

STEEL ~~STEAMER~~ OF MOTORSHIP.

Received at London Office

JUL 1 1939

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

15<sup>th</sup> JULY 1939

Port of

ROTTERDAM

No.

28393<sup>a</sup>

Survey held at

KRIMPEN <sup>1/2</sup> YSEL

Date First Survey

24<sup>th</sup> JUNE 1938

Last Survey

4<sup>th</sup> JULY

1939

On the

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

STEEL SINGLE SCREW MOTOR TANKER

"OSCILLA"

MACHINERY FITTED AFT.

State Type

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

FULL SCANTLING

State Type of Erections POOP, BRIDGE, FORECASTLE

TONNAGE under Tonnage Deck

5540.48

CLASS  $\nabla$  100 A1

State if with freeboard as condition of Class

NO

Built at KRIMPEN <sup>1/2</sup> YSEL

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

LONGITUDINAL FRAMING AT BOTTOM AND AT DECK

FEET.

Launched 29<sup>th</sup> APRIL 1939

Yard No. 657

Builders C. VAN DER GIESSEN &amp; ZONEN'S SCHEEPSTYPEREN

Owners PETROLEUM MANTSCHAPPY "LA CORONA"

Total

Gross Tonnage

6341.02

Register Tonnage

3590.10

1st Longitudinal Number (L x D) = 13.175

Managers

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

2nd Numeral L x (B + D) = 36.231

Residence S GRAVENHAGE

Port of Registry S GRAVENHAGE

If surveyed while building, afloat, or in dry dock

WHILE BUILDING

## REGISTERED DIMENSIONS.

FEET.

Length

428.0

Breadth

54.5

Depth

30.9

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

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

13.7

Do. Long Bridge to top of keel

Breadth Moulded

25' 6 1/4"

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		IN INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	806	✓	Bracket Floors, Frame	✓	
" " from 1/2 length amidships to Collision bulkhead	686	✓	" " Reversed Frame	✓	
" " in peaks	610	✓	" " Vertical Struts	✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	1500 - 13	✓
Frame Amidships, Angle, [ or ]	BA 230. 90. 11	✓	" " top Angles	90. 90. 12 1/2	✓
" " Extends up to	UPPER DECK	✓	" " bottom Angles	100. 100. 14 1/2	✓
FOR LONGITUDINAL FRAMING SEE SEPARATE SHEET.			Side Girders, No. each side and thickness	TWO 15 - 12	✓
Reversed Frame Amidships, Angle	✓		" " AS PER PLAN		
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	TANK TOP STRAIGHT	✓
Depth of Framing Girder	✓		" " Vertical Angle to Tank side	TO SHIP'S SIDES	✓
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 from forward 1/2 len. from stem to Panting Area	✓	
" " from 1/2 len. for'd. to 15% len. from Stem	BA 250. 90. 11	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
" " in Peaks, Angle or [	BA 200. 90. 9 1/2	✓	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" - 5 1/2 d.	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
" " AND AS APPROVED			INNER BOTTOM PLATING.		
State if Frame Joggled	YES	✓	Breadth and thickness of Middle Line Strake	1800. 28. 17-13	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES	✓	Thickness of remainder in Holds	13	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES	✓	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?	AS PER APPROVED PLAN.	✓
SINGLE BOTTOM. IN DEPTANK FWD.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	1220. 9	✓	Uppermost Continuous Deck, amidships	230. 90. 10	✓
Height of Brackets at side above base line at toe of frame	✓		" " in Wells, Angle, E or [	✓	
Middle Line Keelson, on Floors, Angles, [ or ]	CENTRE BULKHEAD	✓	" " AFT., in way of Bridge, Angle, E or [	BA 180. 75. 10	✓
" " Through Plate or Intercostal Plate	✓		" " E or [	✓	
" " Foundation Plate on Floors	✓		Spacing	686 - 610 FWD	✓
" " Flat Plate Keel Angles	100. 100. 13	✓	" " 667 - 610 AFT.	✓	
Side Keelsons, No. each side	ONE	✓	Second Deck, amidships, Angle, [ or ]	✓	
" " thickness of Intercostal Plate	10 1/2	✓	Spacing	✓	
" " TOP	150. 90. 11	✓	Third Deck, amidships, Angle, [ or ]	✓	
" " Angles	307. 70. 11	✓	Spacing	✓	
DOUBLE BOTTOM. IN WAY OF MOTORSPACE			Fourth Deck, amidships, Angle, [ or ]	✓	
Solid Floors, thickness and spacing	12. 667	✓	Spacing	✓	
" " Are Frame and Reversed Frame joggled?	YES	✓	Poop Deck, Angle, E or [	BA 180. 75. 10 - 8	✓
Bracket Floors, breadth and thickness at middle line	✓		Spacing	667 - 610	✓
" " breadth and thickness at margin plate	✓		Bridge Deck, Angle, E or [	BA 200. 75. 9	✓
			Spacing	806	✓
			Forecastle Deck, Angle, E or [	BA 230. 90. 10	✓
			Spacing	686 - 610	✓

