

STEEL ~~STEAMER~~ OF MOTORSHIP.

Received at London 20 MAR 1935

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YES

Date of completion of report

16<sup>TH</sup> MARCH 1935Port of GREENOCK

No. 19929

Survey held at PORT GLASGOWDate First Survey 28<sup>TH</sup> MARCH 1935Last Survey 15<sup>TH</sup> MARCH

1935

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

SINGLE SCREW **TRIASTER**

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

COMPLETE SUPERSTRUCTURE WITH TONNAGE OPENING AFT.State Type of Erections FOCLE & POOP ON SUPERSTRUCTURE DEK.

TONNAGE under Tonnage Deck...

4975.08CLASS 100A1 WITH FREEBOARD State if with freeboard) CORRESPONDING TO A LIMITED DRAFT as condition of Class

WITH FEET.

Built at PORT GLASGOW

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

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

L 400.0Launched 20<sup>TH</sup> DECEMBER 1934 Yard No. 872Builders LITHGOWS LIMITED

Total

4975.08

Breadth (greatest moulded)

B 58.0Owners THE BRITISH PHOSPHATE COMMISSIONERS

Gross Tonnage

6032.29

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

D 35.54 CORRECTED 37.0 ACTUAL

Register Tonnage

3563.691st Longitudinal Number (L x D) = 14216Managers A.H. GAZE

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

## REGISTERED DIMENSIONS. FEET.

Length

423.25

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

FOR<sup>2</sup> HOLDS 24.5 ENA SPACE 23.0Residence BUSH HOUSE, ALDWINCH, LONDON.

Breadth

58.25

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

10.81Port of Registry LONDON.

Depth

25.75Draught Moulded 24'-6"

If surveyed while building, afloat, or in dry dock

BUILDING. AFLOAT & DRY DOCK.

