

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at London Office *11th AUG. 31 1922*

State if Report is also sent on the Machinery of the Vessel *Yes*

Date of completion of report *30.8.22* Port of *NEWCASTLE-ON-TYNE* No. *75875*  
Survey held at *Larrow-on-Tyne* Date, First Survey *4th February 1921* Last Survey *28th August 1922*

On the (State if Single, Twin, or Triple Screw) *Single Sc. Ste. ss. "BRITISH GENERAL"* Rig *Schooner*

TONNAGE under Tonnage Deck... <i>6472.48</i>	CLASS <i>100A1 carrying petroleum in bulk</i>	FEET. <i>56.75</i>	Master <i>Reed</i>
Do. between Tonnage Dk. and 3rd and 4th Dk. <i>131.91</i>	Breadth (greatest moulded).....	<i>56.75</i>	Year of appointment <i>(1) As Master in service of owner of present vessel:—19 (2) As Master of this vessel:—19</i>
Total under Upper Dk. <i>41.63</i>	Depth, at middle of length from top of keel to top of upper deck beams at side.....	<i>33.92</i>	Built at <i>Larrow-on-Tyne</i>
Do. of Poop <i>99.63</i>	Transverse Number.....	<i>40.67</i>	When built <i>1922</i> Launched <i>15th Decr. 1921</i>
Do. of R.Q.Dk. <i>259.58</i>	Length on deck from fore part of stem to after part of stern post.....	<i>440.0</i>	By whom built <i>Palmers S.B. &amp; Co. Ltd.</i>
Do. of Bridge House	Longitudinal Number.....	<i>39890</i>	Owners <i>British Tanker Co. Ltd.</i>
Do. of Forecastle	Depth "d" at middle of length (See Secs. 2 & 13) ....	<i>12.90</i>	Managers <i>(Where necessary to be entered in Reg. Book.)</i>
Do. of Houses on Dk.	Proportions—Depths to Length—Upper Deck Beam at side to top of keel }	<i>12.90</i>	Residence <i>London</i>
Do. of excess of Hatchways	" " Long Bridge Deck }		Port belonging to <i>London</i>
Do. above Crown of Engine Room ..	" " Beam at side to top of keel }		
Gross Tonnage <i>6985.13</i>			
Less Crew Space <i>322.80</i>			
Less above Crown of Engine Room ..			
TONNAGE FOR FEES..			
Less Engine Room <i>2735.24</i>			
Less Navigation Spaces <i>354.29</i>			

Master Tonnage *4072.80* Destined Voyage *all three* If Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck as per Rule ....	Feet. <i>440</i>	Inches. <i>0</i>	BREADTH—Moulded ....	Feet. <i>56</i>	Inches. <i>9</i>	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet. <i>33</i>	Inches. <i>10</i>	No. of Decks with flat laid	<i>2</i>
						Do. do. do. do. Second Dk. Beams	<i>25</i>	<i>10</i>	No. of Tiers of Beams	<i>2</i>

Moulded depth, ft. *41* ins. *11* To Bridge Dk. Round of Upper } *14* ins.  
Moulded depth, ft. *33* ins. *11* To Upper Dk. Dk. Beam, Actual }

