

## STEEL STEAMER or MOTORSHIP.

Received at London Office 27 MAY 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

25.5.36

Port of

Glasgow

No.

56980

Survey held at

Glasgow

Date First Survey

29<sup>th</sup> Mar. 1935

Last Survey

14<sup>th</sup> May 1936

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

Steel Single Screw Motor Vessel "SIMNIA"

(Machinery aft)

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

Full Scantling

State Type of Erections

Poop, Bridge, etc.

TONNAGE under Tonnage Deck...

5505.45

CLASS +100 A1

State if with freeboard as condition of Class

Built at

Glasgow

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

Total

Gross Tonnage

6197.29

Register Tonnage

3605.28

REGISTERED DIMENSIONS. FEET.

Length

430.3

Breadth

54.7

Depth

30.6

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

FEET.

L 425.0

Breadth (greatest moulded)

B 54.25

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

D 31.00

1st Longitudinal Number (L x D)

= 13175

2nd Numeral L x (B + D)

= 36231

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

Draught Moulded

25'-5 1/4"

Launched

20<sup>th</sup> Feb 1936

Yard No.

9625

Builders

Harland &amp; Wolff Ltd

Owners

Anglo Saxon Petroleum Co Ltd

Managers

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

Residence

Port of Registry

London

If surveyed while building, afloat, or 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.
For Plan See Longitudinal Framing					
FRAMES, Spacing amidships	31 3/4		Bracket Floors, Frame		
" " from 1/2 length to Collision bulkhead	27		" " Reversed Frame		
" " in peaks	24		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	60 x 40	
Frame Amidships, Angle, E or F	9 3 1/2 x 44	9 x 3 1/2 x 375	" " top Angles	6 x 6 x 40	
" " Extends up to	Upper Dk.		" " bottom Angles	3 1/2 x 3 1/2 x 42	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	2 x 60	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	51	
Depth of Framing Girder	9		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6 x 6 x 44	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	3rd 8 x 3 1/2 x 36	8 x 3 x 35	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem		
" " Second 'tween Decks, Angle, E or F	4th 8 x 3 1/2 x 35	8 x 3 x 35	" " Gussets, spacing and scantling abaft 1/2 len. from stem		
" " Third " " " "	8 3 1/2 x 35		" " Gussets, spacing and scantling forward 1/2 len. from stem		
Framing in Peaks, Angle or F	3rd 8 3 1/2 x 40	8 x 3 1/2 x 35	Tank Side Brackets, height above base line at toe of Frame and thickness	8 x 0 x 45	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 4 7/8		INNER BOTTOM PLATING.		
State if Frame Joggled	Yes		Breadth and thickness of Middle Line Strake	1 1/8	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	No approved		Thickness of remainder in Hold	50	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Shell plating & frame, all as approved		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.	
SINGLE BOTTOM. (For Deep Tank)			BEAMS. See also Longitudinal Framing		
Floors, Depth and thickness at mid-line in Hold	48 x 36		Uppermost Continuous Deck, amidships in Wells, Angle, E or F	9 3 1/2 x 40	9 x 3 1/2 x 375
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, E or F	7 3 x 36	7 x 3 x 32
Middle Line Keelson, on Floors, Angles, E or F			Spacing	27 to 24	
" " Centre Dk Through Plate on Intercoastal Plate	40		Second Deck, amidships, Angle, E or F	6 3 x 34	
" " " Foundation Plate on Floors			Spacing	27 to 24	
" " " Flat Plate Keel Angles	4 4 x 52		Third Deck, amidships, Angle, E or F	8 3 1/2 x 40	
Side Keelsons, No. each side	One		Spacing	27	
" " thickness of Intercoastal Plate	42		Fourth Deck, amidships, Angle, E or F		
" " Angle	6 3 1/2 x 44		Spacing		
DOUBLE BOTTOM. Machinery Space			Poop Deck, Angle, E or F	7 x 3 x 40 x 33	
Solid Floors, thickness and spacing	40 x 43 x 48 @ 26 1/4		Spacing	26 1/2 x 24	
" " Are Frame and Reversed Frame joggled?	Yes		Bridge Deck, Angle, E or F	6 3 x 44	
Bracket Floors, breadth and thickness at middle line			Spacing	31 1/4	
" " breadth and thickness at margin plate			Forecastle Deck, Angle, E or F	7 3 x 36	8 x 3 x 35
			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, No. of Rows.....</b>				Stringer Plate, breadth and thickness in way of Bridge .....	35	34	
„ in 'tween Decks, Size and Spacing .....				Thickness of Plating abreast Deck openings in way of Wells .....	36		
„ „ „ „ „	<i>No approved</i>			Thickness of Plating abreast Deck openings in way of Bridge .....	30		
„ in Holds „ „				Thickness of Plating within line of openings...			
„ „ „ „ „				If Sheathed, material and thickness .....			
<b>Centre Line Bulkhead,</b>				<b>Third Deck.</b>			
Stiffeners and Spacing.....	9	3 1/2	44	Stringer Plate, breadth and thickness .....			
	3 1/4			If Plated, state thickness.....			
Plating, thickness of .....		43		<b>Fourth Deck.</b>			
<b>STRINGERS AND DECKS.</b>				Stringer Plate, breadth and thickness.....			
<b>Uppermost Continuous Deck.</b>				If Plated, state thickness .....			
Stringer Plate, breadth and thickness in Wells	78		63	<b>Poop Deck.</b>			
„ „ „ „ „ in way of Bridge	78		75	Stringer Plate, breadth and thickness .....	36	36	
„ „ „ „ „	7	7	70	Plating, Sheathing, material and thickness .....	26	30	22 1/2
„ Angle in Wells .....	6	6	66	<b>Bridge Deck.</b>			
Thickness of Plating abreast Deck openings in way of Wells .....		55		Stringer Plate, breadth and thickness.....	65 1/2	38	
Thickness of Plating abreast Deck openings in way of Bridge .....				Plating, Sheathing, material and thickness .....		32	
Thickness of Plating within line of openings...		48		<b>Forecastle Deck.</b>			
If Sheathed, material and thickness .....				Stringer Plate, breadth and thickness.....	35	36	
<b>Second Deck.</b>				Plating, Sheathing, material and thickness .....	36	28	22 1/2
Stringer Plate, breadth and thickness in Wells.....	48	40	34				

# SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>No</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	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 .....	<i>52</i>	<i>92</i>	<i>71</i>	<i>71</i>		<i>Double</i>	<i>1</i>	<i>4</i>	<i>Five</i>	<i>1</i>	<i>4 1/2</i>	<i>Lapped</i>	
„ DBLG. (if any)	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>									
BOTTOM PLATING, No. of Strakes <i>THREE.</i>		<i>.63</i>	<i>.48</i>	<i>.50</i>		<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Four</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Lapped</i>	
BILGE PLATING, No. of Strakes <i>ONE</i>		<i>.63</i>	<i>.48</i>	<i>.52</i>		<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	
SIDE PLATING, No. of Strakes <i>THREE.</i>		<i>.60</i>	<i>.46</i>	<i>.46</i>		<i>„</i>	<i>„</i>	<i>„</i>	<i>Three</i>	<i>„</i>	<i>3 1/8</i>	<i>„</i>	
UPPER DECK, Sheer-strake in Wells.....	<i>60</i>	<i>90</i>	<i>.46</i>	<i>.46</i>		<i>„</i>	<i>1</i>	<i>4</i>	<i>Five</i>	<i>1</i>	<i>4 1/2</i>	<i>„</i>	
UPPER DECK, Sheer-strake <i>at break</i> in Bridge ...	<i>60</i>	<i>1.08</i>				<i>„</i>	<i>1 1/8</i>	<i>4 1/2</i>	<i>„</i>	<i>1 1/8</i>	<i>5</i>	<i>„</i>	
STRAKE BELOW Sheer-strake in Wells.....	<i>83 1/2</i>	<i>70</i>	<i>.46</i>	<i>.46</i>		<i>„</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Four</i>	<i>7/8</i>	<i>3 1/2</i>	<i>„</i>	
STRAKE BELOW Sheer-strake in Bridge ...		<i>✓</i>				<i>„</i>							
POOP SIDE PLATING .....				<i>.40</i>	<i>38</i>	<i>Carried down to deck at break</i>	<i>Single</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Two</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>
BRIDGE SIDE PLATING ...		<i>.42</i>				<i>Bridge carried down to deck</i>	<i>„</i>	<i>3/4</i>	<i>3</i>	<i>One</i>	<i>„</i>	<i>„</i>	<i>„</i>
FORECASTLE SIDE PLATING			<i>.42</i>			<i>„</i>	<i>„</i>	<i>„</i>	<i>One</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>

# WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	Sixteen
Extending to Upper Deck (Sec. 3 c)	Sixteen
„ Deck next below .....	
As per Rule .....	Approved Sixteen

# STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks					
„ „ Second „					
„ „ Third „					
„ „ Holds .....	50-42	9-3 1/2	44	32 1/2	2 Stringers 8'3"
COLLISION „ (in Hold) .....	51-31	6-3	46	24	4 T. & OT. Hold Stringers
AFTER PEAK „ „ .....	50-30	3-3	30	24	BR Hold Stringers

# FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....				
STEM .....	M.S.	9 7/8 x 2 1/8		
STERN FRAME	Propeller Post .....	C Steel	As per Frommman's Patent	
	Rudder „ .....		Approved plan	
Speed of Vessel .....		12 Knots		
RUDDER—Type .....		Double plate		
„ A x D .....		663		
„ Diam. of head .....	F.S.	12 1/16	Detmold - Andersen	
„ Mainpiece at top pintle .....	C.S.	As per Frommman's Patent		
„ „ heel .....		Approved plan		
„ how constructed .....		Cast Steel frame & arms		
„ double or single plate coupling, vertical or horizontal .....		.50		
		Horizontal		

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



Rp 1\*.

