

STEEL STEAMER or MOTORSHIP.

Received at London Office 16 DEC 1936

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 12th December 1936 Port of GreenockSurvey held at Port Glasgow Date First Survey 6th DECEMBER 1935 Last Survey 8th DECEMBER 1936 No. 20281

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw M.V. "BRITISH TRIUMPH" Machinery Aft

State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erections Poop, Bridge & Tole

TONNAGE under Tonnage Deck... 7483.97

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

Total 7483.97

Gross Tonnage 8402.11

Register Tonnage 5007.91

REGISTERED DIMENSIONS.

Length 467.60
Breadth 61.50
Depth 33.90

CLASS PETROLEUM IN BULK (State if with freeboard) LONGITUDINAL FRAMING AT (as condition of Class) BOTTOM AND AT DECK.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 465.08

Breadth (greatest moulded) B 61.50

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 34.00

1st Longitudinal Number (L x D) = 15812.72

2nd Numeral L x (B + D) = 44415.14

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.68

Do. Long Bridge to top of keel ✓

Draught Moulded 27' 4"

Built at Port Glasgow

Launched 14th October 1936 Yard No. 886

Builders Lithgows Ltd.

Owners British Tanker Co Ltd.

Managers ✓
(Where necessary to be entered in Reg. Book.)Residence "Britannic House," Finsbury Circus, London, E.C.2.
Port of Registry London

If surveyed while building, afloat, or in dry dock

Building and Afloat.

