

STEEL STEAMER or MOTORSHIP.

Received at London Office

12 MAY 1926

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

Date of completion of report

Port of NEWCASTLE-ON-TYNENo. 80370Survey held at WalkerDate First Survey 11th August/25Last Survey 14th April 1926

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

STEEL SINGLE SCREW STEAMER "ARTHUR W. SEWALL" MACH. AFT.

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

Full Scantling(Oil Carrier)State Type of Erections Prop. Bridge +

TONNAGE under Tonnage Deck...

5595.06CLASS +100 A1State if with freeboard as condition of Class NoBuilt at Walker, Newcastle-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 352.0Launched 29th Jan'y 1926 Yard No. 1012Builders Sir W. G. Armstrong, Whitworth & Co.Owners Evans & ReesManagers J. A. Christensen

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

Residence

Port of Registry Oslø

If surveyed while building, afloat, or in dry dock

Building

REGISTERED DIMENSIONS.

FEET.

Length

352.1

Breadth

60.0

Depth

33.0

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

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

9.99

Do. Long Bridge to top of keel

Draught Moulded

28.08

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	<u>Longitudinal framing</u>		Bracket Floors, Frame	<u>✓</u>	
" " from $\frac{1}{2}$ length to Collision bulkhead	<u>✓</u>		" " Reversed Frame	<u>✓</u>	
" " in peaks	<u>24</u>		" " Vertical Struts	<u>✓</u>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<u>52</u>	
Frame Amidships, Angle, [or]	<u>Longitudinal</u>		" " top Angles	<u>6 6 50</u>	
" " Extends up to	<u>✓</u>		" " bottom Angles	<u>4 4 56</u>	
Reversed Frame Amidships, Angle	<u>✓</u>		Side Girders, No. each side and thickness	<u>2 @ 40</u>	
" " Extends up to	<u>✓</u>		Margin Plate depth (excl. of flange) and thickness	<u>FLAT</u>	
Depth of Framing Girder	<u>✓</u>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<u>✓</u>	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	<u>✓</u>		" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	<u>✓</u>	
" " Second 'tween Decks, Angle, [or]	<u>✓</u>		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<u>✓</u>	
" " Third " " "	<u>✓</u>		" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<u>✓</u>	
Framing in Peaks, Angle or [<u>9 3/2 40 FORE 18 3/2 40 AFT.</u>		Tank Side Brackets, height above base line at toe of Frame and thickness	<u>✓</u>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>✓</u>		INNER BOTTOM PLATING.		
State if Frame Joggled	<u>✓</u>		Breadth and thickness of Middle Line Strake	<u>46</u>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<u>LONG FRAMING</u>		Thickness of remainder in Holds	<u>46</u>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<u>ADD INT OLS 8" AS PER PLAN APPROVED.</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	<u>✓</u>		Uppermost Continuous Deck, amidships in Wells, Angle, [or]	<u>Longitudinal</u>	
Height of Brackets at side above base line at toe of frame	<u>✓</u>		" " in way of Bridge, Angle, [or]	<u>✓</u>	
Middle Line Keelson, on Floors, Angles, [or]	<u>✓</u>		Spacing	<u>✓</u>	
" " Through Plate or Intercoastal Plate	<u>✓</u>		Second Deck, amidships, Angle, [or]	<u>Longitudinal</u>	
" " Foundation Plate on Floors	<u>✓</u>		Spacing	<u>✓</u>	
" " Flat Plate Keel Angles	<u>✓</u>		Third Deck, amidships, Angle, [or]	<u>✓</u>	
Side Keelsons, No. each side	<u>✓</u>		Spacing	<u>✓</u>	
" " thickness of Intercoastal Plate	<u>✓</u>		Fourth Deck, amidships, Angle, [or]	<u>✓</u>	
" " Angles	<u>✓</u>		Spacing	<u>✓</u>	
DOUBLE BOTTOM.			Poop Deck, Angle, [or]	<u>7 1/2 3 40 40</u>	
Solid Floors, thickness and spacing	<u>40 SP. 3 1/2 40</u>		Spacing	<u>24 40</u>	
" " Are Frame and Reversed Frame joggled?	<u>YES</u>		Bridge Deck, Angle, [or]	<u>8 3 38</u>	
Bracket Floors, breadth and thickness at middle line	<u>✓</u>		Spacing	<u>3 1 1/2</u>	
" " breadth and thickness at margin plate	<u>✓</u>		Forecastle Deck, Angle, [or]	<u>9 1/2 3 1/2 44 40</u>	
			Spacing	<u>2 1 1/2 40</u>	