Dimensions of Ship per Register, Length *440.2* breadth *57.1* depth *33.9*

FRAMING.				PILLARS.			
NAME, Angles, or E or L Bars amidships	Inches in Ship	Inches in Ship	Inches in Ship	PILLARS In 'tween Deck, size and spacing	Inches in Ship	Inches in Ship	Inches in Ship
Do. in peaks	<i>8</i>	<i>3 1/2</i>	<i>46</i>	" " Hold	<i>3</i>	<i>4 1/2</i>	<i>3</i>
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>44</i>	" " Quarter 'tween Dks.,			
" " " BA at intermdt. Bkts.	<i>5 1/2</i>	<i>3 1/2</i>	<i>50</i>	" " in Hold			
Spacing of Frames from centre to centre amidships	<i>27 1/2</i>		<i>27 1/2</i>				
" " " length to Collision bulkhead	<i>27</i>		<i>27</i>				
" " " in peaks	<i>24</i>		<i>24</i>				
REVERSED FRAME, Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>50</i>	KEELSONS & STRINGERS.			
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>44</i>	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate			
" " " BA at intermdt. Bkts.	<i>8 1/2</i>	<i>3 1/2</i>	<i>54</i>	" Rider Plate			
FRAMING, depth of girder	<i>36</i>	<i>40</i>	<i>36</i>	" Flat Plate Keel Angles			
FLOORS, depth and thickness of Floor Plate at mid-line for length amidships	<i>36</i>	<i>40</i>	<i>36</i>	" Horizontal Plates on Floors			
" in way of Engine and Boiler Spaces	<i>C.D.B.</i>			" Angles or Bulb Angles			
" thickness at the ends of vessel	<i>horizontal</i>			(SIDE KEELSONS, Number	<i>7</i>	<i>3 1/2</i>	<i>52</i>
" depth at 1/2 the half breadth, as per Rule	<i>horizontal</i>			" Angles or Bulb Angles	<i>7</i>	<i>3 1/2</i>	<i>52</i>
" height extended at the Bilges	<i>horizontal</i>			" Plate above floors, for length	<i>27</i>	<i>44</i>	<i>27</i>
FLOORS in Cell Double Bottoms	<i>8</i>	<i>54</i>	<i>84</i>	" Intercostal Plate, for length	<i>44</i>		<i>44</i>
" state if flanged (top & bottom)	<i>8</i>	<i>54</i>	<i>84</i>	" Attached to outside Plating with Angle	<i>6</i>	<i>6</i>	<i>20 3 1/2 x 3 1/2</i>
" Spacing of Solid floors	<i>8</i>	<i>54</i>	<i>84</i>	BILGE KEELSON, Angles			
CENTRE GIRDER, in Dbl. bottom, dpth. & thknss.	<i>84</i>	<i>66</i>	<i>62</i>	" Intercostal Plate for length			
" " Angles, Top	<i>3 1/2</i>	<i>3 1/2</i>	<i>64</i>	" Attached to outside Plating with Angle	<i>2</i>	<i>plate</i>	<i>2</i>
" " Bottom	<i>6</i>	<i>6</i>	<i>54</i>	(SIDE STRINGERS, Number	<i>7</i>	<i>3 1/2</i>	<i>52</i>
" " to Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>54</i>	" " Angle	<i>7</i>	<i>3 1/2</i>	<i>52</i>
" Brackets at intermdt. frmg., width & thknss	<i>33</i>	<i>65</i>	<i>33</i>	" Intercostal Plate, for length	<i>27</i>	<i>48</i>	<i>27</i>
IDE GIRDERS, number on each side & thickness	<i>one</i>	<i>52</i>	<i>one</i>	" Attached to outside plating with Angle	<i>6</i>	<i>6</i>	<i>20 3 1/2 x 3 1/2</i>
" state if flanged (top and bottom)	<i>no</i>			Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	<i>72</i>	<i>74</i>	<i>72</i>
" Angles (top and bottom)	<i>3 1/2</i>	<i>3 1/2</i>	<i>54</i>	" " br'dth & thickness (in way of Bridge)	<i>72</i>	<i>90</i>	<i>72</i>