W1153-0102 1/3



# PILLARS AND DECKS.

PILLARS, No. of Rows.....	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
in 'tween Decks, Size and Spacing.....	2 ROWS	60 75 AND 90			Stringer Plate, breadth and thickness in way of Bridge	✓	
" " " " " "	1830	ALUMINUM			Thickness of Plating abreast Deck openings in way of Wells	✓	
in Holds " " " "	BRIDGE: 2 ROWS	60 75			Thickness of Plating abreast Deck openings in way of Bridge	✓	
" " " " " "	AND 2 STEEL BULKHEADS				Thickness of Plating within line of openings...	✓	
Centre Line Bulkhead. TWO LONGITUDINAL BULKHEADS					If Sheathed, material and thickness	✓	
Stiffeners and Spacing.....	BA. 230. 90. 11 AND AS APPROVED				Third Deck.		
HORIZONTAL STIFFENERS SEE SEPARATE SHEET.	BA. 250. 90. 14 IN FORECAST TANK				Stringer Plate, breadth and thickness.....	✓	
Plating, thickness of	11 AND AS APPROVED				If Plated, state thickness.....	✓	
STRINGERS AND DECKS.					Fourth Deck.		
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells	1910	16 1/2	✓		If Plated, state thickness	✓	
" " " " " in way of Bridge	1910	19 1/2	✓		Poop Deck.		
" Angle in Wells	150	150. 17	✓		Stringer Plate, breadth and thickness	9	
Thickness of Plating abreast Deck openings in way of Wells	14		✓		Plating, Sheathing, material and thickness	8 1/2 = 6 1/2	OREGON PINE 63
Thickness of Plating abreast Deck openings in way of Bridge	17 AND 14		✓		Bridge Deck.		
Thickness of Plating within line of openings...	12		✓		Stringer Plate, breadth and thickness.....	1900	10
If Sheathed, material and thickness	NOT SHEATHED.		✓		Plating, Sheathing, material and thickness	8	
Second Deck. CLEAR OF CARGO TANKS					Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	10	8 1/2	✓		Stringer Plate, breadth and thickness.....	1100	9
					Plating, Sheathing, material and thickness	9 - 8 1/2	OREGON PINE 63

