1/2 | 48 | 10 3/2 | 4 1/2 | 48 | 10 3/2 | 4 1/2 | 48 | 10 3/2 | 4 1/2 | 48 | " | " | 10 | 3/4 |
| " 5 | 12 x 375 x 3/2 x 50 | | | 12 x 375 x 3/2 x 50 | | | 12 x 375 x 3/2 x 50 | | | 12 x 375 x 3/2 x 50 | | | " | " | 16 | 3/4 |
| Channel 6 | | | | | | | | | | | | | | | | |
| " 7 | | | | | | | | | | | | | | | | |
| " 8 | | | | | | | | | | | | | | | | |
| " 9 | | | | | | | | | | | | | | | | |
| " 10 | | | | | | | | | | | | | | | | |
| " 11 | 15 x 41 x 4 x 62 | | | 15 x 41 x 4 x 62 | | | 15 x 41 x 4 x 62 | | | 15 x 41 x 4 x 62 | | | " | " | 13 | 3/4 |
| " 12 | | | | | | | | | | | | | | | | |
| " 13 | | | | | | | | | | | | | | | | |
| " 14 | | | | | | | | | | | | | | | | |
| " 15 | | | | | | | | | | | | | | | | |
| " 16 | | | | | | | | | | | | | | | | |
| Amidships | 2'-6" | | | | | | 2'-6" | | | | | | | | | |
| At Ends | 2'-6" | | | | | | 2'-6" | | | | | | | | | |
| Boiler Room | 5 1/2 | 3 | 40 | | | | 5 1/2 | 3 | 30 | | | | | | | |
| Tank Top Longitudinals | 6 | 3 | 42 | | | | 6 | 3 | 32 | | | | | | | |
| Bottom | | | | | | | | | | | | | | | | |
| Longitudinals { Amidships | 2'-6" | | | | | | 2'-6" | | | | | | | | | |
| At Ends... | | | | | | | | | | | | | | | | |
| Transverses. | | | | | | | | | | | | | | | | |
| Depth and Thickness | 12 x 34 | | | | | | | | | | | | 3 3/8 | | | |
| Face Angles | flanged 3 1/2 | | | | | | | | | | | | 3/4 | 3 3/4 | | |
| Lugs to Shell* | 3 | 3 | 54 | | | | | | | | | | | | | |
| Depth and Thickness | | | | | | | | | | | | | | | | |
| Face Angles | | | | | | | | | | | | | | | | |
| Lugs to Shell* | | | | | | | | | | | | | | | | |
| Depth and Thickness | 20 x 38 | | | 18 x 38 | | | 20 x 38 | | | 18 x 38 | | | 2 rows | | | |
| Face Angles | 3 1/2 | 3 | 44 | aft 5 x 3 x 46 for 3 x 3 x 38 | | | 3 1/2 | 3 | 44 | aft 5 x 3 x 46 for 3 x 3 x 38 | | | 3 1/2 + 3 3/4 | | | |
| Lugs to Shell* | 5 | 5 | 40 | 5 | 5 | 38 | 5 | 5 | 40 | 5 | 5 | 38 | | | | |
| Brackets | 34 top | | | 34 top | | | 34 top | | | 34 top | | | | | | |
| Transverse Frames | 36 bottom | | | 36 bottom | | | 36 bottom | | | 36 bottom | | | | | | |
| if joggled or liners. | 14' in oil joggled | | | 14' in oil joggled | | | 14' in oil | | | 14' in oil | | | | | | |
| Bridge Deck L | 5 | 3 | 30 | | | | 5 | 3 | 30 | | | | Spacing. | | | |
| TRUNK | | | | | | | | | | | | | 2'-11" | | | |
| Awg. or Shlr. Dk L | 7 | 3 | 34 | | | | 7 | 3 | 34 | | | | 2'-6" | | | |
| Upper " | 9 | 3 1/2 | 40 | | | | 9 | 3 1/2 | 40 | | | | 2'-9" | | | |
| Second " | | | | | | | | | | | | | | | | |
| Third " | | | | | | | | | | | | | | | | |

will prob
be altered
to Marine
afloat, or in d
float

IN SHIP. Any Dep
Approve
be

x = 46
3 1/2 = 50
4 = 52
2 = 34
= 38
3 = 34

N^o 6 longitude
N^o 5 lat each

6 + 40
50
les

g¹ See attac

Handwritten signature

© 2021

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.