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted AS APPROVED.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>FRAMES, Spacing amidships</b>	<u>31"</u>		<b>Bracket Floors, Frame</b>		
" " from $\frac{3}{8}$ length to Collision bulkhead	<u>27"</u>		" " Reversed Frame		
" " in peaks	<u>24"</u>		" " Vertical Struts		
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	<u>54"</u>	<u>51"</u>
Frame Amidships, Angle, E or F N.B.S.	<u>12 3 1/2 58</u>		" " top Angles	<u>3 1/2 3 1/2 53</u>	
" " Extends up to	<u>2<sup>ND</sup> DECK</u>		" " bottom Angles	<u>4 4 59</u>	
" " CANTILEVER FRAMES THROUGHOUT HOLDS AS PER APP <sup>D</sup> PLAN.			<b>Side Girders, No. each side and thickness</b>	<u>1 2 40</u>	
" " Reversed Frame Amidships, Angle, PLATE, SHELL ANGLE	<u>24" 5 5 50</u>		<b>Margin Plate depth (excl. of flange) and thickness</b>	<u>4 8 53</u>	
" " DOUBLE FACE B.A. Extends up to	<u>12 3 1/2 72</u>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<u>7 1/2 7 48</u>	
" " SIDE FRAMING IN ENGINE SPACE 12 x 3 1/2 x 71 B.A. (NBS) WITH 3 WEB FRAMES AS APPROVED.			" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	<u>7 1/2 7 48</u>	
" " SIDE FRAMING IN AFTER HOLDS 10 x 3 1/2 x 40 B.A. (NBS) TO 2 <sup>ND</sup> DECK			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<u>41 CONT<sup>2</sup> PLATE</u>	
<b>Frames in Uppermost Continuous 'tween Decks, Angle, E or F N.B.S.</b>	<u>6 3 1/2 36 5 1/2 x 3 1/2 x 36</u>		" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<u>41 CONT<sup>2</sup> PLATE</u>	
" " Second 'tween Decks, Angle, E or F			<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<u>8 4 48</u>	
" " Third " " " "			<b>INNER BOTTOM PLATING.</b>		
<b>Framing in Peaks, Angle, E or F N.B.S.</b>	<u>7 1/2 3 1/2 35</u>		Breadth and thickness of Middle Line Strake	<u>52 1/2 51</u>	
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	<u>7/8 R 2 5 3/4</u>		Thickness of remainder in Holds	<u>UNDER HATCHES 70 43</u>	
<b>State if Frame Joggled</b>	<u>YES.</u>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunker and Boiler Room? <u>YES.</u>	<u>ENG. SEAT. 1'00</u> <u>AUX. ENG. SEAT. 75</u> <u>ELSEWHERE 51</u>	
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>	<u>WEB FRAME SYSTEM WITH 4 SIDE STRINGERS BELOW 2<sup>ND</sup> DECK AS PER APP<sup>D</sup> PLAN.</u>		<b>BEAMS.</b>		
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b>	<u>5 x 5 x 43 FRAMES TO FLOORS WITH 2 COMPLETE ROWS OF RIVETS, &amp; ADDITIONAL INTER GIRDERS FOR<sup>2</sup> OF 1/2 LTH AS PER APPROVED PLAN.</u>		<b>Uppermost Continuous Deck, amidships in Wells, Angle, E or F</b>	<u>9 3 1/2 44</u>	
<b>SINGLE BOTTOM.</b>			" " in way of Bridge, Angle, E or F		
Floors, Depth and thickness at mid-line in Holds			Spacing	<u>EVERY FRAME.</u>	
Height of Brackets at side above base line at toe of frame			<b>Second Deck, amidships, Angle, E or F N.B.S.</b>	<u>11 3 1/2 49</u>	
<b>Middle Line Keelson, on Floors, Angles, E or F</b>			Spacing	<u>EVERY FRAME.</u>	
" " Through Plate or Intercoastal Plate			<b>BEAMS AT OT &amp; WT FLAT AFT</b>		
" " Foundation Plate on Floors			<b>Third Deck, amidships, Angle, E or F N.B.S.</b>	<u>10 3 1/2 40</u>	
" " Flat Plate Keel Angles			Spacing	<u>EVERY FRAME</u>	
<b>Side Keelsons, No. each side</b>			<b>Fourth Deck, amidships, Angle, E or F</b>		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			<b>Poop Deck, Angle, E or F N.B.S.</b>	<u>5 3 38</u>	
<b>DOUBLE BOTTOM.</b>			Spacing	<u>EVERY FRAME.</u>	
Solid Floors, thickness and spacing	<u>40 STIFFENED WITH 3 x 3 x 36 ANG<sup>2</sup> EVERY FRAME</u>		<b>Bridge Deck, Angle, E or F</b>		
" " Are Frame and Reversed Frame joggled?	<u>YES.</u>		Spacing		
<b>Bracket Floors, breadth and thickness at middle line</b>			<b>Forecastle Deck, Angle, E or F N.B.S.</b>	<u>8 x 3 x 3 x 46 CH. 8 3 50</u>	
" " breadth and thickness at margin plate			Spacing	<u>EVERY FRAME.</u>	



## 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>	<b>2 Rows.</b>		✓	<del>Stringer Plate, breadth and thickness in way of Bridge</del>			
"    in 'tween Decks, Size and Spacing.....	<b>CHANNEL PILLARS AS PER APP<sup>d</sup> PLAN.</b>		✓	Thickness of Plating abreast Deck openings in way of <del>Wells</del> <b>24'-0" HATCHES</b> .....	<b>38 x 39</b>	✓	
"    "    "    "    "    "				Thickness of Plating abreast Deck openings in way of <del>Bridge</del> <b>16'-0" HATCHES</b> .....	<b>36</b>	✓	
"    in Holds	<b>DEEP GIRDERS SUPPORTED BY CANTILEVER WEB FRAMES AS PER APP<sup>d</sup> PLAN.</b>		✓	Thickness of Plating within line of openings...	<b>34</b>	✓	
"    "    "    "    "    "				If Sheathed, material and thickness	✓		
<b>Centre Line Bulkhead.</b>				<b>O.T. &amp; W.T. FLAT IN AFTER HOLDS.</b>			
Stiffeners and Spacing.....				<b>Third Deck.</b>			
Plating, thickness of .....				Stringer Plate, breadth and thickness.....	<b>41</b>	✓	
				If Plated, state thickness.....	<b>41</b>	✓	
<b>STRINGERS AND DECKS.</b>				<b>Fourth Deck.</b>			
<b>Uppermost Continuous Deck.</b>				Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in Wells	<b>59</b>	<b>57</b>	✓	If Plated, state thickness .....			
"    "    "    "    in way of Bridge				<b>Poop Deck.</b>			
"    Angle in Wells .....	<b>6</b>	<b>6</b>	<b>57</b>	Stringer Plate, breadth and thickness .....	<b>36</b>	<b>36</b>	✓
Thickness of Plating abreast Deck openings in way of <del>Wells</del> <b>24'-0" HATCHES</b> .....	<b>63</b>	<b>48</b>	<b>48</b>	Plating, Sheathing, material and thickness ...	<b>26 SHEATHED 5x22 LEAK.</b>		
Thickness of Plating abreast Deck openings in way of <del>Bridge</del> <b>16'-0" HATCHES</b> .....		<b>44</b>	✓	<b>Bridge Deck.</b>			
Thickness of Plating within line of openings...		<b>50</b>	<b>38</b>	Stringer Plate, breadth and thickness.....			
If Sheathed, material and thickness .....	✓			Plating, Sheathing, material and thickness ..			
<b>Second Deck.</b>				<b>Forecastle Deck.</b>			
Stringer Plate, breadth and thickness in Wells...	<b>60</b>	<b>42</b>	✓	Stringer Plate, breadth and thickness.....	<b>48</b>	<b>36</b>	✓
				Plating, Sheathing, material and thickness ...	<b>26 SHEATHED 5x22 LEAK.</b>		

## SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>ORDINARY.</i>			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.								
FLAT PLATE KEEL .....	51"	*76	*66	*66		DOUBLE	7/8"	3 3/4"	4R - 3R	1"	4"	LAPPED.
" <del>Done (if any)</del>	3 STRAKES OF BOTTOM PLATING EACH SIDE OF KEEL FORM <sup>d</sup> OF 1/2 LTH. *65											
BOTTOM PLATING, No. of Strakes ...4.....		*59	.	.		"	7/8"	3 3/4"	3R	7/8"	3 1/2"	"
BILGE PLATING, No. of Strakes .....1.....		*59	.	.		"	"	"	"	"	"	"
SIDE PLATING, No. of Strakes .....5.....		*58	*46	*46		"	"	"	"	"	"	"
UPPER DECK, Sheer-strake in Wells.....	51"	*68	*46	*46		"	"	"	4R - 3R	7/8"	3 1/2"	"
<del>UPPER DECK, Sheer-strake in Bridge...</del>												
STRAKE BELOW Sheer-strake in Wells.....	51	*65	*46	*46		"	"	"	4R - 3R	7/8"	3 1/2"	"
<del>STRAKE BELOW Sheer-strake in Bridge...</del>	X ADDITIONAL RIVETING IN 3 SERIES OF SIDE SHELL BELOW 2 <sup>ND</sup> DECK FOR ABOUT 100 FT IN FORE BODY & AFTER BODY.											
POOP SIDE PLATING .....				*38		SINGLE	3/4"	3"	1R	3/4"	2 5/8"	"
<del>BRIDGE SIDE PLATING...</del>												
FOREC'TLE SIDE PLATING				*40		SINGLE	3/4"	3"	1R	3/4"	2 5/8"	"

## WATERTIGHT BULKHEADS.

<b>Total No. of W.T. BULKHEADS in Vessel— 7</b>
Extending to Upper Deck (Sec. 3 c) <b>ONE</b>
"    Deck next below <b>SIX.</b>
As per Rule <b>6</b>

## STIFFENERS.

	Plating Thickness.				
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
<b>MIDSHIP BULKHD, Upper-tween decks</b>					
"    " <b>Second</b> "					
"    " <b>Third</b> "					
"    "    Holds <b>N<sup>o</sup>. 78</b> .....	<b>45-26</b>	<b>11 x 3 1/2 x 58</b>	<b>3 1/2"</b>	✓	✓
<b>COLLISION</b> "    (in Hold) .....	<b>59-26</b>	<b>9 x 3 1/2 x 40</b>	<b>24"</b>	✓	✓
<b>AFTER PEAK</b> "    "    .....	<b>58-30</b>	<b>11 x 3 1/2 x 43</b>	<b>24"</b>	✓	✓

