

State if Report is sent on the Machinery of the Vessel

No. 516.

Date First Survey 4th January 1930 Last Survey 23rd August 1932

Single Screw "CORABANK" Machinery aft

Full Scantling Oil Tanker

State Type of Erections Pop. Bridge +
Forecastle

CLASS \div 100 A 1 ✓

State if with freeboard
as condition of Class

No

Built at Belfast

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

470

Launched 4th Sept. 1930 Yard No. 516.

Total 8146.42

Breadth (*greatest moulded*)

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

63.

Builders Workmen black (1928) htd.

ss Tonnage 8898.20

1st Longitudinal Number (L x D).....= 1660

Owners The Bank Line Ltd.


Register Tonnage 5365.58

2nd Numeral $L \times (B + D) \dots\dots\dots = 4645$

Managers Andrew Wein + Co. (Ltd)

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

REGISTERED DIMENSIONS.

Framing Depth "d," at middle of length.  See 2 (1d)

Residence London

gth 477

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

Port of Registry Belfast

63.8

Do. Long Bridge to top
of keel

If surveyed while building, afloat, or in dry dock

35.65

Draught Moulded

28'-5 $\frac{1}{4}$ " While building, afloat + in dry dock.

	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
Cardinal framing amidships. See 4 th sheet of Report.				
MES, Spacing amidships aft fud.	30	+	as plan	
" from length to Collision bulkhead.	27			
" in peaks.	Aft 22½	Fwd 24	+	as plan.
FRAMING.				
Aft Machinery Space	N.B.S.	10	3½ .42	
amidships Angle E				
" Extends up to	Upper Dk. Every 3 rd to 2 nd			Deck only
Tank Forward	B.A.	9	3½ .40	Approved O.B.S.
amidships Angle				
" Extends up to	Top of tank			
Depth of Framing Girder.				
Aft	7	3½ .41	every 3 rd .	
frames in Uppermost Continuous tween Decks, Angle E	Main frames up at Remgin der.			
" Upper second tween Decks, Angle E	9	3½ .38	Appd. 8½ x 3½ x .46	O.B.S.
" 2 nd (third)	12	3½ .45	Appd. 52 O.B.S.	
" N.B.S.				
aming in Peaks, Angle E	9	3½ .40	fud. Appd. 42	O.B.S. fud.
meter and Spacing of Rivets through Frame and Shell Plating mid	7/8 4 7/8 in deep tank			
if Frame Joggled	No			
TING ARRANGEMENTS (Sec. 7), state system and particulars	In deep tank - web frames wide stringer. Above deep tank intercostal side stringer. In peaks as approved			
NGTHENING OF BOTTOM FORWARD. State Particulars	In deep tank fud. intercostal girders spaced 5 ft. Bottom frames 6x6x.47 double riveted. Back angles to bottom longitudinal length of foremost oil tank riveting shell to Rule.			
LE BOTTOM. in deep tank Fwd.	66 x .44			
ors, Depth and thickness at mid-line in Holds				
Height of Brackets at side above base line at toe of frame	Floors straight across.			
dle Line Keelson, on Floors, Angles E or E	Centre line Bulkhead			
" Through Plate or Intercostal Plate	Through			
" Foundation Plate on Floors				
" Flat Plate Keel Angles	6 6 .59			
Keelsons, No. each side	2			
" thickness of Intercostal Plate	.44			
" Angles dble.	6 3½ .50			
BLE BOTTOM. in machinery space.	.53 30"			
Solid Floors, thickness and spacing				
" Are Frame and Reversed Frame joggled?	Yes			
Bracket Floors, breadth and thickness at middle line.				
" breadth and thickness at margin plate.				
Bracket Floors, Frame				
" Reversed Frame				
" Vertical Struts				
Centre Girder, depth and thickness amidships	66 .59			
" top Angles dble.	4 3½ .55			
" bottom Angles dble.	6 6 .59			
Side Girders, No. each side and thickness	4 .53			
Margin Plate depth (excl. of flange) and thickness Horizontal	.65			
" Horizontal Angle to Tank side Bracket, half len. from stem	5 5 .50			
" Vertical Angle to Tank side Bracket forward ¼ len. from stem				
" Gussets, spacing and scantling abaft ¼ len. from stem				
" Gussets, spacing and scantling forward ¼ len. from stem				
Tank Side Brackets, height above base line at toe of Frame and thickness	102 .48			
INNER BOTTOM PLATING. in machinery space				
Breadth and thickness of Middle Line Strake	36 x 1-0			
Thickness of remainder in Hold	1-125 4 .63			
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.				
Uppermost Continuous Deck, amidships fud.	N.B.S. 9 3½ .38			Appd. 8½ x 3½ x .44 O.B.S.
" aft Angle E	N.B.S. 8 3½ .43			
" fore of Bridge, Angle E	7 3½ .33			
" Spacing	27" fud. 30" aft.			
Second Deck, amidships Angle E	N.B.S. 10 3½ .40			Appd. 9½ x 3½ x .46 O.B.S.
" Spacing	27"			
Third Deck, amidships Angle E	N.B.S. 8 3½ .45			Appd. 8 x 3 x .43
" Spacing	30"			
Fourth Deck, amidships Angle E	N.B.S. 11 3½ .47			Appd. 56 O.B.S.
" O.T. flat	9 3½ .38			8½ x 3½ x .44 O.B.S.
" Spacing	27"			
Poop Deck, Angle E	N.B.S. 9 3½ .38			
" Spacing	30"			
Bridge Deck, Angle E	N.B.S. 9 3½ .45			Appd. 9 x 3½ x .38 at 33" sp.
" Spacing	36			
Forecastle Deck, Angle E	N.B.S. 8 3 35			Appd. 7½ x 3½ x .46 + .35
" Spacing	27 + 24			