# 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.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth. <small><math>\frac{\text{in.}}{16}</math></small>	Thickness. <small><math>\frac{\text{in.}}{16}</math></small>	Thickness. <small><math>\frac{\text{in.}}{16}</math></small>	Thickness. <small><math>\frac{\text{in.}}{16}</math></small>		SINGLE OR DOUBLE.			Diam. <small>inches.</small>	Spacing cr. to cr. <small>inches.</small>		Diam. <small>inches.</small>
FLAT PLATE KEEL .....	1320	23 $\frac{1}{2}$ ✓	18 ✓	18 ✓		II ✓	7 $\frac{7}{8}$	3 $\frac{1}{2}$	V, - IV ✓	1	4 ✓	LAPPED
„ DBLG. (if any) A 2220 B 2350 C 2350												
BOTTOM PLATING, No. of of Strakes ..2.....)	2220	16 ✓	17 $\frac{1}{2}$ ✓	13 ✓		II ✓	7 $\frac{7}{8}$	3 $\frac{1}{2}$	IV - III ✓	7 $\frac{7}{8}$	3 $\frac{1}{2}$	„
BILGE PLATING, No. of Strakes .....1.....)	2180	16 ✓	16 ✓	16 ✓		II ✓	7 $\frac{7}{8}$	3 $\frac{1}{2}$	IV - III ✓	7 $\frac{7}{8}$	3 $\frac{1}{2}$	„
SIDE PLATING, No. of Strakes .....2.....)	2350	15 ✓	11 $\frac{1}{2}$ ✓	11 $\frac{1}{2}$ ✓		II ✓	7 $\frac{7}{8}$	3 $\frac{1}{2}$	III ✓	7 $\frac{7}{8}$	3 $\frac{1}{16}$	„
UPPER DECK, Sheer- strake in Wells.....)	1605	23 $\frac{1}{2}$ ✓	11 $\frac{1}{2}$ ✓	11 $\frac{1}{2}$ ✓					V, - IV ✓	1 $\frac{1}{8}$ -1	4 $\frac{3}{4}$	„
UPPER DECK, Sheer- strake in Bridge ...)			28 ✓	AT ENDS OF BRIDGE AND AT POOP.					V ✓	1 $\frac{1}{8}$	4 $\frac{3}{4}$	„
STRAKE BELOW Sheer- strake in Wells.....)	2200	18 ✓	11 $\frac{1}{2}$ ✓	11 $\frac{1}{2}$ ✓		II ✓	1"	4"	IV - III ✓	7 $\frac{7}{8}$	3 $\frac{1}{2}$	„
STRAKE BELOW Sheer- strake in Bridge ...)												
POOP SIDE PLATING .....				9 $\frac{1}{2}$ ✓					II ✓	3 $\frac{3}{4}$	2 $\frac{5}{8}$	„
BRIDGE SIDE PLATING ...		10 $\frac{1}{2}$ ✓							II ✓	3 $\frac{3}{4}$	2 $\frac{5}{8}$	„
FOREC'TLE SIDE PLATING			10 $\frac{1}{2}$ ✓			I ✓	3 $\frac{3}{4}$	3	I ✓	3 $\frac{3}{4}$	2 $\frac{5}{8}$	„

# WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	16
Extending to Upper Deck (Sec. 3 c)	15
" Deck next below	1
As per Rule	

# FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	FLAT PLATE KEEL			✓
STEM	ROLLED 250. 65			✓
STERN FRAME	Propeller Post	CAST STEEL	BOCHUMER VEREIN	
	Rudder	AS PER APPROVED PLAN		
Speed of Vessel	12'			✓
RUDDER-Type	SIMPLEX BALANCE RUDDER			
" A x D				
" Diam. of head	FORGED 5 280	SKODA WORKS		
" Mainpiece at top pintle	FORGED 5 250	BOCHUMER VEREIN		
" heel				
" how constructed	AS PER APPROVED PLAN	ELECTRIC WELDED		
" double or single plate coupling, vertical or horizontal	15"			

MIDSHIP BULKHEAD, Upper tween decks	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
" Second		Scantlings.	Spacing.	Scantlings.	Spacing.
" Third					
" Holds		BA. 230. 90. 11	AND AS APPROVED	825	760. 10 1/2
" (in Hold)		7 1/2 - 6	BA. 206. 90. 10	610	STIFFENERS.
COLLISION		12-10-9-8	BA. 230. 90. 11	610	W.T. PLAT. FRT.
AFTER PEAK		12-8-7 1/2	BA. 150. 75. 13 1/2	610	BOILER PLAT.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	OPEN HEARTH PROCESS
STEEL.	AUG. THYSSENHUTTE - DORTMUND HOERDER HUTTENVEREIN - DEUTSCHE ROHRENWERKE AUG. THYSSEN
	THE LANARKSHIRE STEEL CO. LD.
Has the Steel been tested as required by the Rules?	YES. AT STEELWORKS