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....	✓			<b>AS PER APP<sup>d</sup> PLAN.</b>
<b>STEM</b> .....	<b>ROLLED STEEL</b>	<b>9 5/8 x 22 1/2</b>		<b>AS PER APP<sup>d</sup> PLAN.</b>
<b>STERN FRAME</b> { Propeller Post .....	<b>FORGING</b>	<b>10 1/2 x 7 5/8</b>	<b>DENNYSTON</b>	
{ Rudder " .....	"	<b>10 1/2 x 7 5/8</b>	<b>FORGE CO.</b>	
<b>RUDDER—A x D</b> .....		<b>568</b>		
<b>Speed of Vessel</b> .....		<b>12 K.</b>		
<b>RUDDER</b> mainpiece at head ...	<b>FORGING</b>	<b>11 3/4"</b>	<b>DENNYSTON</b>	<b>11 1/2"</b>
"    "    heel ...	"	<b>8 3/4"</b>	<b>FORGE CO.</b>	<b>8 1/2"</b>
"    how constructed .....	<b>BUILT FORGING</b>			
"    double or single plate .....		<b>1-05</b>		
"    coupling, vertical or horizontal .....		<b>HORIZONTAL.</b>		

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **OPEN HEARTH PROCESS.**

**STEEL.** **COLVILLES L<sup>d</sup> ; STEEL COMPANY OF SCOTLAND ; DORMAN LONG & CO L<sup>d</sup> ; LANARKSHIRE STEEL CO L<sup>d</sup> ; CARGO FLEET IRON CO.**

Has the Steel been tested as required by the Rules? **YES.**



EQUIPMENT No 39600										LETTER af	ANCHORS.				
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 55.	Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
34791	1st Bower ...	68	0	14	Stock Less			52	15	2	14	68	BYERS IMPROVED	NOT STATED.	SUNDERLAND. 31.5.34 J. H. BUTLER.
34993	2nd „ ...	68	0	0	„			52	12	2	0	68	D°	D°	D° 19.10.34
34980	3rd „ ...	58	3	0	„			47	12	2	0	58½	D°	D°	D° 12.10.34
	Collective weight.	194	3	14								194½			
48031	Stream .....	19	0	12	5	0	0	19	19	2	21	19	ORDINARY	D°	CRADLEY HEATH 5.10.34 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.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
50207	270	2 5/16	96½	134¾	726-0-21	720¾			270	2 5/16	STUD LINK	KENDRICK & MOLE L <sup>P</sup>	CRADLEY HEATH 5.10.34 S. C. PAUL.	TOWLINE...	120	4 3/4	64.6	120	4 3/4
														HAWSEERS & WARPS	2290	2 3/4	15.2	2290	2 3/4
														"	2290	2 1/2	13.2	2290	2 1/2
														"					
Stream Chain or Steel Wire	90	5"	52.8						90	5"	S.S.W.								

Steering Gear, ~~Steam~~ <sup>ELECTRIC</sup> HYDRAULIC (IN DUPLICATE) BY HASTIE, GREENOCK. Steering Gear, Hand ✓

Boats # LIFEBOATS & 1 DINGHY. Steering Chains, Size and Test. TELEMOTOR GEAR Windlass ELECTRIC BY CLARKE CHAPMAN

Ceiling in Holds, thickness and material NONE. 1/10 PLATING UNDER HATCHES. Cargo Battens, thickness, material and spacing NONE IN HOLDS & TWEEN DECK.

Cargo Hatchways.—(Upper Deck) STEEL PLATE CORRUGINGS & ANGLES. Thickness of Hatches 2½" SOLID COVERS.

Size of No. 1 Hatchway (Forward) 24'9" x 24'0" No. 2 28'5" x 24'0" No. 3 25'10" x 24'0" No. 4 28'5" x 24'0" No. 5 28'5" x 24'0" No. 6 ✓

Number of Shifting Beams and/or Fore and Afters. 4 WEBS IN NO. 1 HATCH; 5 WEBS IN NOS 2, 3, 4 & 5 HATCHES. (ROLLER WEBS AS APPROVED).

Builder's Signature

For LITHGOWS LIMITED

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. No. 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 & in general conformity with the Society's Rules for the class contemplated.

The workmanship & the materials are of good quality.

All the Double Bottom Tanks; the Fore Peak Tank; the After Peak Tank & the Deep Tanks P+S at sides of tunnel, were tested as required by the Rules & found satisfactory.

Oil Fuel (F.P. above 150°F/4°F) is carried in Nos 1, 2 & 3 Double Bottoms, & in aftermost Deep Tank (P+S) at sides of tunnel; & Section 20 of the Rules fully complied with.