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.
	Breadth.	Thickness.	Thickness.			Breadth.	Thickness.	Thickness.	
Centre line bulkhead, see below									
in 'tween Decks, Size and Spacing.....	✓								
" " " " " "									
in Holds " " " "	✓								
" " " " " "									
Centre Line Bulkhead.	6	3	36	N.B.S.	✓				
Stiffeners and Spacing.....	10	3 1/2	40	N.B.S.	✓				
	27	4	30		✓				
Plating, thickness of	45	5	52	✓					
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells	71	x	83	Appd.	78				
" " " " " in way of Bridge	-do-								
" Angle in Wells	7	7	73	✓					
Thickness of Plating abreast Deck openings) in way of Wells			65	✓					
Thickness of Plating abreast Deck openings) in way of Bridge			65	✓					
Thickness of Plating within line of openings...			65	✓					
If Sheathed, material and thickness Within Poop			Asphalt 1 1/4" + Dureastic Combination Asphaltic Flooring over oil 1 1/2"						
Second Deck.									
Stringer Plate, breadth and thickness in Wells...	74	x	46	✓					
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 within line of openings...									
If Sheathed, material and thickness									
Third Deck. O.T. Flat form.									
Stringer Plate, breadth and thickness.....			37	✓					
If Plated, state thickness.....			37	✓					
Fourth Deck.									
Stringer Plate, breadth and thickness.....				✓					
If Plated, state thickness				✓					
Poop Deck.									
Stringer Plate, breadth and thickness			38	✓					
Plating, Sheathing, material and thickness ...	30		Part Sheathed 2 1/2" Oregon pine.	✓					
Bridge Deck.									
Stringer Plate, breadth and thickness.....	67 1/4	x	38	Approved 42 1/2 x 44					
Plating, Sheathing, material and thickness ...	28.		5 x 3" Oregon pine + part Asphalt 1 1/4"						
Forecastle Deck.									
Stringer Plate, breadth and thickness.....			38	✓					
Plating, Sheathing, material and thickness ...	36	x	50	✓					

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled?			No.	BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		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	54	1.01	.80	.80	✓	Dble.	1	4	3	✓	1 1/8	3 1/2	Dble. straps
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes ...4.....		.64	.51	.51 + .53	✓	Dble.	7/8	3 1/2	4	✓	7/8	3 1/2	lapped
BILGE PLATING, No. of Strakes1.....		.64	.51	.56	✓								
		.64	.71	.56	✓								
		.66	.54	.62	✓								
SIDE PLATING, No. of Strakes3.....		.66	.58	.48 + .50	✓				4	✓			
				.50	✓								
		.64	.48	.48	✓				4	✓			
UPPER DECK, Sheer- strake in Wells.....		1.02	.48	.48	Approved 95 3/4 x 95				5	✓	1 1/8	5 1/6	
UPPER DECK, Sheer- strake in Bridge ...		1.21				Single	1	3 1/2	5	✓			
STRAKE BELOW Sheer- strake in Wells.....		.87	.48	.48	Approved 96 x 64	Dble	1	3 1/2	5	✓	1	4 1/2	
STRAKE BELOW Sheer- strake in Bridge87					1	3 1/2	5	✓			
POOP SIDE PLATING41	✓				2	✓	7/8	3 1/8	
BRIDGE SIDE PLATING46							3	✓		3 1/8	
FOREC'TLE SIDE PLATING			.44		✓	Single	7/8	3 1/3	1	✓		3 1/8	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	Ten
" Deck next below	Eight of which seven to Upper Deck in expansion Tank
As per Rule	Seven