W115-0064 1/2

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 POOP	3 ROWS BR.	8						
" in 'tween Decks, Size and Spacing.....	✓	✓	✓						
" " " " " " " "	✓	✓	✓						
" in Holds " " " "	✓	✓	✓						
" " " " " " " "	✓	✓	✓						
Centre Line Bulkhead.									
Stiffeners and Spacing.....	Angitahind as Midship Section.								
Plating, thickness of	49	40							
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells			54						
" " " " " in way of Bridge			54						
" Angle in Wells	6	6	54						
Thickness of Plating abreast Deck openings in way of Wells			38						
Thickness of Plating abreast Deck openings in way of Bridge			38						
Thickness of Plating within line of openings...			38						
If Sheathed, material and thickness	NOT.								
Second Deck.									
Stringer Plate, breadth and thickness in Wells...			40						
Stringer Plate, breadth and thickness in way of Bridge			40						
Thickness of Plating abreast Deck openings in way of Wells			38						
Thickness of Plating abreast Deck openings in way of Bridge			38						
Thickness of Plating within line of openings...			38						
If Sheathed, material and thickness	NOT.								
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			35	34					
Plating, Sheathing, material and thickness ...			30	26	PT SHEATHED P.P.				
Bridge Deck.									
Stringer Plate, breadth and thickness.....			39	40					
Plating, Sheathing, material and thickness ...			34	30	PT SHEATHED W.P.				
Forecastle Deck.									
Stringer Plate, breadth and thickness.....			35	34					
Plating, Sheathing, material and thickness ...			34		INCREASED WINDLASS.				

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>No.</i>	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.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	50	.84	.72	.72		DOUBLE	1	3 1/2	4	1	3 1/2	Lapped	
„ DBLG. (if any)	✓	✓				✓		✓	✓		✓	✓	
BOTTOM PLATING, No. of Strakes5.....)		.58	.47	.58		DOUBLE	7/8	3	3	7/8	3	Lapped	
BILGE PLATING, No. of Strakes1.....)	<i>approved</i>	.58	.47	.58		"	"	"	"	"	"	"	
SIDE PLATING, No. of Strakes5.....)	<i>56</i>	.56	.45	.45		"	"	"	"	"	"	"	
UPPER DECK, Sheer-strake in Wells.....)	50	.70	.52	.45		"	"	"	4	"	"	"	
UPPER DECK, Sheer-strake in Bridge ...)		.86				"	"	"	"	"	"	"	
STRAKE BELOW Sheer-strake in Wells.....)	50	.62	.45	.45		"	"	"	"	"	"	"	
STRAKE BELOW Sheer-strake in Bridge ...)						"	"	"	"	"	"	"	
POOP SIDE PLATING38		DBS	1/4	3	3	1/4	2 5/8	"	
BRIDGE SIDE PLATING40				"	"	3	2	"	"	"	
FOREC'TLE SIDE PLATING			.40			5	"	3	2	"	"	"	

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) 13

" Deck next below ✓

As per Rule AS APPROVED.

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	✓	5.5	36	5.5	36
" " Second " "	✓	✓	✓	✓	✓
" " Third " "	✓	✓	✓	✓	✓
" " Holds	✓	5.5	36	5.5	36
COLLISION " (in Hold)	✓	4.5	30	4.5	30
AFTER PEAK " "	✓	4.5	30	4.5	30

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	FLAT PLATE.			
STEM	ROLLED STEEL 9 1/2" 2 1/4" HECKMAN			
STERN FRAME { Propeller Post	STEEL 10 1/2" 7 3/4" DARLINGTON			
{ Rudder "	CASTING 9" 7 3/4" FORGE			
RUDDER—A X D.....	537			
Speed of Vessel.....	11 K.N.			
RUDDER mainpiece at head ...	IRON FORG. 11 1/2" SMITH'S FORGE			
" " heel ...	8 1/2"			
" how constructed	2 PIECES BUILT.			
" double or single plate	3 IN. PL.			
" coupling, vertical or horizontal.....	4 IN. PL.			

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Simmons-Martin Co.*
Bolehou Vaughan & Co. Ltd. 5 Darnley St. S.E. 1; Darnley, Long & Co. Ltd. 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

EQUIPMENT No. 34626											LETTER Y	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.			
29089	1st Bower ...	60	2	14	stockless			48	15	-	-	60. 0. 0	Byer's Improver	✓	Sld 12.10.25 W.H.L.
29295	2nd „ ...	59	1	0	"			47	18	-	14	60. 0. 0	stockless	✓	" 11.12.26 J.H.L.
29239	3rd „ ...	50	3	0	"			42	16	3	14	50. 2. 0		✓	" 22.12.25 "
	Collective weight.	170	2	14								170. 2. 0			
24252	Stream	16	2	14	4	2	14	17	18	1	21	16. 1. 0	Rodgers	St Taylor & S.	L.H. 9.2.26 A.G.W.