Weather Decks; Shaft Tunnel & W.T. Bulkheads were hose tested & found satisfactory.

Freeboard verified & marks cut in on vessel's sides.

Interim Certificate issued. Copy attached.

L.R.C.

The amount of Entry Fee ..... £ 10 : 0 : 0 / Fees applied for, 16<sup>TH</sup> MARCH 1935

Special Survey Fee.... £ 350 : 16 : 0 / Received by me, 20.3 1935

FREEBOARD. Travelling Expenses, if any £ 17 : 0 : 0

I am of opinion the Vessel should be Classed **\*100 A1 "WITH FREEBOARD"** CORRESPONDING TO A LIMITED DRAFT OF 24'-6" M.L.O. "CARGO BATTENS NOT FITTED"

State whether the Vessel has been built under Special Survey YES. Signature R. Dunsmuir Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to GREENOCK. Date of issue 28/3/35.

Committee's Minute **GLASGOW 19 MAR 1935**

Character assigned + 100 A1

With for

3.35.

Leopold A.C.P.

+ L.M.C. 3.35.

Cargo battens not fitted.

D.B. 10016.



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Lloyd's Register Foundation

W45-0051 (2/2)



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.)

— List of Plans. —

Midship Section; Profile & Decks; Sternframe; Rudder; W.T & O.T. Bulkheads;  
Engine Seating; Bottom Strengthening forward; Riggers, Pillars & Capstern Frames;  
Wash Bulkheads & Diaphragm Plates at Tunnel flat; Hatches; Quirk Stern;  
Deckhouses; Mooring Lugs Stiffening; Large Poop; Liller; Pumping Arrangements;  
Midship Section; Profile & Decks; (As built).

Forging Reports — Sternframe; Rudder; Liller.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	WEIGHT HEAD & PIN.	SURV <sup>g</sup> INITIALS.	NO CERTIFICATE	DATE OF TEST.
	2nd "	43 - 0 - 7	L.R.	888	20-5-32
	3rd "	42 - 2 - 0	A.P.	145	19-7-34
		37 - 2 - 0	H.R.	3324	29-5-34.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 26.43 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 52.42 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) 10K (STL) AND SHELTER DECK (STL). & WEB FRAMES.

Official No. 163577; Signal Letters

Is bottom of Vessel coated with cement ✓ if not give

particulars of composition PORTLAND CEMENT IN PEAK TANKS; PORTLAND CEMENT IN DOUBLE BOTTOM TANKS UNDER ENGINES & ALSO ON BOTTOM IN  
DEEP W.B. OR F.W. TANKS AT SIDES OF TUNNEL. ELSEWHERE OIL FUEL. NO CEMENT.

PARTICULARS OF WATER BALLAST.—

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,	51.66	230	After peak tank,		257
Double bottom, if under Engines only,			Deep tanks aft, AT SIDES OF TUNNEL (3 P&S).	108.5	183
Double bottom, if under Boilers only,			Deep tank, forward,		1225
Double bottom, forward,	170.9	990	Other tanks, if fitted,		
	Total capacity of double bottom	1220	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks.  
222.56

Order for Special Survey No. 3352.

Date 3<sup>rd</sup> APRIL 1934

Dates of Surveys  
held while building

(1934) MARCH 28. APRIL 13. 16. 20. 24. 26. MAY 2. 4. 11. 14. 18. 23. JUNE 4. 11. 20. 22. 25. JULY 14. 19. 23. 25. 29. AUGUST 1. 6. 9. 13. 15. 16. 19. 21. 22. 24. 29.  
SEPT. 4. 6. 11. 20. 21. 24. 25. 26. 28. OCTOBER 2. 4. 8. 10. 15. 17. 18. 22. 23. 25. 30. NOVEMBER 1. 4. 13. 14. 16. 19. 20. 21. 22. 26. 27. 28. 29. 30. DECEMBER 3. 4. 5. 8. 10. 11. 12. 13. 14. 15.  
14. 18. 19. 20. 21. 25. 26. 28. (1935) JANUARY 4. 9. 10. 11. 15. 17. 18. 23. 24. FEBRUARY 1. 5. 6. 8. 12. 13. 19. 20. 21. 25. 26. MARCH 1. 4. 5. 6. 11. 14. 15.

Total No. of Visits 118