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM		10 1/2 x 2 3/4		+ Rounded plate
STERN FRAME { Propeller Post		basting		Stahlwerk
{ Rudder "	-do-	2 1/2 x 1 1/4		Krieger
RUDDER—A x D.....	800	7/2 x 1 1/4		
Speed of Vessel.....	11 1/2	Knots		
RUDDER mainpiece at head ...	13 5/8		Fried Krupp	
" " heel ...	10 1/6		Essen	
" how constructed	7	Forged & built		
" double single plate coupling, vertical or horizontal.....	1.08	Vertical		

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper decks	.34	6 x 3 x .37	28		
" " In expansion Tank	.45	Web. 19 1/2 x 42		6 x 3 x .39	N.B.S. 30
" " " "		Fl. 5		7 x 3 x .33	
" " Third Below 2nd Deck	.45	3 Vertical		7 x 3 x .46	N.B.S. 30
" " Holds	.52	webs.		10 x 3 1/2 x .40	30
COLLISION (in Hold)54	2 Semi-bow beams		10 x 3 1/2 x .46	24
AFTER PEAK " " " "	.50	O.T. Flat.		2 Semi-bow beam	
		Flat.		7 x 3 x .44	24
				Top of Shaft Stool	

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).
	James Dudgeon & Co. Ltd., Lancashire Steel Co. Ltd., British (Guest Keen Baldwins) Iron & Steel Co. Ltd., Baldwins Ltd., David Colville & Sons. Ltd., Gossell Iron Co. Ltd., Steel Company of Scotland Ltd., Pease & Partners.
	Has the Steel been tested as required by the Rules? Yes - invoices herewith.

PARTICULARS OF LONGITUDINAL FRAMING.

CORABANK.

Workmen black 516.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.				
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Inches.	Number.	Diameter.
Framing of $\begin{matrix} 4 \\ \text{N.B.S.} \end{matrix}$ $\begin{matrix} L \\ \text{N.B.S.} \end{matrix}$ $\begin{matrix} C \\ \text{N.B.S.} \end{matrix}$		Transverse framing.																
Frames in Bridge 'tween Decks ...		8	3½	40	F. 8	3½	40	8	3½	N.B.S. 40	1"	6"	Same throughout	7	7/8			
Frames from Uppermost Continuous Deck No. 1					F. 8													
" 2		-do-			A. 8			-do-										
" 3		-do-			F. 8	-do-		-do-		O.B.S.	7/8	4 3/8	-do-	8				
" 4		-do-			F. 8			-do-					-do-					
" 5		9	3½	38	F. 9	3½	38	9	3½	N.B.S. 38			5+5 1/4	3"				
" 6		-do-			F. 9	3½	38	-do-								9		
" 7		-do-		39	F. 9	-do-	42	-do-		N.B.S. 39								
" 8		-do-		43	F. 10	3½	40	-do-		N.B.S. 43								
" 9		10	3½	40	F. 10	3½	40	10	3½	N.B.S. 40								
" 10		-do-			F. 10	3½	40	-do-										
" 11		-do-		42	F. 11	3½	43	-do-		N.B.S. 42								
" 12		12	3½	45	F. 11	3½	43	12	3½	N.B.S. 45						16		
" 13		12 x 4 x 4 x .46			A. 12 x 4 x 4 x .46			12 x 4 x 4 x .46		N.B.S.								
" 14		13 to 17 + 19 to 24			F. 13 to 16, 18 to 23			13 to 17 + 19 to 24		N.B.S.								
" 15		18 as approved			F. 16 Plate intercostal			18. Plate intercostal										
" 16					A. 17 as 18 amidships.			49 1/2 x 44										
" 17					F. 19. 44 Plate intercostal			L 7 x 3 1/2 x 44										
" 18					flanged on top.													
" 19					Back angles 3 1/2 x 3 1/2 x 44													
" 20					full length No. 1 tank													
" 21					28 on bottom +													
" 22					as approved.													
Spacing of Longitudinal Frames		33 1/2	30	28				33 1/2	30	28								
Double Bottoms $\begin{matrix} L \\ \text{N.B.S.} \end{matrix}$ $\begin{matrix} L \\ \text{N.B.S.} \end{matrix}$ or $\begin{matrix} C \\ \text{N.B.S.} \end{matrix}$		Tank Top Longitudinals																
" Bottom		Bottom																
Spacing of Longitudinals		Amidships																
" At Ends...		At Ends...																
Transverses.																		
In Bridge 'tween Decks		Transverse framing																
" Depth and Thickness																		
" Face Angles																		
" Lugs to Shell*																		
In Upper 'tween Decks.		As approved																
" Depth and Thickness																		
" Face Angles																		
" Lugs to Shell*																		
In Hold.		As approved																
" Depth and Thickness																		
" Face Angles																		
" Lugs to Shell*																		
" Back Bars																		
" Brackets																		
Spacing of Transverse Frames		As approved.																
" State if joggled or liners.																		
Longitudinal Beams of $\begin{matrix} L \\ \text{N.B.S.} \end{matrix}$ $\begin{matrix} L \\ \text{N.B.S.} \end{matrix}$ or $\begin{matrix} E \\ \text{N.B.S.} \end{matrix}$		Transverse																
" Bridge Deck																		
" Upper		As																
" Second		amidships																
" Third																		
" Spacing.		28 + 33 1/2																
" In Ships.		As approved.																
" Plate.		17 1/2 x 40																
" Angles.		5 x 3 1/2 x 38																
" As approved.		22 x 42																
" Plate.		6 x 3 1/2 x 56																
" Angles.																		

