

STEEL ~~STEAMER~~ or MOTORSHIP.

Received at London Office APR 17 1939

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

6th APRIL 1939Port of ROTTERDAMNo. 28060^a

Survey held at

KRIMPEN A/ YSEL

Date First Survey

23rd APRIL 1938

Last Survey

4th APRIL 1939

On the

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

STEEL SINGLE SCREW MOTOR VESSEL"NIGERSTROOM"

State Type

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

COMPLETE SUPERSTRUCTURE WITH TONNAGE OPENING AFTState Type of Erections COMPL. SUPERSTR.

TONNAGE under Tonnage Deck...

3763.25

CLASS

100A1

State if with freeboard as condition of Class

YESBuilt at KRIMPEN A/ YSEL

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

1215.32

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

L 115.455Launched 3rd JANUARY 1939 Yard No. 636

Total

Breadth (greatest moulded)

B 16.764Builders N.V. C. J. SIESSEN & ZONEN 'S SCHEERSTRAVEN

Gross Tonnage

4638.84

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

D 11.100Owners N.V. "HOLLANDSCHE STOOMBOOT MAATSCHAPPY"

Register Tonnage

2666.291st Longitudinal Number (L x D) = 1300

Managers

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

2nd Numeral L x (B + D) = 3235.5Residence AMSTERDAM

REGISTERED DIMENSIONS.

FEET.

Length

383.67

Breadth

55.28

Depth

24.66

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

4.372

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

10.4Port of Registry AMSTERDAM

If surveyed while building, afloat, or in dry dock

WHILE BUILDING

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	800	✓	Bracket Floors, Frame	BA 200. 90. 10	✓
" " from $\frac{3}{4}$ length amidships to Collision bulkhead	685	✓	" " Reversed Frame	BA 180. 75. 11½	✓
" " in peaks	610	✓	" " Vertical Struts	PLATE 920. 10. FL 75	✓
SIDE FRAMING.			Centre Girder, depth and thickness amidships	1087. 13	✓
Frame Amidships, Angle, E or C	BA 250. 90. 11	✓ also all plans	" " top Angles	75. 90. 90. 12	✓
" " Extends up to	THIRD DECK	✓	" " bottom Angles	1L. 100. 100. 13	✓
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	ONE 9"	✓
" " Extends up to	✓		TANK TOP IS LEVEL TO SIDES		
Depth of Framing Girder	✓		Margin Plate STRAKE depth (excl. of flange) and thickness	1300. 13	✓
Frames in Uppermost Continuous 'tween Decks, Angle, E or C	BA 150. 75. 8	✓	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	E.W. FLAT IRONS	✓
" " Second 'tween Decks, Angle, E or C	BA 230. 90. 11	✓	" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area	130. 12	✓
" " Third " " " "	✓		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	✓	
" " from $\frac{1}{4}$ len. for'd. to 15% len. from Stem	BA 250. 90. 11	✓	" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area	✓	
" " in Peaks, Angle or C	BA 200. 75. 9	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	1980. 10½. FL 90	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8. 6½ d.		INNER BOTTOM PLATING.		
State if Frame Joggled	YES	✓	Breadth and thickness of Middle Line Strake	1453. 12½	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES	✓	Thickness of remainder in Holds	10½	✓
Are the scantlings and arrangements in way of the Bottom Forward 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	✓
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	✓		Uppermost Continuous Deck, amidships in Walls, Angle, E or C	BA 200. 90. 11	✓
Height of Brackets at side above base line at toe of frame	✓		" " in way of Bridge, Angle, C or C	✓	
Middle Line Keelson, on Floors, Angles, C or C	✓		Spacing	800	✓
" " Through Plate or Intercoastal Plate	✓		Second Deck, amidships, Angle, E or C	BA 230. 90. 11	✓
" " Foundation Plate on Floors	✓		Spacing	800	✓
" " Flat Plate Keel Angles	✓		Third Deck, amidships, Angle, E or C	BA 180. 90. 12	✓
Side Keelsons, No. each side	✓		NO THIRD DECK IN N th HOLD BEHIND ENGINE ROOM AND AS APPROVED.	800	✓
" " thickness of Intercoastal Plate	✓		Fourth Deck, amidships, Angle, C or C	✓	
" " Angles	✓		Spacing	✓	
DOUBLE BOTTOM.			Poop Deck, Angle, C or C	✓	
Solid Floors, thickness and spacing	10" EVERY THIRD	✓	Spacing	✓	
" " Are Frame and Reversed Frame joggled?	YES	✓	Bridge Deck, Angle, C or C	✓	
Bracket Floors, breadth and thickness at middle line	920. 10 FL 75	✓ also all plans	Spacing	✓	
" " breadth and thickness at margin plate	920. 10 FL 75	✓	Forecastle Deck, Angle, C or C	BA 180. 75. 10½	✓
			Spacing	EVERY FRAME	✓

PILLARS AND DECKS.

