

## STEEL STEAMER or MOTORSHIP.

WHEEL SECTION

Received at London Office

25 AUG 1945

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 *14th December 1940* Port of *Copenhagen* No. *11279*  
Survey held at *Copenhagen* Date First Survey *26th April 1938* Last Survey *14th November 1940*

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

Twin Screw M/V. "Adelaide Star"

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

Complete Superstructure with Tonnage opening State Type of Erections *Forecastle, Poop, Bridge*TONNAGE under 9224.47.  
Tonnage Deck...CLASS *100 A1* State if with freeboard as condition of Class *yes*Built at *Copenhagen*

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

Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a) *L 528'0"*Launched *30.12.1939* Yard No. *646*

Total

Breadth (greatest moulded) *B 70'0"*Builders *A/S. Burmeister + Wain Copenhagen*Gross Tonnage *12349.15*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 43'4"*Owners *Blue Star Line Ltd.*Register Tonnage *7545.40*1st Longitudinal Number (L x D) *= 22704*Managers *Union Cold Storage Co. Ltd.*  
(Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) *= 59664*Residence *London*REGISTERED DIMENSIONS.  
FEET.

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

Port of Registry *London*Length *532.9*Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.12*Breadth *70.3*Do. Long Bridge to top of keel *10.28*Depth *40.7*Draught Moulded *29'4 5/8*If surveyed while building, afloat, <sup>and</sup> in dry dock *yes*

## 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	30"	✓	Bracket Floors, Frame	✓	✓
" " from 1/2 length amidships to Collision bulkhead	22"	✓	" " Reversed Frame	✓	✓
" " in peaks	24"	✓	" " Vertical Struts	✓	✓
SIDE FRAMING.			Centre Girder, depth and thickness amidships	49" x .66	appr. .60
Frame Amidships, Angle <i>[C or F]</i>	9 3 1/2 x .40	✓	duct keel	49" x .56	
Extends up to <i>bridge - a Shelter deck alternately</i>			" " top Angles <i>double</i>	3 1/2 x .62	appr. .56
Frames in Motor room to 2nd deck	11 3 1/2 x .41	✓	" " duct keel double	5 3 1/2 x .60	appr. .60
Reversed Frame Amidships, Angle <i>[C or F]</i>	4 3 1/2 x .38	✓	" " bottom Angles <i>double</i>	5 5 x .70	appr. .60
" " " in deck tank " "	5 4 x .40	✓	Side Girders, No. each side and thickness	2 off .48	appr. .42
Extends up to <i>4th deck</i>			Margin Plate depth (excl. of flange) and thickness	4 1/2 x .62	✓
" " " abaft motor room	4 4 x .38	✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6 6 .52	✓
Depth of Framing Girder	9"	✓	" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	6 6 .52	✓
Frames in Uppermost Continuous 'tween Decks, Angle <i>[C or F]</i>	9 3 1/2 x .40	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem	continuous .48	✓
" " Second 'tween Decks, Angle <i>[C or F]</i>	9 3 1/2 x .40	✓	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	"	✓
" " Third " " " " " "	9 3 1/2 x .40	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	49" x .51	appr. .45
" " from 1/2 len. for d. to 15% len. from Stem <i>frame 172-182</i>	12 3 1/2 x .50	✓	INNER BOTTOM PLATING.		
" " in Peaks, Angle <i>[C or F]</i>	9 3 1/2 x .42	✓	Breadth and thickness of Middle Line Strake	75" x .60	from M.R.
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8", 6 1/2 diam.	✓	" "	60" x .60	aft
State if Frame Joggled	yes	✓	Thickness of remainder in Holds	.52	appr. .50
Are the scantlings and arrangements in the Panting Area 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?	yes	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	yes	✓	BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships	10 x 3 1/2 x 3 1/2	36/56 ✓
Floors, Depth and thickness at mid-line in Holds	✓	✓	" " in Welle, Angle <i>[C or F]</i>	10 3 1/2 x 3 1/2	36/56 ✓
Height of Brackets at side above base line at toe of frame	✓	✓	" " in way of Bridge, Angle <i>[C or F]</i>	3 1/2 x 3 1/2	36/56 ✓
Middle Line Keelson, on Floors, Angles, <i>[C or F]</i>	✓	✓	Spacing	30"	✓
" " " Through Plate or Intercoastal Plate	✓	✓	Second Deck, amidships, Angle <i>[C or F]</i>	11 x 3 1/2 x 3 1/2	42/57.5 ✓
" " " Foundation Plate on Floors	✓	✓	Spacing	30"	✓
" " " Flat Plate Keel Angles	✓	✓	Third Deck, amidships, Angle <i>[C or F]</i>	11 x 3 1/2 x 3 1/2	42/57.5 ✓
Side Keelsons, No. each side	✓	✓	Spacing	30"	✓
" " thickness of Intercoastal Plate	✓	✓	Fourth Deck, amidships, Angle <i>[C or F]</i>	10 x 3 1/2 x 3 1/2	36/56 ✓
" " Angles	✓	✓	Spacing	30"	✓
DOUBLE BOTTOM.			Poop Deck, Angle <i>[C or F]</i>	8 x 3 1/2 x 3 1/2	36/52 ✓
Solid Floors, thickness and spacing	.48 x 30"	appr. 46	Spacing	30"	✓
" " Are Frame and Reversed Frame joggled?	yes	✓	Bridge Deck, Angle <i>[C or F]</i>	8 x 3 1/2 x 3 1/2	38/52 ✓
Bracket Floors, breadth and thickness at middle line	✓	✓	Spacing	30"	✓
" " breadth and thickness at margin plate	✓	✓	Forecastle Deck, Angle <i>[C or F]</i>	7 x 3 1/2 x 3 1/2	34/50 ✓
			Spacing	27" x 24"	✓