" " to Floors	<i>3</i>	<i>3</i>	<i>52</i>	" " Angle (clear of Bridge)	<i>6 x 6</i>	<i>60</i>	<i>6 x 6</i>
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>4</i>	<i>4</i>	<i>50</i>	" " Tie Plate at sides of Hatchways	<i>50</i>	<i>54</i>	<i>50</i>
" Angle to Outside Plating	<i>4</i>	<i>4</i>	<i>50</i>	" Deck * Iron or Steel, for whole lng.	<i>50</i>	<i>54</i>	<i>50</i>
" " Floors	<i>4</i>	<i>4</i>	<i>50</i>	" " Thickness (clear of Bridge)	<i>50</i>	<i>54</i>	<i>50</i>
" Brackets at intermdt. frmg., width & thknss	<i>48</i>		<i>48</i>	" " (in way of Bridge)	<i>50</i>	<i>54</i>	<i>50</i>
" Height of Outside Brackets above at bilge	<i>48</i>		<i>48</i>	Wood Deck, Material & thickness	<i>2 1/2</i>	<i>PP</i>	
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>46</i>	<i>54</i>	<i>46</i>	Second Deck Stringer Plate, br'dth & thickness	<i>54</i>	<i>44</i>	<i>54</i>
" " in Engine and Boiler space	<i>46</i>	<i>54</i>	<i>46</i>	" Angles on ditto, No.	<i>6 x 6</i>	<i>44</i>	<i>6 x 6</i>
" " Remainder in Holds	<i>46</i>	<i>54</i>	<i>46</i>	" Tie Plates outside Hatchways	<i>42</i>	<i>32</i>	<i>42</i>
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>8</i>	<i>3</i>	<i>46</i>	" Deck * Iron or Steel, for whole lng.	<i>42</i>	<i>32</i>	<i>42</i>
" In way of Long Bridge	<i>8</i>	<i>3</i>	<i>46</i>	" Wood Deck, Material & thickness	<i>42</i>	<i>32</i>	<i>42</i>
" Spacing	<i>27 x 27 1/2</i>		<i>27 x 27 1/2</i>	Third Deck Stringer Plate, br'dth & thickness			
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>8</i>	<i>3</i>	<i>46</i>	" Angles on ditto, No.			
" Spacing	<i>27 x 27 1/2</i>		<i>27 x 27 1/2</i>	" Tie Plates, outside Hatchways			
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>8</i>	<i>3</i>	<i>46</i>	" Deck * Material and thickness			
" Angles on upper edge	<i>27 x 27 1/2</i>		<i>27 x 27 1/2</i>	Fourth and Fifth Deck Stringer Plate, breadth & thickness			
" Spacing	<i>27 x 27 1/2</i>		<i>27 x 27 1/2</i>	" " Angles on ditto, No.			
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>8</i>	<i>3</i>	<i>46</i>	" " Tie Plates outside Hatchways			
" Angles on upper edge	<i>27 x 27 1/2</i>		<i>27 x 27 1/2</i>	" " Deck, Material & thickness			
" Spacing	<i>27 x 27 1/2</i>		<i>27 x 27 1/2</i>	Poop Deck Stringer Plate, breadth & thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>36</i>
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>8</i>	<i>3</i>	<i>46</i>	" Angle on ditto	<i>3 1/2</i>	<i>3 1/2</i>	<i>36</i>
" Angles on upper edge	<i>27 x 27 1/2</i>		<i>27 x 27 1/2</i>	" Tie Plates	<i>36</i>		<i>36</i>
" Spacing	<i>27 x 27 1/2</i>		<i>27 x 27 1/2</i>	" Deck, Material and thickness	<i>36</i>		<i>36</i>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>8</i>	<i>3</i>	<i>46</i>	Bridge Deck Stringer Plate, br'dth & thickness	<i>41</i>	<i>42</i>	<i>41</i>
" Angles on upper edge	<i>27 x 27 1/2</i>		<i>27 x 27 1/2</i>	" Angle on ditto	<i>3 1/2</i>	<i>3 1/2</i>	<i>42</i>
" Spacing	<i>27 x 27 1/2</i>		<i>27 x 27 1/2</i>	" Tie Plates	<i>36</i>		<i>36</i>
	<i>54 x 48</i>		<i>54 x 48</i>	" Deck, Material and thickness	<i>36</i>		<i>36</i>