DOUBLE BOTTOM. Engine space

Solid Floors, thickness and spacing 34 - 30

Spacing.....

Bridge Deck. Angle [or]

Longitudinal

STEEL STEAMER or MOTORSHIP.

Received at London Office

-5 JUN 1926

State if Report has been sent on the Freeboard of the Vessel *Yes*State if Report is sent on the Machinery of the Vessel *No. From Sld*DISCLOSED
SECTION.

Date of completion of report

Port of **NEWCASTLE-ON-TYNE**Survey held at *Hebburn-on-Tyne*Date First Survey *8th December 1925*Last Survey *21st May*19 *26*

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

*Single Sc.**"TOAS"**Mchy aft.*

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

Full scantling oil vessel

State Type of Erections

Boop, Bridge Forecastle

TONNAGE under Tonnage Deck..

*1579.52*CLASS *+100A1**carrying*

State if with freeboard as condition of Class

without

Built at

Hebburn-on-Tyne

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 *280.6*Launched *27-4-26* Yard No. *961*Builders *Palmer's S.B. & Co Ltd.*Owners *Gulf Refining Co* { *Provisional owners Messrs Palmer's S.B. & Co*

Managers

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

Residence

Port of Registry *Newcastle* { *will probably be altered later to Maracaibo.*

If surveyed while building, afloat, or in dry dock

Building + afloat

Total

1579.52

Gross Tonnage

2034.16

Register Tonnage

1138.59

REGISTERED DIMENSIONS.

FEET.

Length

280.4

Breadth

47.3

Depth

16.2

Breadth (greatest moulded)

B *47.0*

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

D *16.5*

TRANSVERSE 1st longitudinal Number (L x D) B x D

= *63.5*

2nd Numeral L x (B + D)

= *17780*

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

16.9

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

16.9

Do. Long Bridge to top of keel

Breadth Moulded *EXTREME SUMMER**14-6 3/4*

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. |
|--|--|--|--|--|--|
| FRAMES, Spacing amidships | | | Bracket Floors, Frame | | |
| " " from 1/2 length to Collision bulkhead | | | " " Reversed Frame | ✓ | ✓ |
| " " in peaks | <i>aft</i> | | " " Vertical Struts | | |
| FRAMING. | | | Centre Girder, depth and thickness | <i>Engine space 50 3/8 x 46</i> | |
| Frame Amidships, Angle, [or [| | | " " top Angles | <i>3 1/2 3 1/2 50</i> | |
| " " Extends up to | | | " " bottom Angles | <i>4 4 52</i> | |
| Reversed Frame Amidships, Angle | | | Side Girders, No. each side and thickness | <i>One 34</i> | |
| " " Extends up to | | | Margin Plate depth (excl. of flange) and thickness | <i>28 1/2 38</i> | |
| Depth of Framing Girder | | | " " Vertical Angle to Tank side | <i>3 3 34</i> | |
| Frames in Uppermost Continuous 'tween Decks, Angle, [or [| | | " " Bracket abaft 1/2 len. from stem | | |
| " " Second 'tween Decks, Angle, [or [| | | " " Vertical Angle to Tank side | | |
| " " Third " " " " | | | " " Bracket forward 1/2 len. from stem | | |
| Spacing in Peaks, [<i>aft</i> | <i>6 3 38</i> | | " " Gussets, spacing and scantling | | |
| Number and Spacing of Rivets through Frame and Shell Plating | <i>5 1/2 0</i> | | " " Gussets, spacing and scantling | | |
| Is Frame Joggled | <i>Yes</i> | | Tank Side Brackets, height above base line at toe of Frame and thickness | <i>up to No 6 longitudinal (in br. midline) up to No 5 lat each transverse</i> | |
| FRAMING ARRANGEMENTS (Sec. 7), state system and particulars | <i>Longitudinal framing as approved</i> | | INNER BOTTOM PLATING. | | |
| STRENGTHENING OF BOTTOM FORWARD. State Particulars | <i>close longitudinal midships thickness of shell Double shell connections to longitudinal</i> | | Breadth and thickness of Middle Line Strake | <i>under engines 7 1/2 x 40</i> | |
| DOUBLE BOTTOM. | | | Thickness of remainder in Holds | <i>50</i> | |
| Plating, Depth and thickness at mid-line in Holds | | | 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> | |
| Height of Brackets at side above base line at toe of frame | | | BEAMS. | | |
| Centre Line Keelson, on Floors, Angles, [or [| | | Uppermost Continuous Deck, amidships in Wells, Angle, [or [| | |
| " " Through Plate or Intercostal Plate | ✓ | ✓ | " " in way of Bridge, Angle, [or [| <i>Long¹ See attached sheet</i> | |
| " " Foundation Plate on Floors | | | Spacing | | |
| " " Flat Plate Keel Angles | | | Second Deck, amidships, Angle, [or [| ✓ | ✓ |
| Keelsons, No. each side | | | Spacing | | |
| " thickness of Intercostal Plate | ✓ | ✓ | Third Deck, amidships, Angle, [or [| ✓ | ✓ |
| " Angles | | | Spacing | | |
| DOUBLE BOTTOM. <i>Engine space</i> | | | Fourth Deck, amidships, Angle, [or [| ✓ | ✓ |
| Solid Floors, thickness and spacing | <i>34-30</i> | | Spacing | | |
| " " Are Frame and Reversed Frame joggled? | <i>Yes</i> | | Poop Deck, Angle, [or [| | |
| Bracket Floors, breadth and thickness at middle line | | | Spacing | | |
| " " breadth and thickness at margin plate | | | Bridge Deck, Angle, [or [| <i>Longitudinal See attached sheet</i> | |
| | | | Spacing | | |
| | | | Forecastle Deck, Angle, [or [| | |
| | | | Spacing | | |