# 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.
<b>PILLARS.</b> No. of Rows..... <i>2 rows</i>			Stringer Plate, breadth and thickness in way of Bridge .....	<i>54+.42</i>	<i>✓</i>
<i>uppermost</i>			Thickness of Plating abreast Deck openings in way of Wells .....	<i>.45</i>	<i>✓</i>
in "tween Decks, Size and Spacing..... <i>11+.50 to 6+.76</i>			Thickness of Plating abreast Deck openings in way of Bridge .....	<i>.40</i>	<i>✓</i>
<i>in way of steel trunks</i>	<i>8+.32 to 3+.52</i>		Thickness of Plating within line of openings.....	<i>.37</i>	<i>✓</i>
<i>2nd tweendeck</i>	<i>15+.46 to 11+.91</i>		If Sheathed, material and thickness .....	<i>partly sheathed</i>	<i>✓</i>
in way of steel trunks	<i>25+.50 to 12+.32 to 3+.52</i>		<b>Third Deck.</b>		
in Holds	<i>3+.32 to 4+.60</i>		Stringer Plate, breadth and thickness.....	<i>54+.34</i>	<i>✓</i>
<i>3rd tweendeck</i>	<i>17+.60</i>		<i>Motor Room</i>	<i>.44</i>	<i>✓</i>
in way of steeltrunks as above	<i>3+.32 to 3+.60</i>		If Plated, state thickness.....	<i>.32+.30</i>	<i>✓</i>
Centre Line Bulkhead. Pillars			<i>Motor Room</i>	<i>.44</i>	<i>✓</i>
Stiffeners and Spacing..... <i>in Holds</i>	<i>0 23+.74 to 15+.46</i>		<b>Fourth Deck.</b>		
Plating, thickness of	<i>Spacing of pillars as on approved profile plan</i>		Stringer Plate, breadth and thickness.....	<i>54+.34</i>	<i>✓</i>
<b>STRINGERS AND DECKS.</b>			If Plated, state thickness .....	<i>.30</i>	<i>✓</i>
Uppermost Continuous Deck. clear of bridge			<b>Poop Deck.</b>		
Stringer Plate, breadth and thickness in Wells	<i>76+.98</i>	<i>✓</i>	Stringer Plate, breadth and thickness .....	<i>46+.40</i>	<i>✓</i>
"    "    "    " in way of Bridge	<i>76+.49</i>	<i>✓</i>	Plating, Sheathing, material and thickness ...	<i>.36</i>	<i>✓</i>
"    "    "    " Angle in Wells .....	<i>7 7 .92</i>	<i>✓</i>	<i>2 1/2 Sheathing</i>		
Thickness of Plating abreast Deck openings in way of Wells clear of bridge	<i>ind } .84</i> <i>aft } .74</i>	<i>✓</i>	<b>Bridge Deck.</b>		
Thickness of Plating abreast Deck openings in way of Bridge .....	<i>.45</i>	<i>✓</i>	Stringer Plate, breadth and thickness.....	<i>76+.61</i>	<i>✓</i>
Thickness of Plating within line of openings in way of bridge	<i>46+.44</i> <i>.37</i>	<i>✓</i>	Plating, Sheathing, material and thickness ...	<i>.53</i>	<i>✓</i>
If Sheathed, material and thickness .....	<i>sheathed from aft end of bridge to forecabin</i>		<i>2 1/2 Sheathing</i>		
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells	<i>54+.49</i>	<i>✓</i>	Stringer Plate, breadth and thickness.....	<i>40+.40</i>	<i>✓</i>
	<i>clear of bridge</i>		Plating, Sheathing, material and thickness ...	<i>.36</i>	<i>✓</i>

## SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?		No. of Rows of Rivets.		RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.	Diam.	Spacing or to cr.	Diam.	Spacing or to cr.
FLAT PLATE KEEL .....	<i>59"</i>	<i>.94</i>	<i>.84</i>	<i>.86</i>		<i>double</i>	<i>1 1/8</i>	<i>4 1/4</i>	<i>4</i>	<i>1 1/8</i>	<i>4</i>
<i>where duct keel</i>		<i>1.13</i>									
" DBLG. (if any)					<i>on stern frame .72</i>						
BOTTOM PLATING, No. of Strakes A.B.C.D.	<i>78"</i>	<i>.73</i>	<i>A.B.C. A=.60 B=.82 C=.64 D=.68</i>	<i>D=.68</i>	<i>appr. .70</i>	<i>double</i>	<i>1"</i>	<i>7 rows</i>	<i>4</i>	<i>1"</i>	<i>4</i>
BILGE PLATING, No. of Strakes E.F.G.	<i>77</i>	<i>.78</i>	<i>F=.78</i>	<i>.68</i>	<i>appr. .70</i>	<i>double</i>	<i>1"</i>	<i>7 rows</i>	<i>4</i>	<i>1"</i>	<i>4</i>
SIDE PLATING, No. of Strakes H.I.K.L.M.	<i>75</i>	<i>.81</i>	<i>.52</i>	<i>.56</i>	<i>.68</i>	<i>double</i>	<i>7/8</i>	<i>8 rows</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2</i>
<i>clear of bridge</i>	<i>75</i>	<i>.71</i>	<i>.68</i>	<i>.52</i>	<i>.68</i>	<i>double</i>	<i>7/8</i>	<i>8 rows</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2</i>
UPPER DECK, Sheer-strake in Wells N.		<i>.91</i>	<i>.52</i>	<i>.52</i>	<i>.78 doubling at break</i>	<i>double</i>	<i>7/8</i>	<i>8 rows</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2</i>
UPPER DECK, Sheer-strake in Bridge		<i>.71</i>			<i>appr. .68</i>						
STRAKE BELOW Sheer-strake in Wells P.	<i>52</i>	<i>.70</i>	<i>.70</i>	<i>.70</i>		<i>double</i>	<i>7/8</i>	<i>8 rows</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2</i>
STRAKE BELOW Sheer-strake at Bridge ends	<i>52</i>		<i>.73</i>	<i>.73</i>							
POOP SIDE PLATING .....				<i>.44</i>		<i>single</i>	<i>3/4</i>	<i>9 rows</i>	<i>2</i>	<i>3/4</i>	<i>2 5/8</i>
BRIDGE SIDE PLATING ...	<i>52</i>	<i>.70</i>	<i>.73</i>	<i>.73</i>		<i>double</i>	<i>7/8</i>	<i>8 rows</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2</i>
FORECASTLE SIDE PLATING			<i>.46</i>			<i>single</i>	<i>3/4</i>	<i>9 rows</i>	<i>2</i>	<i>3/4</i>	<i>2 5/8</i>

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	<i>8</i>
(2nd deck)	
Extending to Upper Deck (Sec. 3 c)	<i>7</i>
" Deck next below	
As per Rule	<i>8</i>