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.
ES, Spacing amidships	30" 29" x 25 3/4"		Bracket Floors, Frame		
" from 3/4 length to Collision bulkhead	29" x 27"		" " Reversed Frame		
" in peaks	24"		" " Vertical Struts		
FRAMING. for long framing see page 4.			Centre Girder, depth and thickness amidships	5' 4" x 54	
Amidships, Angle, E or F N.B.S.	9 x 3 1/2 x 40		" " top Angles	4 x 3 1/2 x 50 double	
" Extends up to Upper Deck			" " bottom Angles	4 x 4 x 59 - 56 double	
Reversed Frame Amidships, Angle	1 @ 26" x 42 face bar 3 1/2 x 5 1/2 x 44 single 1 @ 28" x 42 " " 3 1/2 x 5 1/2 x 44 " "		Side Girders, No. each side and thickness	2 @ 75	
" Extends up to	approved at 20" x 42 23 x 42 26 x 42		Margin Plate depth (excl. of flange) and thickness	Tank Top level across	
Depth of Framing Girder	9"		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		
Plating in Uppermost Continuous Deck, Angle, E or F			" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem		
" Second Deck, Angle, E or F			" " Gussets, spacing and scantling abaft 1/4 len. from stem		
" Third " " " "			" " Gussets, spacing and scantling forward 1/4 len. from stem		
Plating in Peaks, Angle or F N.B.S.	8 x 3 1/2 x 47		Tank Side Brackets, height above base line at toe of Frame and thickness	46 as approved.	
Number and Spacing of Rivets through Frame and Shell Plating amidships	7/8" - 5 1/4"		INNER BOTTOM PLATING, IN MOTOR SPACE		
Is Frame Joggled	Yes.		Breadth and thickness of Middle Line Strake	92" x 52 Clear of Seating	
PLATING ARRANGEMENTS (Sec. 7), state system and particulars	Web frames and side stringers as approved.		Thickness of remainder in Hold	1 1/8" in way of Seating.	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Double riveted frames extra intercostals increased shell close riveting		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?	Motor Vessel.	
DOUBLE BOTTOM.			BEAMS.		
Uppermost Continuous Deck, amidships			Uppermost Continuous Deck, amidships	Longitudinal Beams.	
Clear of oil Tanks forward	8 x 3 x 44		" " in Wells, Angle, E or F	8 x 3 x 44	
" " in way of Bridge, Angle, E or F	7 x 3 x 35		Clear of oil Tanks aft	10 x 3 1/2 x 40	
Spacing	30" x 24" aft.		" " on every frame	8 x 3 x 35	
Second Deck, amidships, Angle, E or F	9 x 3 x 44		Second Deck, amidships, Angle, E or F	9 x 3 x 44	
Spacing	30" x 24" aft.		" " on every frame	8 x 3 x 42	
Third Deck, amidships, Angle, E or F	8 x 3 x 42		Third Deck, amidships, Angle, E or F	8 x 3 x 42	
Spacing	27" x 24" forward.		" " on every frame	7 x 3 x 42	
Fourth Deck, amidships, Angle, E or F	7 x 3 x 42		Fourth Deck, amidships, Angle, E or F	7 x 3 x 42	
Spacing	30" x 24" aft.		" " on every frame	30" x 24"	
Poop Deck, Angle, E or F	9 x 3 x 42		Poop Deck, Angle, E or F	9 x 3 x 42	
Spacing	30" x 24" aft.		" " on every frame	30" x 24"	
Bridge Deck, Angle, E or F	7 x 3 x 42		Bridge Deck, Angle, E or F	7 x 3 x 42	
Spacing	30" x 24" aft.		" " on every frame	30" x 24"	
Forecastle Deck, Angle, E or F	8 x 3 x 42		Forecastle Deck, Angle, E or F	8 x 3 x 42	
Spacing	27" x 24" forward.		" " on every frame	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.
PILLARS , No. of Rows..... <i>One on Centre line</i>			Stringer Plate, breadth and thickness in way of Bridge		
„ in 'tween Decks, Size and Spacing			Thickness of Plating abreast ^{MOTOR CASING} Deck openings in way of Wells .....	.40	✓
„ „ „ „ „			Thickness of Plating ^{ELSEWHERE} abreast Deck openings in way of Bridge .....	.34 - .32	✓
„ <i>oil Cargo</i> in Holds „ „	10" x 3 1/2" x 3 1/2" x .50 Double Channels wide spaced, on Transverses.		Thickness of Plating within line of openings		
„ „ „ „ „			If Sheathed, material and thickness	✓	
<i>Longitudinal</i> Centre Line Bulkheads (Port + Starboard) Stiffeners and Spacing..... <i>5 N.B.S.</i>	9 x 3 1/2 x .50 9 x 3 x .42 Spaced 30" + 29"		Third Deck. Stringer Plate, breadth and thickness		
Plating, thickness of .....	.51 - .40	✓	If Plated, state thickness		
STRINGERS AND DECKS. Uppermost Continuous Deck.			Fourth Deck. Stringer Plate, breadth and thickness		
Stringer Plate, breadth and thickness in Wells	72" x .82	.72	If Plated, state thickness		
„ „ „ „ in way of Bridge	72" x .98		Poop Deck. Stringer Plate, breadth and thickness	69" x 44" x .38	
„ Angle in Wells	7 x 7" x .72		Plating, Sheathing, material and thickness ...	5" 2 1/2" Teak where exposed 5" x 2 1/2 P.P. " unexposed Plating .30	
Thickness of Plating abreast Deck openings in way of Wells .....	.76 + .50	.72 + .50	Bridge Deck. Stringer Plate, breadth and thickness	69" x .40	
Thickness of Plating abreast Deck openings in way of Bridge .....	.76 + .58	.72 + .58	Plating, Sheathing, material and thickness ..	5" x 2 1/2" Teak where exposed. 5" x 2 1/2 P.P. " unexposed. Plating .30	
Thickness of Plating within line of openings ..			Forecastle Deck. Stringer Plate, breadth and thickness	57" x 39" x .38	
If Sheathed, material and thickness	5 x 2 1/2" P.P. in way of accommodation		Plating, Sheathing, material and thickness ..	5" x 2 1/2" Teak Plating .30	
Second Deck, FORWARD + IN WAY OF MOTOR SPACE.					
Stringer Plate, breadth and thickness in Wells ..	60" x 40" x .40 - .36 (aft) 35" x 36" x .36 (forward)				