80423

PILLARS AND DECKS.

| | | | | | | | | | |
|---|-------------------------------|--|----|-----------------|--|--|--|-----------------|--|
| PILLARS, No. of Rows..... | One | Any Departure from Approved Plans to be Noted. | | INCHES IN SHIP. | | Any Departure from Approved Plans to be Noted. | | INCHES IN SHIP. | |
| in 'tween Decks, Size and Spacing..... | | | | | | | | | |
| in Holds | 4 Angles 9'-0" as approved | | | | | | | | |
| Centre Line Bulkhead. | | | | | | | | | |
| Stiffeners and Spacing..... | | | | | | | | | |
| Plating, thickness of | | | | | | | | | |
| Stringers and Decks. | | | | | | | | | |
| Uppermost Continuous Deck. | | | | | | | | | |
| Stringer Plate, breadth and thickness in Wells | 50 | 48 | | | | | | | |
| in way of Bridge | 50 | 48 | | | | | | | |
| Angle in Wells | 4 | 4 | 60 | | | | | | |
| Thickness of Plating abreast Deck openings in way of Wells | 44 | | | | | | | | |
| Thickness of Plating abreast Deck openings in way of Bridge | 58 | 56 | | | | | | | |
| Thickness of Plating within line of openings... | | | | | | | | | |
| If Sheathed, material and thickness | No | | | | | | | | |
| Second Deck. | | | | | | | | | |
| Stringer Plate, breadth and thickness in Wells... | | | | | | | | | |

SHELL PLATING.

| | | | | | | | | | | | |
|-------------------------------------|---------------|----|----|----|--|------------------------|-----------|-------|--------|-----|-------|
| SCANTLINGS. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. | RIVETING. | | | | |
| STRAKES | | | | | | State if jogged? | | | | | |
| | | | | | | SINGLE OR DOUBLE. | | | | | |
| | | | | | | RIVETS. | | | | | |
| | | | | | | No. of Rows of Rivets. | | | | | |
| FLAT PLATE KEEL | 43 | 44 | 56 | 56 | | double | 7/8 | 3/8 | 4 to 3 | 1" | 3/8 |
| DBLG. (if any) | | | | | | | | | | | |
| BOTTOM PLATING, No. of Strakes | 48 | 48 | 40 | 44 | | double | 3/4 | 2 5/8 | 3 | 3/4 | 2 5/8 |
| BILGE PLATING, No. of Strakes | 48 | 40 | 44 | | | " | " | " | 3 | " | " |
| SIDE PLATING, No. of Strakes | 48 | 40 | 44 | | | " | " | " | 3 | " | " |
| UPPER DECK, Sheer-strake in Wells | 54 | 50 | 40 | 40 | | | | | 3 | 7/8 | 3/8 |
| UPPER DECK, Sheer-strake in Bridge | 60 | | | | | single | 7/8 | 3/8 | 3 | " | " |
| STRAKE BELOW SHEER-strake in Wells | 48 | 40 | 40 | | | double | 3/4 | 2 5/8 | 3 | 3/4 | 2 5/8 |
| STRAKE BELOW SHEER-strake in Bridge | | | | | | | | | 3 | 7/8 | 3/8 |
| POOP SIDE PLATING | 32 | | | | | | | | | | |
| BRIDGE SIDE PLATING | 36 | | | | | | | | | | |
| FORECASTLE SIDE PLATING | 36 | | | | | | | | | | |