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	<i>.62 steel plate</i>			
STEM	<i>casting</i>		<i>Burmester &amp; Wain</i>	
STERN FRAME	<i>casting</i>		<i>Ruhstahl A.G.</i>	
Propeller brackets	<i>casting</i>		<i>Stahlwerk Krüger</i>	
Rudder post	<i>casting</i>		<i>Düsseldorf</i>	
Speed of Vessel .....	<i>17 knots</i>			
RUDDER—Type .....	<i>double plate rudder</i>			
A x D	<i>200 x 6.6 x 6</i>	<i>1329</i>		
Diam. of head .....	<i>17 1/2</i>			
Mainpiece at top pintle	<i>3" x 3" x 3"</i>			
" heel ...	<i>3" x 3" x 3"</i>			
how constructed .....	<i>cast</i>			
double or single plate	<i>double plate .62</i>			
coupling, vertical or horizontal .....	<i>vertical</i>			

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks					
" Second "	<i>.28</i>	<i>26 L 4 1/2 x 3</i>	<i>.34</i>	<i>30</i>	<i>27 1/2</i>
" Third "	<i>.30</i>	<i>28 L 6 x 3</i>	<i>.28</i>	<i>30</i>	<i>27 1/2</i>
" Holds	<i>fr. 1/2 x 139</i>	<i>42.36.33</i>	<i>9.32.32</i>	<i>56</i>	<i>30</i>
COLLISION					
(in Hold)	<i>.58</i>	<i>41.38</i>	<i>9.32.46</i>	<i>.24</i>	<i>2 stringers</i>
AFTER PEAK					
" "	<i>.48</i>	<i>34.30</i>	<i>9.32.46</i>	<i>24</i>	

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	<i>Appleby - Frodingham, Colvilles, Steel Camp. of Scotland, Skinningrove Iron Camp, Lanarkshire Steel Co.</i>
	Has the Steel been tested as required by the Rules?	<i>yes</i>



EQUIPMENT No 63800 ✓											LETTER <i>if</i>		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.				
98343	1st Bower ...	100	0	14	✓	✓		67	12	2	0	99½	} Halls Patent improved Type	2	} 30.6.1939 Netherthorn J.A. Relf	
98318	2nd „ ...	100	0	0	✓	✓		67	5	0	0	99½		2		
98320	3rd „ ...	99	0	0	✓	✓		66	17	2	0	99½		2		
	Collective weight.	299	0	14	✓	✓						298. ✓				
98311	Stream .....	31	2	17	✓	✓	8	1	4	29	18	3	0	31 ex stock Stock anchor (Rodgers)	Taylor & Sons	9.6.39. Netherthorn J.A. Relf.
															HAWSERS AND WARPS	

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.					Fathoms.	Ins.		Fathoms.	Ins.	
89949	330	2 7/16	149	209	1042.0.6	13 1/2	✓	330	2 13/16	stud link "W.I. link" "Taylor"	S. Taylor & Sons	Netherthorn 16.9.39 J.A. Relf.	LOWLINE...	130	6 1/2	81.5	130	6 1/2	✓
													2 off	120	3 1/4	21.7	120	2 3/4	✓
													2 off	120	3 1/4	21.7	120	2 3/4	✓
													2 off	100	3 1/4	21.7			✓
Iron Stream (Chain or Steel Wire)	120	5 1/2	12	60	✓	✓		120	5 1/2	6.24	Jacob Holm & Sønner	Gm.							

Steering Gear, Type (Power or hand) *Electric Th. B. Thrigge, Odense* Alternative Means of Steering *Emergency electric Th. B. Thrigge*

Steering Chains (Size and Test) *✓* Windlass *Th. B. Thrigge, electric* Boats *2 off 28'0" x 8'6" x 3'6"*  
*2 off 26'0" x 8'0" x 3'3"*

Ceiling in Holds, thickness and material *Insulation of holds not yet fitted* Cargo Battens, thickness, material and spacing *Insulation not yet fitted.*

Cargo Hatchways.—(Upper Deck) *Steel coamings 33 1/2 .44* Thickness of Hatches *2 1/2 "*

Size of Hatchways No. 1 (Fwd.) *24'9" x 18'0"* No. 2 *45'0" x 21'0"* No. 3 *27'6" x 18'0"* No. 4 *32'6" x 18'0"* No. 5 *27'6" x 18'0"* No. 6 *17'6" x 18'0"*  
*(Bridge deck)*