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.	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing or. to cr.		Diam.	Spacing or. to cr.	
	Inches.	Inches.	Inches.	Inches.										
FLAT PLATE KEEL	53	.99	.82	.77	/		Double	1"	4	✓	5R to 4R.	1 1/8	4 1/2	Lapped
" DBLG. (if any)	✓													
BOTTOM PLATING, No. of Strakes <i>four</i>	3	2@.66	.56	.54	✓	.66 - .50.	Double	7/8	3 3/8		4R to 3R.	7/8	3 3/8	Lapped
BILGE PLATING, No. of Strakes <i>One</i>	✓	1@.65	.56	.55	✓	.65 - .51.	Double	7/8	3 3/4		4R to 3R	7/8	3 3/8	Lapped
SIDE PLATING, No. of Strakes <i>Three</i>	3	2@.63	.53	.48	✓	.63 - .48.	Double	7/8	3 3/4		4R to 3R	7/8	3 3/8	Lapped
UPPER DECK, Sheer-strake in Wells.....	78"	1.04	.58	.58	✓	.94 - .48	Double	1	3 3/4		7R to 3R	7/8	3 1/2 - 3 3/8	Lapped
UPPER DECK, Sheer-strake in Bridge ...	78	1.21			✓	1.11	Double	1	3 3/4		7R	1 1/8	4 1/2	Lapped
STRAKE BELOW Sheer-strake in Wells.....	78	.80	.53	.48	✓	.80 - .48	Double	1	3 3/4		4R to 3R	7/8	3 1/2 - 3 3/8	Lapped
STRAKE BELOW Sheer-strake in Bridge ...	78	.80			✓		Double	1	3 3/4		4R	1	4	Lapped
POOF SIDE PLATING .....				.40	✓		Single	7/8	3 3/4		2R	7/8	3 3/8	Lapped
BRIDGE SIDE PLATING ...		.44			✓		Single above Stringer Angle Plating carried down to Deck	1	3 1/2		2R 5/8 Rolled (weld) through Stringer angle	7/8	3 3/8	Lapped
FOREC'TLE SIDE PLATING			.49 - .44.		✓		Single	7/8	3 3/8		1R.	7/8	3 3/8	Lapped

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.


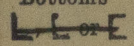
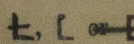
Total No. of W.T. BULKHEADS in Vessel—		Casting or Forging.		Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c)	17	(15 on light 2 W.T.)				
" Deck next below	✓					
As per Rule	as approved.					
Plating Thickness.	STIFFENERS.				Scantlings.	Spacing.
	VERTICAL.		HORIZONTAL.			
	Scantlings.	Spacing.	Scantlings.	Spacing.		
MIDSHIP BULKHEAD, Upper tween decks						
" " Second "						
" " Third "						
" " oil Cargo Holds 19 93	51-40	9x3x.42 BA	2-7 1/2	3 Horizontal Studds		
" " (in Hold)	53-36	10x3 1/2 x.46 BA	2-5 1/2	as approved.		
" " (in Hold)	53-36	6x3x.34 BA	2-0	Stringers and		
" " (in Hold)	57-30	8x3x.40 BA	2-0	Plats as approved		
" " (in Hold)	57-30	6x3x.40 BA	2-0			
COLLISION AFTER PEAK						
KEEL, Bar	Rolled Steel		10 1/4 x 2 3/4			
STEM	Forging		11 x 8 3/4	Dennys Iron Forge Co		
STERN FRAME	Propeller Post	"	11 x 8 3/4	Dumbarton		
	Rudder	"	11 x 8 3/4			
Speed of Vessel	11 1/2 Knots					
RUDDER—Type	Overt					
" A x D	883					
" Diam. of head	Forging 14 3/16			Willsons Rotterdam		
" Mainpiece at top pintle	Forgings & Simble					
" " heel	Plates			Forgings by Willsons Rotterdam		
" how constructed	as approved.					
" double or single plate	Double Plates					
" coupling, vertical or horizontal	Horizontal					

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Heart Process
Colvilles Ltd Steel Co of Scotland Ltd
Has the Steel been tested as required by the Rules? Yes.

Rpt. 1*.

M.V. "BRITISH TRIUMPH"

PARTICULARS OF LONGITUDINAL FRAMING.