EQUIPMENT No 37742 ✓										LETTER a ✓		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.					
2390	1st Bower ...	68	1	23	✓			52	18	3	0	168-0-0	UNION STOCKLESS	DORTMUND	DORTMUND UNION DORTMUND J. QUAST 23-3-39 ✓	
2389	2nd „ ...	68	1	13	✓			52	18	3	0		“	HAERDER		
2388	3rd „ ...	66	0	8	✓			51	13	0	14		“	HUTTENBERG		
	Collective weight.	202	3	16	✓							194-2-0	“	“		
2391	Stream .....	19	0	22	✓	5	0	24	20	1	3	14	19-0-0	COMMON STOCK ANCHOR	“	

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.
4421	270	2 5/16	36 1/4	34 3/4	782-2-7	720-3-0	170	2 5/16	25/16	STUDLINK	KONINKLIJKE NEDERLANDSCHE GROFMEDEWIJZEN LEIDEN	K.N.G. LEIDEN. M. A. BUIJZE 16-5-39	TOWLINE...	120	4 3/4	64.6	120	4 3/4
													HAWSERS & WARPS	2 x 90	3 1/4	21.7	2 x 90	2 3/4
		Cir.							Cir.				"	2 x 90	3	18.6	2 x 90	2 1/2
on Stream (Chain Cable)	90	5			52.8				90	5								
Steel Wire																		

Steering Gear, Type (Power or hand) *PATENT STEAM-HYDRAULIC, DIRECT ACTING* Alternative Means of Steering *STEEL WIRE TACKLES AND CHAIN FROM TILLER TO WINCH*

Steering Chains (Size and Test) *FOR ALTERNATIVE MEANS.* Windlass *PATENT, STEAM.* Boats *FOUR*  
*2 1/2 A. 1 7/16 TEST 24 3/4 TONS.*

Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *✓*  
 Cargo Hatchways. (Upper Deck) *OILTIGHT STEEL MATCHES* Thickness of Hatches *STEEL COVERS*

Size of Hatchways No. 1 (Fwd.) *✓* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *✓*

Builder's Signature

NAAMLOOZE VENNOOTSCHAP  
C. VAN DER GIESSEN & ZONEN'S  
SCHEEPSWERVEN

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 *MOTORVESSEL*  
 (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *OILTANKER*. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

THE WORKMANSHIP WAS FOUND GOOD AND THE VESSEL HAS BEEN BUILT IN ACCORDANCE WITH THE PLANS APPROVED FOR THIS SHIP AND PREVIOUS SISTERVESSELS, COPIES OF WHICH PLANS ARE BEING RETAINED IN THE LONDON OFFICE AND IN ACCORDANCE WITH THE INSTRUCTIONS CONTAINED IN SECRETARY'S LETTERS M. 17-3-38, 3-10-38 AND 25-10-38 TO OUR OFFICE AND ROTTERDAM LETTERS M. 26-9-38, 13-10-38 AND 10-1-39 RESPECTING THIS CASE AND IN GENERAL CONFORMITY WITH THE SOCIETY'S RULES  
 MAIN- AND WING CARGOTANKS, FUELBUNKERS, SETTLEMENT TANKS, DEEPTANKS, FORE- & AFTERPEAKTANKS, COFFERDAMS AND DOUBLE BOTTOMTANKS IN MOTORSPACE HAVE BEEN TESTED WITH A HEAD OF WATER AS REQUIRED BY THE RULES AND FOUND TIGHT  
 FREEBOARD MARKINGS CUT IN ON THE VESSEL'S SIDES.  
 CERTIFICATES OF STERNFRAME AND TRUDDER ARE SENT HEREWITH.  
 FOR LIST OF APPROVED PLANS P.T.O.

The amount of Entry Fee ..... *120.00* Fees applied for, *18.7.1939*  
 Special Survey Fee.... *6453.45* Received by me, *1/8 19.39*  
 Travelling Expenses, if any *65.00* *MR 4/8*

State whether the Vessel has been built under Special Survey *YES*

I am of opinion the Vessel should be Classed *100.A.1*  
 "CARRYING PETROLEUM IN BULK"  
 "LONGITUDINAL FRAMING AT BOTTOM AND AT DECK"  
 Signature *P. van der Wal*  
 Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *SURVEYORS ROTTERDAM* Date of issue *19/9/39*

Committee's Minute

Character assigned

FRI 28 JUL 1939

*+ 100.A.1*

*Carrying petroleum in bulk*

*Lloyd's class*

*+ Lmb 7.39*

*LB-180 lb.*

*White*

*BRUNN*

*R*

*Oil Eng*

Lloyd's Register Foundation

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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.)