[illegible]

"BRITISH GENERAL" NINC REPORT NO 75350  
**PARTICULARS OF LONGITUDINAL FRAMING. IN OIL SPACES ONLY.**

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		RIVETS IN BRACKETS TO BULKHEADS.		
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Spacing of Rivets on each side of Transverses and Bulkheads.		Number.	Diameter.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.		Inches.	
Framing of <b>L</b> , <b>L</b> or <b>E</b> .....																		
Frames in Bridge 'tween Decks ...					TRANSVERSE FRAMING										✓	✓		
Frames from Uppermost Continuous Deck		No. 1	7	3 1/2	36				6 1/2	3 1/2	40	6 1/2	3 1/2	40	7/8	6	7	7/8
		" 2	7	3 1/2	36				6 1/2	3 1/2	40	6 1/2	3 1/2	40	"	"	"	"
		" 3	7	3 1/2	40				7	3 1/2	40	6 1/2	3 1/2	44	"	"	"	"
		" 4	7	3 1/2	45	✓	FORM 3 1/2	44	7 1/2	3 1/2	40	7	3 1/2	44	✓	"	11	7/8
		" 5	8	3 1/2	40				8	3 1/2	40	7 1/2	3 1/2	40	"	"	4 1/2 dia for 5 rivets	"
		" 6	8	3 1/2	48	✓	FORM 3 1/2	40	8 1/2	3 1/2	40	8	3 1/2	40	"	"	"	"
		" 7	9	3 1/2	46				8 1/2	3 1/2	46	8	3 1/2	40	"	"	"	"
		" 8	9	3 1/2	46				9	3 1/2	46	8 1/2	3 1/2	46	"	"	3 1/2 dia	"
		" 9	9	3 1/2	54	✓	FORM 3 1/2	46	9 1/2	3 1/2	46	9	3 1/2	46	"	"	"	"
		" 10	10	3 1/2	46				10	3 1/2	46	9 1/2	3 1/2	46	"	"	"	"
		" 11	10	3 1/2	52				10	3 1/2	52	10	3 1/2	48	"	"	"	"
		" 12															16	✓
		" 13															12	✓
		" 14	15	4	4	✓			12	3 1/2	3 1/2	60	12	3 1/2	3 1/2	60	"	"
		" 15	15	4	4	✓			12	3 1/2	3 1/2	52	12	3 1/2	3 1/2	52	"	"
		" 16	15	4	4	✓			12	3 1/2	3 1/2	52	12	3 1/2	3 1/2	52	"	"
Spacing of Longitudinal Frames		Amidships	2' 6"						2' 6"			2' 6"					Longt. on flat of bottom	
		At Ends	2' 6"						2' 6"			2' 6"					Nº 1 tank 3 1/2 dia. throughout.	✓
Double Bottoms		Tank Top Longitudinals																
		Bottom																
Spacing of Longitudinals		Amidships																
		At Ends																
Transverses.																		
In Bridge		Depth and Thickness																
'tween Decks		Face Angles																
		Lugs to Shell*																
In Awning, Shelter or Upper 'tween Decks.		Depth and Thickness	✓	18	40				18	40								
		Face Angles	3 1/2	3 1/2	40				3 1/2	3 1/2	40							
		Lugs to Shell*	3 1/2	3 1/2	40				3 1/2	3 1/2	40							
In Hold.		Depth and Thickness	✓	36	46				36	46								
		Face Angles	✓	6	66				6	3 1/2	66							
		Lugs to Shell*	✓	6	46				6	6	46							
		Brackets to shell	✓	one	40				one	40								
Spacing of Transverse Frames			✓	8' 0"					8' 0"									
		* State if joggled or liners.	✓	joggled														
Longitudinal Beams of <b>L</b> , <b>L</b> or <b>E</b>		Bridge Deck																
		Awg. or Shltr. Dk.	✓	6 1/2	3	36	✓	6 1/2	3	36	6 1/2	3	36	6 1/2	3	36	30" x 31"	Transverse Beams.
		Upper	✓	7	3	38	✓	7	3	38	7	3	38	7	3	38	30" x 32"	
		Second																
		Third																

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.