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate. Statu- Break- ing.	WEIGHT OF CHAIN CABLE.				Length and Size per Table 53.		Descrip- tion.	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.		Supplied.	Per Rule.	Length.	Diam.	Length.	Ins.					Length.	Ins.				
13977	Fathoms.	Ins.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
	270	2 3/4	86 1/2	120 1/2	646. 1. 0	645. 2. 0		270	2 3/4	Sted	Styler & S.	L.H. 9.2.26 A.G.	TOWLINE...	120	4 1/4	47	120	4 3/4	
28662	69	1 3/4	36 1/4	-	18. 3. 14	St. chain	short link					Ch. 13.1.26 S.C.P.	HAWSERS & WARPS	4 @ 90	3 1/2	26	2 @ 90	2 1/4	
Less Stream Chain or Steel Wire	90	4 1/4	47	-				90	4 1/4	G.S.W. Harrington	W.R. vks			"	2 @ 90	4			

Steering Gear, Steam *Donkin & Co's* Steering Gear, Hand *Donkin & Co's*

Boats *4 @ 22'-0" + 1 PRM 16'-0"* Steering Chains, Size and Test *1 3/4" dia.* Windlass *Clarke Chapman & Co's*

Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *6"x2" up. 9" spaced.*

Cargo Hatchways.—(Upper Deck) *one 8'-6" x 15'-0" stl coamings.* Thickness of Hatches *3" up.*

Size of No. 1 Hatchway (Forward) *8'-6" x 15'-0"* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *one 18"x40 Double angles 5 1/2"x3"x44.*

SIR W. G. ARMSTRONG, WHITWORTH & CO. LTD.
H.G. Williams
 Builder's Signature GENERAL MANAGER.

GENERAL DECLARATION *This vessel has been built in accordance with the approved plans, the Secretary's letters and in general conformity with the Society's Rules for the class contemplated. The materials employed and the workmanship are satisfactory. All the oil compartments, cofferdams, bunkers, peak tanks, fresh water tanks, and double bottom tanks have been tested as required by Rules and the weather decks have been hose-tested, also the peak bulkhead above tank. The scantlings and arrangements in the machinery space and forward areas approved. The windlasses and steering gear have been tried and found satisfactory. The approved plans and the foregoing reports are enclosed herewith. No cement is laid in cargo or fuel oil compartments and the Owners' consent has been obtained for this. Midship section and profile of the vessel as built are also enclosed.*

The amount of Entry Fee £ 10 : - : - Fees applied for, *10. MAY 1926*

Special Survey Fee.... £ 526 : 2 : 6 Received by me, *1.7.1926* I am of opinion the Vessel should be Classed *+100H1.*

Travelling Expenses, if any £ : : State whether the Vessel has been built under Special Survey *yes.* Signature *R. Langlands.*


Certificate to be sent to *NEWCASTLE-ON-TYNE* Date of issue *3/7/26.* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *21 MAY 1926*

Character assigned *100H1. Carrying Petroleum in bulk*

Lloyd's A.S.C.P. + L.M.S. 4:26 F.D. C.L.
Liked for Oil Fuel 4:26 F.D. above 100°F

W.H.L.



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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.)

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

1st Bower	38.2.14	K.H.	3610	3.9.25
2nd "	38.1.21	M.B.	2662	29.1.26
3rd "	32.0.21	K.H.	3637	2.10.25

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 94.0 ft., R.Q.D. ☒ ft., Bridge 31.6 ft., Forecastle 31.6 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) 2 decks (stl) Longitudinal framing.
Official No. ; Signal Letters Is bottom of Vessel coated with cement no.
particulars of composition No coating in oil compartments; cement in other spaces

PARTICULARS OF WATER BALLAST.

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.
Double bottom, aft,			Fore peak tank,	
Double bottom, under Engines and Boilers,	55.33	163.	After peak tank,	18.0
Double bottom, if under Engines only,			Deep tank, aft,	27.25
Double bottom, if under Boilers only,			Deep tank, forward,	
Double bottom, forward,	237.00	1141.	Other tanks, if fitted,	
	Total capacity of double bottom	1304	(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. 5146

Date 21.7.25

Dates of Surveys held while building

1925
Aug. 11. 18. 21. Sep. 17. Oct. 7. 15. 26. 28. 30. Nov. 2. 10. 24. 25. Dec. 9. 12. 15. 18. 22. 23. 29. 30.
5. 6. 7. 8. 11. 12. 13. 14. 15. 18. 19. 20. 21. 22. 25. 26. 28. Feb. 10. 12. 25. Mar. 4. 9. 18. 23. 30. Apr. 1. 8. 12. 14.

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