THE FOLLOWING PLANS HAVE BEEN APPROVED FOR THIS VESSEL AND PREVIOUS SISTERVESSELS; COPIES OF THESE PLANS ARE RETAINED IN THE LONDON OFFICE

MIDSHIP SECTION, TRANSVERSE O.T. BULKHEAD, PROFILE, DECK

(SCANTLINGS IN METRIC UNITS)

STRINGER AND CONNECTIONS IN CARGOTANKS

AMENDED RIVETING IN TRANSVERSES AND BULKHEADWEBS, SCANTLINGS IN WAY OF SHEER, FRAMING AT AFTEREND

PLAN OF O.T. TRANSVERSE BULKHEAD

N° 56

FRAMING AT FOREEND

TRANSVERSE BULKHEADS N° 124-126 AND LONGITUDINAL BULKHEAD

STRINGERS IN CARGO TANKS

OILFUEL BUNKERS AND DOUBLE BOTTOM IN MOTORROOM

PEAKBULKHEADS

DEEPTANK AND FOREHOLD

PROPOSED SCANTLINGS AT BRIDGEENDS

STERNFRAME

SIMPLEX BALANCE RUDDER

OILTIGHT BULKHEAD N° 43

44

BULKHEADS FORWARD COFFERDAM

### REVISED PLANS

UPPERDECK (FOR ALTERED POSITIONS OF SUPERSTRUCTURES' ENDS)

TORSIDE PLATING

SISTERVESSELS ARE: M.T. EULIMA (ROT REP N° 25273); OCANA (N° 26735); OVULA (N° 26776); ONOBA (ROT REP N° 26754)

### PARTICULARS OF ELECTRIC WELDING (if employed) FOR DETAIL WORK ONLY

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

CRUISERSTERN - DIRECTION FINDER - ECHO SOUNDING DEVICE

CARRYING PETROLEUM IN BULK - LONGITUDINAL FRAMING AT BOTTOM AND AT DECK

	HEADS	STAVES
Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower 45-1-14 J.Ø DORTMUND N° 1316, 6-3-39 2nd " 42-3-3 J.Ø " " 1315, 6-3-39 3rd " 45-2-13 J.Ø " " 1317, 6-3-39	22-3-27 J.Ø DORTMUND N° 1320, 6-3-39 23-1-5 J.Ø " " 1319, 6-3-39 22-3-10 J.Ø " " 1321, 24-3-39

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 88 ft., R.Q.D. ft., Bridge 46 ft., Forecastle 48 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. Signal Letters PGPJ Extreme Breadth over Belting Over-all Length 446.50

No. and Material of Decks ONE STEEL DECK; SECOND DECK CLEAR OF CARGOTANKS

Parts of Bottom of Vessel coated with cement or approved composition YES, CLEAR OF OIL COMPARTMENTS

Particulars of composition (if fitted) and of approval

### PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	22	103
Double bottom, under Engines and Boilers,			After peak tank,	16	55
Double bottom, if under Engines only, AFT	63.5	132	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	25	157
Double bottom, forward,			Other tanks, if fitted, OIL FUEL BUNKERS	8	267
Total length (if continuous) and Capacity			(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 932

Date 23 MARCH 1938

Dates of Surveys held while building

1938: JUNE 24; JULY 7-27; AUG. 1-5-13-24; SEPT. 8-13-20-27; OCT. 6-12-27; NOV. 3-7-10-15-17-23-24-30; DEC. 7-13-15-27-30, 1939: JAN. 3-9-24-31; FEBR. 10-22-27; MARCH 2-6-9-10-11-15-17-20-22-24-28-30-31; APRIL 1-4-6-12-13-14-17-18-19-22-27-29; MAY 9-11-16-22-25-31; JUNE 16-19-22-30; JULY 4

Total No. of Visits 70