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.

BULKHEADS

N <sup>o</sup>	PLATING	HOR <sup>tl</sup> STIFFENERS	SPACING	VERTICAL STIFFENERS	SPACING	SINGLE OR DOUBLE FRAME	HEIGHT
8+11	46, 34, 32, 30, 38	2 decks ✓		BA ✓ 9x3 1/2 x 48, 6 1/2 x 3 x 38	24" ✓	SINGLE ✓	U.O.K. ✓
20	Oil Fuel 42, 48	48, 46, 44, 42 ✓	2 semi-box beams and deck ✓	9 x 3 1/2 x 46 BA ✓	24", 27 1/2", 30" ✓	DOUBLE ✓	U.O.K. ✓
N <sup>o</sup> 50	52, 46, 44, 42, 40, 38						U.O.K.
51	"						U.O.K.
54	"						Tank OK
57	"						U.O.K.
60	"						Tank OK.
63	"	✓ B.A. ✓ 6x3x40, 7x3x40 8x3x44, 9x3x40		2 webs each side as per plan, 10'0" x 17'6" from centre ✓			U.O.K.
66	"	9 1/2 x 3 1/2 x 46, 10 x 3 1/2 x 46 10 x 3 1/2 x 50 ✓	2'6" ✓			DOUBLE ✓	Tank OK
67	"	and sheaf plate ✓					Tank OK
70	"						U.O.K.
78	"						Tank OK
76	"	additional stiffening at fore end for sheer ✓					U.O.K. ✓
79	"						Tank OK
82	"						U.O.K.
83	"						U.O.K.
104	48, 44, 40, 36 34, 38	2 dks + semi box beams ✓		BA. ✓ 10 x 3 1/2 x 56 to 2nd deck 4 1/2 x 3 x 32 angle above	24" ✓	Single ✓	U.O.K. ✓
CENTRE LINE	52, 46, 44, 42 40, 38	BA. 6x3x40, to 10x3 1/2x58 ✓	2'6" ✓	Transverse Bldgs + webs 8'0" apart ✓		double ✓	U.O.K. ✓

11 Bulkheads to U.O.K., 6 to 2nd deck.

*GR Brown*



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EQUIPMENT No. Table with columns: Number of Certificate, Anchors, Weight, Ex. Stock, Weight of Stock, Test, Per Certificate, Weight Required by Table 31, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES. and HAWSERS AND WARPS. Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and Size per Table 31, Description, Makers of Cables, Where and when tested, and Superintendent, Material, Length and Size supplied, Breaking Test of Steel Wire Towline, Length and Size per Table 31.

Boats, Pumps, Windlass, Engine Room Skylights, Coal Bunker Openings, Number of Scuppers, Ceiling in Holds, Cargo Hatchways, State size No. 1 Hatch, Number of Web Plates, Bulwarks, The foregoing is a correct description, Builder's Signature, No. of Breasthooks, No. of Crutches, Main Rail, material and size, Surveyor's Signature, Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) 6-8-20, 10-8-20, 20-8-20, 15-9-20, 21-9-20, 1-10-20, 12-10-20, 15-11-20, 30-11-20, 2-12-20, 5-12-20, 31-12-20, 1-2-21, 7-2-21, 9-2-21, 19-2-21, 25-2-21, 12-5-21, 25-10-21, 14-11-21, 25-11-21, 7-3-22. Workmanship, Are the butts of plating planed or otherwise fitted? planed - lapped. Is the riveted work properly closed? yes. Are the liners between the frames and plates solid single pieces? jagged frames, single solid pieces at bulkheads. Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? yes. Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? yes. Do any rivets break into or through the seams or butts of the plating? a very small number. Are the butts of Plating, Stringers, &c., properly shifted and strapped? yes - lapped. Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? yes. State results of tests satisfactory. Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? yes. State results of tests satisfactory. General Remarks (State quality of workmanship, &c.) \* - Chain cables approved as above see Sec 49 Letter 25-11-21.