*M/V. "SIMNIA"* GLASGOW REPORT No. 56980  
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. Inches.	Rivets in Brackets to Bulkheads.			
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.		Number.	Diameter.		
<i>the Sigs (Intercostal)</i> Framing of L, L or E .....		40	x	.42	40	x	.42	40	x	.42	40	x	.42							
Plating in Bridge 'tween Decks ...																				
Plating from Uppermost Continuous Deck <i>from Rail</i> No. 1		17	x	4 x 4 x 50/68	17	x	4 x 4 x 50/68	17	x	4 x 4 x 50/68	17	x	4 x 4 x 50/68	7/8	5/16	3 1/2	18	7/8		
" 2																				
" 3																				
" 4																				
" 5		17	x	4 x 4 x 50/68	17	x	4 x 4 x 50/68	17	x	4 x 4 x 50/68	17	x	4 x 4 x 50/68	7/8	5/16	3 1/2	18	7/8		
" 6																				
" 7																				
" 8																				
" 9																				
" 10																				
" 11																				
" 12																				
" 13																				
" 14																				
" 15																				
" 16																				
Spacing of Longitudinal Frames		Amidships 32 1/2			At Ends 32 1/2			Amidships 32 1/2			At Ends 32 1/2									
Double Bottoms		Tank Top Longitudinals			Bottom			Tank Top Longitudinals			Bottom									
Spacing of Longitudinals		Amidships			At Ends...			Amidships			At Ends...									
Transverses.														Rivets in Lugs to Shell						
In Bridge		Depth and Thickness						Depth and Thickness						Diam.		Speng.				
Between Decks		Face Angles						Face Angles												
		Lugs to Shell*						Lugs to Shell*												
In 'tween Decks		Depth and Thickness			36 x .42			36 x .42			36 x .42			36 x .42						
		Face Angles			5 3 1/2 .40			5 3 1/2 .40			5 3 1/2 .40			5 3 1/2 .40						
Space		Lugs to Shell*			6 6 .42			6 6 .42			6 6 .42			6 6 .42			7/8 3 1/2 .4			
In Hold.		Depth and Thickness			40 x .44			40 x .44			40 x .44			40 x .44						
		Face Angles			6 3 1/2 .48			6 3 1/2 .48			6 3 1/2 .48			6 3 1/2 .48						
		Lugs to Shell*			6 6 .44			6 6 .44			6 6 .44			6 6 .44			7/8 4			
		" " Back Bars			3 1/2 3 1/2 .44			3 1/2 3 1/2 .44			3 1/2 3 1/2 .44			3 1/2 3 1/2 .44						
		Brackets			.44			.44			.44			.44						
Spacing of Transverse Frames		10'-7"			10'-7"			10'-7"			10'-7"			10'-7"						
* State if joggled or liners.																				
Longitudinal Beams of L or E		Bridge Deck						Bridge Deck						Spacing.		In Ships.		As approved.		
		Upper			8 3 1/2 .48			8 3 1/2 .48			8 3 1/2 .48			32 1/2			Plate.		Angles.	
		Second																		
		Third																		

18 Rivets in way of longitudinal plate

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.



EQUIPMENT No 37657										LETTER at		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.				
35644	1st Bower ...	65	1	14				51	5	0	0	64.83	Byers Improved Swivels	✓	Scutland 20 Jan 36 H. Butler
35637	2nd „ ...	65	0	14				51	2	2	0	64.83	Do	✓	Do 17 Jan 36 Do
35666	3rd „ ...	64	3	7				51	0	0	0	64.83	Do	✓	Do 7 Dec 35 Do
	Collective weight.	195	1	7								194.895			
48703	Stream .....	19	2	0	4	3	25	20	8	1	21		Rogers Sw. Iron	✓	Gasby Heath 30 Sep 35 S.C. Paul

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.					Ins.	Length.		Ins.	
	Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
52402	270	2 <sup>5</sup> / <sub>16</sub>	96 <sup>1</sup> / <sub>4</sub>	134 <sup>3</sup> / <sub>4</sub>	720.	3.	21	720-3-0	270	2 <sup>5</sup> / <sub>16</sub>	Std Link	/	Gasby Heath 14 <sup>th</sup> Jan '36	TOWLINE...	120	4 <sup>3</sup> / <sub>4</sub>	64.6	120	4 <sup>3</sup> / <sub>4</sub>
													S.C. Paul	HAWSERS & WARPS	4c 90	3 <sup>1</sup> / <sub>4</sub>	24.7	2c 90	2 <sup>3</sup> / <sub>4</sub>
																		2c 90	2 <sup>1</sup> / <sub>2</sub>
		Or.								Or.				"					
Iron Stream Chain or Steel Wire	90	5	70.9						90	5	5.10 <sup>6</sup> / <sub>32</sub>	/							