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.		
Framing of 																Inches.	Number. Diameter.
Frames in Bridge 'tween Decks ...		Transverse Framing			Transverse Framing												
Frames from Uppermost Continuous Deck No. 1		17 x 4 x 4 x .48			17 x 4 x 4 x .48			15 x 4 x 4 x .60			15 x 4 x 4 x .60			7/8	5/4	3 1/16 for 12 Rivets at Short Tanks	18 7/8
" 2		- do.			- do.			- do.			- do.			"	"	3 1/16 for 10 Rivets at Long Tanks	16 1/8
" 3		- do.			- do.			- do.			- do.			"	"	- do.	"
" 4		- do.			- do.			- do.			- do.			"	"	- do.	"
" 5		- do.			- do.			- do.			- do.			"	"	- do.	"
" 6		Longitudinal Bulkhead			Longitudinal Bulkhead												
" 7		17 x 4 x 4 x .48			Transverse Framing in End Tanks			15 x 4 x 4 x .60			Transverse Framing in End Tanks			"	"	- do.	"
" 8		- do.			- do.			- do.			- do.			"	"	- do.	"
" 9																	
CENTRE GIRDER IN CARGO TANKS.																	
PLATE		5 1/2 x .42 interspersed throughout			5 1/2 x .42 interspersed throughout			5 1/2 x .42 interspersed throughout			5 1/2 x .42 interspersed throughout						
TOP ANGLES		3 1/2 x 3 1/2 x .44 double throughout			3 1/2 x 3 1/2 x .44 double throughout			3 1/2 x 3 1/2 x .44 double throughout			3 1/2 x 3 1/2 x .44 double throughout						
BOTTOM "		4 x 4 x .50 double throughout			4 x 4 x .50 double throughout			4 x 4 x .50 double throughout			4 x 4 x .50 double throughout						
VERT. ANGLES TO TRANSVERSES		6 x 6 x .48 double throughout			6 x 6 x .48 double throughout			6 x 6 x .48 double throughout			6 x 6 x .48 double throughout						
" 15																	
" 16		Centre Tanks 30" wing Tanks 3 1/2" Centre Tanks 30" Transverse Framing in wing Tanks						Centre Tanks 30" wing Tanks 3 1/2" Centre Tanks 30" Transverse Framing in wing Tanks									
Spacing of Longitudinal Frames		Amidships			At Ends			Amidships			At Ends						
Double Bottoms 		Tank Top Longitudinals			Transverse Framing												
" "		Bottom															
Spacing of Longitudinals		Amidships			At Ends												
Transverses. & WEBS.																	
NEBS AT SHIPS		Depth and Thickness			60 x .42 throughout			60 x .42 throughout			60 x .42 throughout						
In Bridge		Face Angles			6 x 3 1/2 x .44 throughout			6 x 3 1/2 x .44 throughout			6 x 3 1/2 x .44 throughout						
SIDE AT LONG 'tween Decks TANKS		Lugs to Shell angle			3 1/2 x 3 1/2 x .44 throughout			3 1/2 x 3 1/2 x .44 throughout			3 1/2 x 3 1/2 x .44 throughout			7/8	4 1/2		
WEB FRAMES In		Depth and Thickness			30 x .42			30 x .42			30 x .42						
Upper 'tween Decks.		Face Angles			6 x 3 1/2 x .44			6 x 3 1/2 x .44			6 x 3 1/2 x .44						
AT SHIPS SIDE AT SHORT TANKS		Lugs to Shell angle			3 1/2 x 3 1/2 x .44			3 1/2 x 3 1/2 x .44			3 1/2 x 3 1/2 x .44			7/8	4 1/2		
BOTTOM TRANSVERSES In Hold.		Depth and Thickness			54 x .48 throughout			36 x .44			Framing at end Tanks as approved						
IN CENTRE TANKS		Face Angles			6 x 4 x .62 double in Long Tanks 9 x 3 1/2 x .59 " BA in Short Tanks			3 1/2 x 3 1/2 x .44			- do.						
" "		Lugs to Shell			6 x 6 x .48 throughout			6 x 6 x .48			- do.						
" "		Back Bars			3 1/2 x 3 1/2 x .48 throughout			- do.			- do.						
" "		Brackets Bulkhead			6'0 x 6'3 x .48 5" Flange			- do.			- do.			7/8	3 3/4 4 1/4		
Spacing of Transverse Frames		10'0" Long Tanks 12'1" at Short Tanks			10'0" Long Tanks 12'1" at Short Tanks			10'0" Long Tanks 12'1" at Short Tanks			10'0" Long Tanks 12'1" at Short Tanks						
" "		Joggled.			Joggled.			Joggled.			Joggled.						
Longitudinal Beams of 		Bridge Deck			Transverse Framing												
" "		Upper			Centre Tanks 8 x 3 1/2 x .42 wing Tanks 8 x 3 1/2 x .54			8 x 3 1/2 x .50 8 x 3 1/2 x .42 8 x 3 1/2 x .50 8 x 3 1/2 x .54			30" 31 1/2"						
" "		Second			Transverse Framing												
" "		Third															
Transverse Beams.		In Ships.			Amidships.			Amidships.			Amidships.						
" "		Plate.			Angles.			Plate.			Angles.						
" "		Centre Tanks 30 x .42 30 x .42 28 x .42 28 x .42			6 x 3 1/2 x .46 base bars in Long Tanks " " " " in Long Tanks " " " "			all as approved									

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.

W438-0184 2/3

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.	Statutory.	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.
36503	300	2½	112½	157½	941.3.0	940	300	2½	Stud Link	✓	Cardiff 30.6.36 Wright	TOWLINE...	130	5½	84.4	130	5½
												HAWSEERS & WARPS }	2090	3	25.7		
		Oir.										"	2090	3½	35.2	4@100	2¾
Lower Stream Chain or Steel Wire	120	4¾		64.6			120	4¾				"	90	3¾	39.7		

Builder's Signature

For LITHGOWS LIMITED

This Vessel has been built in accordance with the Approved Plans, the Secretary's letters of various dates, and in general conformity with the Rules for the Class contemplated.