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.

EQUIPMENT No 47874												LETTER	d+	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.			
63595	1st Bower ...	77	3	17	Stockless			57	12	2	-	77½	Byers Type	S. Taylor & Sons (Brierley Hill) Ltd	Tipton 15/4/30
63594	2nd „ ...	77	3	10	- do -			57	12	2	-	77½	- do -	- do -	- do -
63596	3rd „ ...	77	1	25	- do -			57	8	3	-	77½	- do -	- do -	Tipton 16/4/30.
	Collective weight.	233	-	24								232 ✓			W. A. Wippsdale
63837	Stream	24	1	4	6	1	17	24	1	3	14	23½ ✓	Rodgers	- do -	Tipton 17/6/30.

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.	Inch.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Inch.					Fathoms.	Inch.	Tons.	Fathoms.	Inch.
14150	300	2½	112½	157½	942	0	6	940	300	2½	Sted link	S. Taylor & Sons Ltd.	Chester 26.6.30 J.R. Parsons.	TOWLINE	130	6	99.1	130	5½
														HAWSERS & WARPS	2-90	3½	35.2	2-100	2¾
															2-90	2½	17.7	2-100	2¾
															4-100	8	manilla		
Iron Stream or Steel Wire 66277	120	5¼	77½	77½					120	4¾	A. Thomson, Black & Co. Llangynwr	S. Taylor & Sons Ltd.	Tipton 17.6.30 W.A. Wippsdale.						
	One end for 18.34 Shackle steel link				1-14														

Steering Gear, ~~Steam~~ *Hasties electric hydraulic.* Steering Gear, Hand *None* Relieving tackle.

Boats *4-22'-0" lifeboats* Steering Chains, Size and Test ☒ Windlass *Emerson Walker vertical steam*

Ceiling in Holds, thickness and material ☒ Cargo Battens, thickness, material and spacing ☒

Cargo Hatchways. —(Upper Deck) *O.T. hatchways on Weather deck.* Thickness of Hatches *No. 1 fwd steel plate cover 52" stiffened*

Size of No. 1 Hatchway (Forward) *6'-10"* No. 2 ☒ No. 3 ☒ No. 4 ☒ No. 5 ☒ No. 6 ☒

Number of Shifting Beams and/or Fore and Afters *None*

WORKMAN CLARK (1928) LIMITED

Builder's Signature

F. Cunningham

REGISTERED

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

This vessel has been built in accordance with the approved plans, Secretary's letters & the Rules. The materials and workmanship are good. All cargo tanks, cofferdams, oil fuel bunkers, fore deep tanks, fore & after peak tanks & double bottom tanks have been satisfactorily tested to Rule requirements. The weather decks and watertight bulkhead have been satisfactorily hose-tested. The steering gear and windlass have been satisfactorily tested under working conditions. The freeboard markings port and starboard have been verified and cut in on the vessel's sides. The vessel is fitted for the carrying and burning of Oil Fuel F.P. above 150°F.