Steering Gear, Steam
Hydraulic by Kastic
Steering Gear, Hand
Blocks & Jackle

ats 22'0" x 7'3" x 2'9" (wood)
Steering Chains, Size and Test
Windlass
Steam by Pumphrey Walker

ling in Holds, thickness and material
None
Cargo Battens, thickness, material and spacing
None

go Hatchways.-(Upper Deck)
Steel plate and angles
Thickness of Hatches
Steel 1/2"

of No. 1 Hatchway (Forward)
8'0" x 10'0"
No. 2
No. 3
No. 4
No. 5
No. 6

umber of Shifting Beams and/or Fore and Afters
None
Steel plate cover 1/2" thick with Bu. angles

For HARLAND AND WOLFF, LIMITED
Builder's Signature
Govan Secretary.

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

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, the Secretaries letters of various dates and in conformity with the Societys rules for the Class Contemplated. The workmanship and materials are good. The bulkheads, decks, double bottom, plates, oil cargo tanks, oil fuel bunkers, and fore and after cofferdams have been tested in accordance with the rule requirements, the freeboards verified and the marks cut in on the vessels sides. The steering gear and windlases tried with satisfactory results. Oil fuel F.P. above 150°F is carried in a deep tank at the after end, 70d deep tank and double bottom aft. Section 20 of the rules have been complied with

The approved plans forwarded with Glasgow report No 56890 for Sister vessel STANDELLA

The amount of Entry Fee ..... £ 10 : 0 : 0
Special Survey Fee.... £ 532 : 7 : 9
Travelling Expenses, if any £ 17 : 0 : 0

Fees applied for,
Received by me,

State whether the Vessel has been built under Special Survey
Certificate to be sent to Glasgow
Date of issue 3/6/36

I am of opinion the Vessel should be Classed +100 A1
Carrying Petroleum in Bulk
Longitudinal framing at bottom and at deck
Signature
Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 26 MAY 1936

Character assigned +100 A1

5.36.

Carrying Petroleum in bulk.

Lloyd's A.C.P.

+ L.M.C. 5.36.

Longitudinal Framing at bottom and 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.)

Approved plans.

Please see Sister Vessel STANDELLA.

Midship Section (as built) forwarded in advance—

Forging & Castings Certificate for Rudder head, Rudder frame, Stem frame & Tillers (2) herewith

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

Cruiser Stern, Carrying petroleum in bulk, Longitudinal framing at bottom and at deck, wireless, Direction finder, & Echo sounding.

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

1st Bower	41	2	0	J.D.	No 902	13/11/35
2nd "	41	0	21	J.D.	897	7/11/35
3rd "	41	1	21	J.D.	898	7/11/35

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 90.62 ft., R.Q.D. ft., Bridge 40.68 ft., Forecastle 47.88 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. 2<sup>nd</sup> DK clear of cargo tanks

Official No. : Signal Letters Is bottom of vessel coated with cement Yes, Clear of oil. if not give particulars of composition At Can.

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	22.0	104.2
Double bottom, under Engines and Boilers,			After peak tank,	16.0	59.6
Double bottom, if under Engines only,	61.25	134	Deep tank, aft, <u>For Cofferdam</u>	3.0	121.6
Double bottom, if under Boilers only,			Deep tank, forward,	24.75	265.0
Double bottom, forward,			Other tanks, if fitted, <u>After Cofferdam</u>	3.0	131.5
Total length of DB 65.72 (2 Coff. @ 2' 3/4")		Total capacity of double bottom 134	(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. 6228

Date 28. 2. 35

Dates of Surveys held while building

1933 Mar.: 29 May.: 10. 28 June.: 30 July.: 4. 10. 24 Aug.: 1. 15. 21. 30 Sep.: 13. 17. 20  
Oct.: 2. 7. 18. 24. 30 Nov.: 4. 5. 11. 12. 14. 19. 21. 22. 27. 28 Dec.: 2. 4. 6. 9. 10. 13. 17. 19  
20. 24. 26. 30 (1936) Jan.: 7. 8. 10. 13. 14. 16. 17. 20. 21. 23. 24. 27. 29. 30. 31 Feb. 4. 6  
7. 18. 20 Mar.: 16 Apr.: 13. 14. 23. 27. 28. 30 May 6. 13. 24

Total No. of Visits 71