	IN INCHES IN SHIP. in			Any Departure from Approved Plans to be Noted.		IN INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	TWO			✓	Stringer Plate, breadth and thickness in way of Bridge	✓			
„ in 'tween Decks, Size and Spacing.....	WIDELY SPACED TUBULAR OR WROUGHT IRON PILLARS, COMBINED WITH GIRDERS, ALL AS PER APPROVED PLANS			✓	Thickness of Plating abreast Deck openings) in way of Wells	9		✓	
„ „ „ „ „					Thickness of Plating abreast Deck openings) in way of Bridge	✓			
„ in Holds „ „					Thickness of Plating within line of openings...	8½		✓	
„ „ „ „ „					If Sheathed, material and thickness	NOT SHEATHED		✓	
Centre Line Bulkhead.					Third Deck.				
Stiffeners and Spacing.....	✓				Stringer Plate, breadth and thickness.....	1465	✓	9.	✓
Plating, thickness of	✓				If Plated, state thickness.....	✓	8.	✓	
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....	✓			
Stringer Plate, breadth and thickness in Wells	1475	12	✓		If Plated, state thickness	✓			
„ „ „ „ in way of Bridge	✓				Poop Deck.				
„ Angle in Wells	130.	130.	13	✓	Stringer Plate, breadth and thickness	✓			
Thickness of Plating abreast Deck openings) in way of Wells	11		✓		Plating, Sheathing, material and thickness ...	✓			
Thickness of Plating abreast Deck openings) in way of Bridge	✓				Bridge Deck.				
Thickness of Plating within line of openings...	9½		✓		Stringer Plate, breadth and thickness.....	✓			
If Sheathed, material and thickness	NOT SHEATHED		✓		Plating, Sheathing, material and thickness ...	✓			
Second Deck.					Forecastle Deck.				
Stringer Plate, breadth and thickness in Wells	1465	10	✓		Stringer Plate, breadth and thickness.....	9			
					Plating, Sheathing, material and thickness ...	7 ^m / _m	TEAK	2½"	✓

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>NO</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.	
	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>		<i>Inches.</i>	<i>Inches.</i>		<i>Inches.</i>	<i>Inches.</i>		
FLAT PLATE KEEL	<i>19/10</i>	<i>19 1/2</i> ✓	<i>17</i> ✓	<i>17</i> ✓		<i>II</i>	<i>7/8</i>	<i>3 1/2</i> ✓	<i>IV - III</i>	<i>1"</i>	<i>4"</i> ✓	<i>LAPPED</i>
„ DBLG. (if any) ✓												
BOTTOM PLATING, No. of Strakes <i>3</i>	<i>A 2250</i> <i>B 2250</i> <i>C 2250</i>	<i>14 1/2</i> ✓	<i>12</i> ✓	<i>12</i> ✓		<i>II</i>	<i>7/8</i>	<i>3 1/2</i> ✓	<i>III</i>	<i>7/8</i>	<i>3 1/16</i> ✓	<i>"</i>
BILGE PLATING, No. of Strakes <i>1</i>	<i>D 1910</i>	<i>14 1/2</i> ✓	<i>12</i> ✓	<i>12</i> ✓		<i>II</i>	<i>7/8</i>	<i>3 1/2</i> ✓	<i>III</i>	<i>7/8</i>	<i>3 1/16</i> ✓	<i>"</i>
SIDE PLATING, No. of Strakes <i>3</i>	<i>E 1900</i> <i>F 1900</i> <i>G 2250</i>	<i>14 1/2</i> ✓	<i>11 1/2</i> ✓	<i>11 1/2</i> ✓		<i>II</i>	<i>7/8</i>	<i>3 1/2</i> ✓	<i>III</i>	<i>7/8</i>	<i>3 1/16</i> ✓	<i>"</i>
UPPER DECK, Sheer- strake in Wells.....												
UPPER DECK, Sheer- strake in Bridge ...	<i>J 2250</i>	<i>16</i>	<i>11 1/2</i>	<i>11 1/2</i>					<i>IV - III</i>	<i>7/8</i>	<i>3 1/2</i> ✓	<i>"</i>
STRAKE BELOW Sheer- strake in Wells.....												
STRAKE BELOW Sheer- strake in Bridge ...	<i>H 2250</i>	<i>14 1/2</i> ✓	<i>11 1/2</i> ✓	<i>11 1/2</i> ✓		<i>II</i>	<i>7/8</i>	<i>3 1/2</i> ✓	<i>III</i>	<i>7/8</i>	<i>3 1/2</i> ✓	<i>"</i>
POOP SIDE PLATING												
BRIDGE SIDE PLATING ...												
FOREC'TLE SIDE PLATING			<i>10</i> ✓			<i>I</i>	<i>3/4</i>	<i>3"</i> ✓	<i>I</i>	<i>3/4</i>	<i>2 5/8</i> ✓	<i>"</i>