The workmanship and materials are of good quality.

all the Double Bottom Tanks, Fore Peak Tank, After Peak Tank, Oil Cargo Tanks, Oil Fuel Bunkers, Forward Deep Tank, and Cofferdams have been tested in accordance with Rule requirements and found satisfactory.

The weather decks and watertight Bulkheads have been tested in accordance with Rule requirements and found satisfactory

The freeboard has been verified and markings cut in on Vessels sides.

Oil fuel (FP above 150°F) is carried in Cross Bunker, Forward Deep Tank and in Double Bottom at forward end of motor space.

The amount of Entry Fee £ // : 0 : 0

Fees applied for,

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

L.R.9.

Special Survey Fee.... £6/5 : 1 : 6.

11TH DEC. 1936

FREEBOARD 19 0 0.

Received by me,

Travelling Expenses, if any £ : :

18-12-1934

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

Signature

essel should be Classed *+100 A.I.*

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

Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 15 DEC 1936

Character assigned -1- 100 A1.

1236

Carrying Petroleum in Bulk

Lloyds A & P

+ Line 12, 36 2 DB-1506

Longitudinal Framing at Bottom + at Deck

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.) For List of Plans See Separate Sheet.

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

Cruiser Stern : Oil Engine : Echo Sounding Apparatus : Direction Finder :

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

1st Bower	<i>62. 2. 0</i>	<i>J. D.</i>	<i>1081</i>	<i>7. 5. 36</i>
2nd "	<i>52. 1. 21</i>	<i>J. D.</i>	<i>497</i>	<i>23. 5. 35</i>
3rd "	<i>43. 3. 7</i>	<i>J. D.</i>	<i>1051</i>	<i>15. 4. 36</i>

} weights given include
Pins.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *101.83* ft., *R.C.D.* ft., Bridge *36* ft., Forecastle *58.25* ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

No. and Material of Decks *1 DK. 2ND DK CLEAR OF OIL TANKS.*

Official No. *165358* ; Signal Letters
particulars of composition

Is bottom of vessel coated with cement

and oil fuel DB Tank
Cement fillets in Oil Tanks,
Bitumastic in DB. Feed if not give
Tank.
Cement in Peaks.
Cement in Pump Rooms.
Cement in S.B. Cofferdams

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	(Salt) Water Capacity. Tons.	Where Fitted.	*Length. Feet.	(Salt) Water Capacity. Tons.
Double bottom, aft, <i>IN MACHY SPACE</i>	<i>77.5</i>	<i>178</i>	Fore peak tank,		<i>209</i>
Double bottom, under Engines and Boilers,			After peak tank,		<i>198</i>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	<i>33.75</i>	<i>427</i>
Double bottom, forward,			Other tanks, if fitted,	<i>✓</i>	
Total capacity of double bottom		<i>178</i>	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. *3345*

Date *14th November 1936*

Dates of Surveys held while building

(1935) DEC. 6. 23. (1936) JAN. 20. FEB. 25. MAR. 2. 4. 5. 6. 9. 11. 12. 14. 18. 19. 21. 22. 26. 27. 29. 31. APR. 3. 4. 8. 10. 13. 14. 15. 16. 18. 20. 21. 22. 23. 24. 28. 29. 30.
MAY 1. 3. 5. 6. 4. 8. 11. 12. 13. 14. 15. 18. 19. 20. 21. 25. 24. 28. JUNE 1. 2. 9. 11. 18. 19. 22. 24. 25. 26. 30. JULY 10. 13. 14. 14. 20. 22. 23. 30. 31. AUG. 4. 5. 6. 4. 10. 11. 12.
13. 14. 14. 18. 19. 20. 21. 24. 28. 31. SEPT. 1. 2. 3. 4. 4. 9. 10. 11. 15. 16. 14. 18. 19. 21. 22. 23. 24. 25. 28. 29. 30. OCT. 1. 2. 5. 5. 6. 4. 8. 9. 10. 12. 13. 14. 15. 16. 20. 23.
24. 24. 28. 29. 30. NOV. 2. 3. 4. 5. 9. 10. 12. 16. 14. 23. 24. 25. 26. 24. 28. 30. DEC. 2. 3. 4. 8.

Total No. of Visits *154*