This vessel has been built in accordance with the approved plans, the Committee's rules and instructions and the Society's rules. The workmanship and materials are good and to my satisfaction. In way of oil spaces vessel is built on the longitudinal system of framing. At the ends the vessel is framed transversely. All oil cargo tanks, oil fuel tanks, settling tanks, cofferdams, ballast tanks have been tested in accordance with the rules. Only a fillet of cement at seams butts is laid on inside bottom of vessel in oil spaces, otherwise cement is laid as usual. The vessel is fitted for burning liquid fuels, heating coils in bunkers have been tested as per rule and all requirements of Sec 49 of rules carried out. Approved plans + plans as built have already been forwarded - they are required here for use in completion of sister vessels. Sister Vessels Palmers No 924 - British, Mariner No report 75350 - British, Corporal No 923 Noe 75339.

The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans to be forwarded with F.E. Report showing vessel as built. The amount of Entry Fee £ 13 : 0 : 0. Fees applied for, 29/8/1922. Special Survey Fee £ 561 : 18 : 9. Received by me, 2/9/22. Travelling Expenses, if any £ : :. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed 100A1, carrying pet in bulk. With, or without Freeboard, as condition of Class without. Surveyor to Lloyd's Register of Shipping.

Committee's Minute. Character assigned 100A1. Lloyd's a & b. O. M. Wise R. (S. r. m.). + L.M.B. 8.22. F.D. Notes for oil fuel 8.22. F.D. above 150°F. © 2020 Lloyd's Register Foundation.

GENERAL REMARKS—(continued).

*[Faint, mostly illegible handwritten text in the upper section of the page, likely bleed-through from the reverse side.]*

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 113 ft., R.Q.D. — ft., Bridge 32 ft., Forecastle 50 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated not joined

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 2 dls, etc.

Official No. 146610; Signal Letters \_\_\_\_\_ State if Machinery is fitted aft yes  
How are the surfaces preserved from oxidation? Inside port cement & paint Outside paint

**PARTICULARS OF WATER BALLAST.**—State whether the Double bottom is constructed on the cellular system or with girders on floors.

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		163
Double bottom, if under Engines only, <u>Fuel water</u>	36' 8"	57	Deep tank, aft,		192
Double bottom, if under Boilers only, <u>oil fuel</u>	50' 5"	-	Deep tank, forward, <u>ballast or oil fuel</u>	47' 3"	729
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom			(If necessary, furnish further information by sketch.)		

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

State whether the above have been tested as required by the Rules yes ✓

Order for Special Survey No. 4956  
Date 23.3.21  
No. 926 in builder's yard.

DATES OF SURVEYS held while building  
1921  
Feb. 4. 15. 18. Mar. 4. Apr. 6. 12. 14. 19. 26. May 6. 12. 26. June 2. 16. 28. 30. July 5. 11. 19. 24. Aug. 11. 24. 31. Sep. 7. 29. Oct. 4. 6. 11. 12. 14. 21. 27. 28. 1922  
Nov. 1. 2. 4. 8. 10. 11. 14. 15. 16. 17. 18. 21. 23. 24. 25. 26. 29. 30. Dec. 2. 5. 8. 9. 12. 15. 19. Jan. 19. 24. Feb. 7. 22. 28. Mar. 13. 23. 27. Apr. 5. 27. May 13. 15. 28. July 11. 21. 25. Aug. 1. 3. 11. 28.

Surveyor's Signature