WATERTIGHT BULKHEADS.

| | |
|---------------------------------------|---------------------|
| Total No. of W.T. BULKHEADS in Vessel | 10 |
| Extending to Upper Deck (Sec. 3 c) | 10 |
| Deck next below | |
| As per Rule | app ^d 10 |

FORGINGS and CASTINGS.

| | | | |
|---|-------------------------|----------------|----------------------|
| KEEL, Bar | Rolled | 4 x 2 | Lanarkshire Steel Co |
| STEM | Rolled | 4 x 2 | Lanarkshire Steel Co |
| STERN FRAME | Propeller Post | 9 x 5 1/2 | Forster & Sons |
| | Rudder | 8 x 5 1/2 | Lanarkshire |
| RUDDER-A x D | 207.5 | | |
| Speed of Vessel | 10 | | |
| RUDDER mainpiece at head | 1 1/4 | Forster & Sons | |
| | 6 3/4 | Lanarkshire | |
| | heel | 5 | |
| how constructed | Coupled head, arms skew | | |
| double or single plate coupling, vertical or horizontal | Single horizontal | | |

STEEL.

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

Pearse - Partners, Boldon, Durham, South Durham, Cargo Fleet

Has the Steel been tested as required by the Rules?

Yes

EQUIPMENT No. 19035

LETTER S

ANCHORS.

| 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. |
|-----------|-------------------|-----------------|-----------------------|-----------------------------|------------------------|---------|---|
| 1st Bower | 37 2 0 | 37 2 0 | 35 5 2 14 | 38 3/4 | Byss Improved | - | std 21.4.26 Butler |
| 2nd " | 39 1 0 | 39 1 0 | 35 5 2 14 | 38 3/4 | " | - | " " " |
| 3rd " | 33 0 0 | 33 0 0 | 30 17 2 0 | 32 3 | " | - | " " " |
| Stream | 10 1 7 | 10 1 7 | 12 6 2 7 | 11 0 1 | Boager | - | std 23.9.24 Liebrecht |

CHAIN CABLES.

| CHAIN CABLES. | 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. |
|---------------|---------------------------|-----------------------|------------------------|-------------------------------|--------------|-------------------|--|----------------|---------------------------|------------------------------|-------------------------------|
| 159 | 240 1 3/4 | 57 5/8 | 401 3 0 | 397 4 | 240 1 3/4 | Slud | C. North 23.4.26 Paul | TOWLINE | 90 4" | 33 1/2 | 90 4" |
| Stream | 75 4 1/4 | 55 | | | 75 4 1/4 | | | HAWERS & WARPS | 2-90 2 1/4 | 12 1/2 | 2-90 2 1/4 |

HAWERS AND WARPS.

Steering Gear, Steam Donkin

Steering Gear, Hand Tackles to capstan

Boats 2 at 23' 1.2 16" Steering Chains, Size and Test 1" 12 tons

Windlass Clark Chapman Steam

Rolling in Holds, thickness and material No. 1 hold for 2 1/2 WP

Cargo Battens, thickness, material and spacing None

Cargo Hatchways. (Upper Deck) on trunk top No. 1 9 x 3 1/2 x 40 BA

Thickness of Hatches 2 1/2

No. of No. 1 Hatchway (Forward) 8 x 10 No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters one in No. 1

All others oil tight steel covers

PALMERS SHIPBUILDING & IRON CO., LD.