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Casting or Forging.		Scantlings.	Maker's Name.	Any Depature from Approved Plans to be Noted.
Extending to Upper Deck (Sec. 3 c)	1 ✓					
" Deck next below	6 ✓					
As per Rule						
		STIFFENERS.				
Plating Thickness. in 1/4		VERTICAL.		HORIZONTAL.		
		Scantlings.	Spacing.	Scantlings.	Spacing.	
MIDSHIP BULKH'D, Upper tween decks						
" " Second "	6 1/2 8 ✓	A 140.75.8 1/2 ✓	648 ✓			
" " Third "			580 ✓			
" " Holds	9 1/2-8 8 8-7 1/2 ✓	A 250.90.13 1/2 ✓				
COLLISION " (in Hold)	12 1/2-10 9-8 1/2 ✓	A 200.75.12 6/10 ✓		TWEEN DECKS		
AFTER PEAK " "	12-8-7 1/2-6 1/2 ✓	A 150.75.8 1/2 6/10 ✓		2 STRAINERS AS APPROVED ✓		
				LOWER PART		
				B.R. 180.75.10 AS APPROVED ✓		
KEEL, Bar						HORIZONTAL PLATE KEEL 19 1/2 1/16 ✓
STEM						PLATE STEM 19 + 16 1/16 ✓
STERN FRAME {	UPPER PART Propeller Post					AS PER APPROVED PLAN. ALLARD M'S/MARCHIEN ✓
	LOWER PART Rudder PQQR POST					AS PER APPROVED PLAN. WILTON ROTTERDAM ✓
Speed of Vessel	16' ✓					
RUDDER—Type						STREAMLINED BALANCE RUDDER ✓
" A x D						
" Diam. of head						12.50 ✓ WORKSPOOR AND AS APPROVED AMSTERDAM ✓
" Mainpiece at top pintle						FORGINGS 12.95 AND PLATE #1 APPROVED ✓
" " heel ...						" " WORKSPOOR AMSTERDAM ✓
" how constructed						AS PER APPROVED PLAN. ✓
" double or single plate coupling, vertical or horizontal						DOUBLE 11 1/16 ✓
						HORIZONTAL ✓

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

STEEL. *ACIÉRIES DE LONSUY, GUTENHOFFNUNG'S HÜTTE, DEUTSCHE RÖHRENWERKE A.G., DORTMUND HOERDER HÜTTENVEREIN, AUGUST THYSEN HÜTTE, MANNESMANN RÖHRENWERKE*

Has the Steel been tested as required by the Rules? *YES, AT STEELWORKS*

EQUIPMENT No 36030										LETTER Z ✓		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.					
2127	1st Bower ...	64	0	6	✓	-	-	50	12	2	0	63 - 3 - 0	HALL'S TYPE	K.N.S. LEIDEN.	5-1-39	
2144	2nd „ ...	63	1	2	✓	-	-	50	5	0	0	✓	“ “	“ “	3-3-39 K.N.S. LEIDEN	
2139	3rd „ ...	55	2	12	✓	-	-	45	15	1	7	✓	“ “	“ “	5-1-39 M.A.C. BUYZE	
	Collective weight.	182	3	20	✓	-	-					182 - 0 - 0	“ “	“ “		
2130	Stream	22	0	10	✓	-	-	22	9	1	14	✓	17 - 2 - 0	“ “	“ “	5-1-39

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-ory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.		
	Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
4374	270	2 ⁵ / ₁₆	96 ¹ / ₄	134 ³ / ₄	782-2-7			682-1-0	270	2 ¹ / ₄	STUDLINK	K.N.S. LEIDEN	K.N.S. LEIDEN 13-3-1939 M.A.C. BUYZE	TOWLINE...	120	5	52.8	120	5
4352	30	2 ¹ / ₄ Cir.	91 ¹ / ₈	127 ¹ / ₂	80-0-12			MODRING CHAIN.			STUDLINK	K.N.S. LEIDEN	K.N.S. LEIDEN 31-1-1939 M.A.C. BUYZE	HAWSERS & WARPS }	2x90	2 ³ / ₄	15.2	2x90	2 ³ / ₄
Iron Stream Chain or Steel Wire	90	4 ³ / ₄		47.0					90	4 ³ / ₄ Cir.				"	2x90	2 ¹ / ₂	13.2	2x90	2 ¹ / ₂

Steering Gear, Type (Power or hand) PATENT ELECTRIC, DIRECT ACTING Alternative Means of Steering DIRECT ACTING HANDSERR
PINION ON QUADRANT.