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

Builder's Signature

AKTIESELSKABET  
BURMEISTER & WAINES MÅSKIL OG SKIBSBYGGERI

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 *✓*  
 (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *no* 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 vessel has been built in accordance with the approved plans, Secretaries letters and to the Rules of this Society for the class contemplated. The material and workmanship is to my satisfaction. All the double tanks, peak- and deep tanks, tunnels, watertight bulkheads and doors, weatherdecks, scuppers, air- and sounding pipes have been tested as required by the Rules and found satisfactory. The vessel is fitted for the carriage of oil fuel in the double bottom tanks (except No. 1+2 tanks), deep tanks in fore end of motor room and deep tanks along shaft tunnels, flash point of oil fuel above 150° Fahr. Section 20 of the Rules complied with where applicable. The rules for the application of electric arc welding have been complied with where applicable. The freeboards have been marked on the ships sides, verified and cut in.*

The amount of Entry Fee ..... £ *fr.* : 270.00  
 Freeboard " : 450.00  
 Special Survey Fee.... £ " : 10780.00  
 Late fee : 180.00  
 Travelling Expenses, if any £ " : 23.25

Fees applied for,  
 4.10 19  
 Received by me,  
 20.12 19

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

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

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

Signature *Wk. Junt*  
 Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *✓* Date of issue *✓*

Committee's Minute *✓*

Character assigned *No Action*

*Sunk.*



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Lloyd's Register  
 Foundation

W292-0024 (2/12)



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 vessel was drydocked in Aug 1940, and seized by the Germans in Nov. 1940.

PARTICULARS OF ELECTRIC WELDING (if employed) seams, butts and beams on top of wing tanks aft, wing tank top to shell, shelter deck to shell in way of poop, bridge and forecastle. 2nd, 3rd and fwd. 4th deck to shell. Deep tank forward of motor room. All gastight bulkheads.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Cruiser stern, Lloyd's A + C.P. D.F. E.S.D. Gy.C. Duct keel forward machinery space.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower Cert. 2220 Hall anchor head, cast steel, 63:3:22, 12 feet. 3.539, Magdeburg. Stolte.
2nd "	2219 " " " " " " " "
3rd "	2221 " " " " " " " "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 66.5 ft., R.Q.D. ✓ ft., Bridge 198.75 ft., Forecastle 66.0 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 Extreme Breadth over Belting (Circ. 1611) Over-all Length (Circ. 1703) 554.4'  
No. and Material of Decks 1 deck & shelter deck, 3rd deck except in No. 1 hold, 4th deck forward of machinery space.  
Parts of Bottom of Vessel coated with cement or approved composition No. 1 and 2 double bottom tanks.

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,	130' ✓	443	Fore peak tank,	32' 3	161
Double bottom, under Engines and Boilers,			After peak tank,	20' 6	149.5
Double bottom, if under Engines only,	47' 6	270	Deep tank, aft, <sup>on sides of shaft tunnels</sup>	107' 6	895.2
Double bottom, if under Boilers only,			Deep tank, forward, <sup>between shaft tunnels</sup>	117' 6	326
Double bottom, forward,	266' 9	1167	Other tanks, if fitted, <sup>ft. N: 99/100</sup>	18' 0	441.9
Total length (if continuous) and Capacity incl. cofferd.	444' 3	1880	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 136

Date 11.4.1938.

Dates of Surveys held while building

1938 April: 26, Nov: 16, 1939 Jan: 27, Feb: 22, 27, March: 1, 6, 9, 13, 15, 20, 29, April: 5, 11, 14, 19, 21, 22, 24, 26, May: 4, 9, 10, 13, 22, 25, 26, 30, June: 1, 2, 9, 21, 29, July: 1, 4, 13, 14, 17, 21, 23, 26, 28, Aug: 3, 7, 9, 12, 16, 19, 23, 26, 31, Sept: 4, 7, 8, 15, 20, 22, 25, 27, Oct: 2, 9, 10, 17, 19, 20, 21, 26, 30, Nov: 2, 4, 6, 7, 9, 11, 13, 15, 17, 18, 20, 22, 23, 24, 25, 27, 30, Dec: 2, 4, 5, 7, 9, 12, 13, 14, 16, 18, 19, 21, 22, 23, 28, 29, 30, Jan 40: 4, 10, 11, 19, 23, 27, Feb: 6, 8, 9, 14, 15, 22, 27, March: 5, 28, April: 2, 6, 7, 8, 16, 20, 30, May: 4, 6, 8, 10, 16, 22, 25, 30, 31, June: 2, 4, 7, 9, 17, 18, 19, 24, 28, July: 1, 5, 8, 9, 12, 29, Aug: 2, 5, 8, Sept: 2, 3, 14, Nov: 14, Total No. of Visits 156