Builder's Signature

Thos. S. Simpson

GENERAL DECLARATION The vessel has been built in accordance with the plans approved, the Committee's instructions & the Society's Rules. The workmanship and materials are good & to our satisfaction.

lapell oil cargo spaces, oil bunkers & water ballast spaces have been filled and tested to rule pressure. This testing covers the whole of the W.T bulkheads.

The decks (clear of oil spaces) have been tested by hosing. The testing by pressure tested the decks in oil spaces.

The vessel is longitudinally framed. The assigned freeboard has been marked verified & cut in

the approved plans which are the same as approved for the sister vessels "Aparia", "Cabiniás" & "Paraguana" are forwarded herewith. The plans include midship section of the vessel as built.

Amount of Entry Fee £ 6 : 0 : 0

Special Survey Fee £ 265 : 1 : 0

Freeboard Travelling Expenses, if any £ 7 : 0 : 0

Fees applied for, JUN 1926

Received by me, 26/6/26

I am of opinion the Vessel should be Classed + 100 A1

Carrying petroleum in bulk.

whether the Vessel has been built under Special Survey Yes

Signature E. Brown

Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 8 JUN 1926

Character assigned 100 A1 Carrying Petroleum in Bulk

Lloyd's A.C.P. + L.M.C. 5.26. L.L.

Tested for Oil Fuel 5.26 F.P. above 150°F

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.)

Rpt. 4.

REP

Official Number.

410.

British or
Built.

Sh
St

of Decks
of Masts

Fore &

Raised

ark and description
Steel

of Bulkheads

of water ballast

their capacity in ton

arter the depth from weath
tom of keel

Description of En

reciprocating
expansion Dir
ing Inverte

Particulars of Bo

scription.....Cylind

umber.....Two

on or Steel.....Stee

aded Pressure.....180.1

GROSS TONNAGE

amage Deck

spaces between Deck

Trunk

(Houses in

ce

ack

es

ses

se

machinery, and light

8 (2) of the Merch

Hatchways

ross Tonnage

as per Contra

gister Tonnage

tonnage of the engin

if no

PELLING machinery and

undermentioned space

ecastle

dge Space

ce at After

3 & 4 Round

he of Master

ers

ence, and Descrip

mer's Ship

Jarrow-on-T

Durham.

9th May, 19

Wt. 10821/39 Gp. 144

Total No. of Visits

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

1st Bower 23.0.2, with pin 15.8.21 K.H. Brunsdorf 30.3.26
2nd " 22.2.3, " 26.1.0 " " "
3rd " 19.3.22, " 22.1.0 " " "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 68.5 ft., R.Q.D. — ft., Bridge 22.0 ft., Forecastle 30.0 ft.

(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

poop front forward

No. and Material of Decks (this information is to be given as it should appear in the Register Book)

1 dk (stl)

Official No. 149410 ; Signal Letters

Is bottom of Vessel coated with cement

particulars of composition Portland Cement in all spaces not used for carriage of oil—oil spaces

PARTICULARS OF WATER BALLAST.—

| Where Fitted. | *Length. Feet. | Water Capacity. Tons. | Where Fitted. | *Length. Feet. | Water |
|---|-------------------|--------------------------|--|-------------------|-------|
| Double bottom, aft, | | | Fore peak tank, | 24 | |
| Double bottom, under Engines and Boilers, off | 42.5 | 93 | After peak tank, | 8 | |
| Double bottom, if under Engines only, | | | Deep tank, aft, | — | |
| Double bottom, if under Boilers only, | | | Deep tank, forward, | — | |
| Double bottom, forward, | | | Other tanks, if fitted, | — | |
| | | | (If necessary, furnish further information by sketch.) | | |
| | | 93 | | | |

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

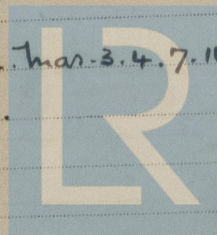
Order for Special Survey No. 5165

Date

10.3.26.

Dates of Surveys
held while building

1925 1926
Dec. 8. 17. Jan. 5. 14. 21. 27. 29. Feb. 1. 12. 15. 18. 24. Mar. 3. 4. 7. 11. 15. 30. Apr. 8. 12. 13. 1
16. 17. 19. 20. 21. 22. 24. 26. 29. 30. May 18. 19. 21.



Lloyd's Register
Foundation