The amount of Entry Fee £ 11 : 0 : 0 } Fees applied for,
Special Survey Fee.... £ 633 : 13 : 6 } *26 Aug 1932*
Freeboard 14 : 0 : 0 } Received by me,
Travelling Expenses, if any £ : : } *5.10.1932*

I am of opinion the Vessel should be *Classed + 100 AI*
Carrying Petroleum in Bulk.
Longitudinal Framing.

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

Signature *Jas. J. Rennie* *L.R. Edgar*
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *This office* Date of issue *6/10/32*

Committee's Minute

FRI. 9 SEP 1932

Character assigned

+ 100 AI

Carrying petroleum in Bulk

+ N.M.C. 8.32

C.L.

Lloyd's A.T.C.P.

Oil Eng. 2 R.R. 150 lb.



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Lloyd's Register
Foundation

W1312-0181 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.)

Copies of the approved plans are filed in the London office. Approved plans as shown in list below are forwarded herewith.

1. Profile
2. Preliminary midship section.
3. Tabular scantlings of double bottom.
4. Stern frame
5. Rudder
6. Revised midship section.
7. Midship bulkhead & bottom longitudinal rivetting.
8. Frame brackets in Engine space.
9. Parting stringers & O.T. flat forward.
10. Double bottom in machinery space.
11. After end framing.
12. Fore end transverse.
13. Centre line bulkhead longitudinals - Rivetting.
14. Upper & 2nd Decks. Poop & fore-castle Decks.
15. Forward cofferdam bulkheads.
16. Oil fuel bunkers & after cofferdam bulkheads.
17. Strengthening at ends of erections.
18. Pumping arrangements.
19. Centre line bulkhead at fore end & fore end arrangements.
20. Fore peaks & fore peak tanks.
21. Connection of fin plates to sternframe.
22. Amended do do do.

Two certificates for castings & forgings and one mast certificates are also enclosed.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	Cwt. Qrs. Lbs.	(inc pins)	K. H.	4779	25. 7. 27.
	2nd "	47 - 3 - 10	"	K. H.	4725	28. 6. 27.
	3rd "	47 - 1 - 25	"	J. L.	160	18. 8. 27.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 103.3 ft., R.Q.D. ✓ ft., Bridge 33 ft., Fore-castle 40 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 Dks (Stl)

Official No. 161876 : Signal Letters L H B P

particulars of composition Remains of double bottom fillets only. Remains of cargo oil tanks nil. {Is bottom of Vessel coated with cement in fore & F.W. tanks not give in double bottom & on keel in cargo oil tanks

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.		Water Capacity.		Where Fitted.	Length.		Water Capacity.	
	Feet.	Tons.	Feet.	Tons.		Feet.	Tons.	Feet.	Tons.
Double bottom, aft,	✓	✓			Fore peak tank,	24.2	207.		
Double bottom, under Engines and Boilers,	✓	✓			After peak tank,	13.2	39.		
Double bottom, if under Engines only,	72.5	225.5			Deep tank, aft,	✓	✓		
Double bottom, if under Boilers only,	✓	✓			Deep tank, forward,	36.0	496.		
Double bottom, forward,	✓	✓			Other tanks, if fitted,	✓	✓		
		Total capacity of double bottom	225.5		(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. 820

Date 24 - 3 - 30

Dates of Surveys held while building

1930 Jan 6. 29 Feb 3. Mar 11. 14. 21. 27 Apr 1. 7. 8. 28. 29. 30 May 2. 5. 6. 9. 13. 19. 20. 21. 23. 27 June 10. 16. 17. 19. 20. 23. 24. 25. 27. 30 July 2. 3. 7. 9. 21. 22. 28. 30 Aug 1. 4. 5. 7. 8. 9. 11. 12. 13. 14. 15. 16. 18. 19. 20. 21. 22. 25. 26. 27. 29 Sept 1. 3. 4. 10 Oct 10 Nov 28 Dec 9. 18 1931 Jan 8. 27 Feb 9. 11. 19. 27 1932 Mar 16. 11. 25. 30 Apr 2. 3. 23. 28 Aug 11. 12. 16. 23

Total No. of Visits 88