Steering Chains (Size and Test) ✓ Windlass PATENT ELECTRIC Boats TWO

Ceiling in Holds, thickness and material 2 1/2" PINE ON 2" BATTENS Cargo Battens, thickness, material and spacing 6" x 2" x 9" CLEAR

Cargo Hatchways.—(Upper Deck) STEEL AND ANGLE Thickness of Hatches 6 1/8"

Size of Hatchways No. 1 (Fwd.) 8209 x 5158 No. 2 9589 x 5158 No. 3 6389 x 5158 No. 4 9589 x 5152 No. 5 9589 x 5158 No. 6 ✓

Number of Shifting Beams and/or Fore and Afters } 4 5 3 5 5 ✓

Builder's Signature

WAALLOOZE VERHOOTSCHAP
G. VAN DER GIESSEN & ZONEN'S
SCHEEPSWERVEN

W. J. van der Veld

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 MOTORVESSEL
(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). OIL FUEL FOR THE MOTOR IS CARRIED IN DOUBLE BOTTOM

THE WORKMANSHIP WAS FOUND GOOD AND THE VESSEL HAS BEEN BUILT IN ACCORDANCE WITH THE APPROVED PLANS AND SECRETARY'S LETTERS M.16-12-37; 24-3-38; 20-4-38; 26-5-38; 24-5-38; 13-6-38; AND F.14-3-39 TO OUR OFFICE AND ROTTERDAM LETTERS M.13-12-37; 20-12-37; 16-3-38; 27-4-38; 24-5-38; 23-5-38; 24-6-36 AND F.16-3-1939. RESPECTING THIS CASE AND IN GENERAL CONFORMITY WITH THE SOCIETY'S RULES. ✓ FORE- & AFTERPEAKTANKS AND DOUBLE BOTTOMTANKS HAVE BEEN TESTED BY A HEAD OF WATER AS REQUIRED, WEATHERDECKS AND W.T. BULKHEADS HAVE BEEN TESTED BY HOSE AND FOUND TIGHT. ✓ FREEBOARD MARKS VERIFIED AND CUT IN ON THE VESSEL'S SIDES. ✓ CERTIFICATES OF STERNFRAME, RUDDERHEAD AND MAINPIECE ARE SENT HEREWITH. ✓ THE FOLLOWING PLANS, AS DETAILED OVERLEAF, HAVE BEEN APPROVED FOR THIS VESSEL. COPIES OF WHICH ARE BEING RETAINED IN YOUR OFFICE FOR RECORD. ✓

The amount of Entry Fee : 96:00 } Fees applied for,
Special Survey Fee. : 3683:40 } 19
Travelling Expenses, if any : 69:00 } Received by me, 25-4-1939

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

I am of opinion the Vessel should be Classed 100.A.1 ✓
"WITH FREEBOARD"

State whether the Vessel has been built under Special Survey YES

Certificate to be sent to ROTTERDAM SURVEYOR Date of issue 1/5/39

Committee's Minute

FRI. 21 APR 1939

Character assigned

+100 A1
with fbd

Lloyd's Atch

+Linc 4 39
DB 100 ll

CH
Al Eng

Write Xms

Lloyd's Register
Foundation

0038 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.)

THE SUPPLY OF $2\frac{5}{16}$ " CHAINCABLE IS A TEMPORARY MEASURE, PENDING THE MANUFACTURE OF A COMPLETE OUTFIT OF $2\frac{1}{4}$ " "EQO" CHAINCABLE.

LIST OF APPROVED PLANS.

MIDSHIP SECTION.

PROFILE, DECKS AND DOUBLE BOTTOM.

BULKHEADS.

STERNFRAME AND TRUDDER.

CONNECTION OF RUDDER COUPLING ETC. TO RUDDER MAINPIECE.

ALTERATION PILLARS 87 & 107.

LIST OF E. W. CONNECTIONS.

AMENDED COPIES, AS BUILT, ARE SENT HEREWITH.

PARTICULARS OF ELECTRIC WELDING (if employed)

LANDING EDGES AND BUTTS OF TANK TOP PLATING IN MOTOR ROOM. — FLOORS TO CENTRE AND SIDE KEELSONS —
FRAME BRACKETS TO TANK TOP — BUTTS OF PLATE STEM — TWEEN DECK PLATING TO SIDE COAMINGS —
LANDING EDGES OF TWEEN DECKS WHERE PASSING UNDER DOUBLING PLATES — HATCH BEAMS — RECESSED HATCHWAY
COAMINGS ON SHELTER DECK — HEADS AND HEELS OF PILLARS AND VARIOUS DETAILS OF GIRDERS — AUXILIARY
SEATINGS AND VARIOUS MINOR DETAILS. APPROVED ELECTRODES HAVE BEEN USED (+).

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

CRUISER STERN.

SHELTER DECK.

ECHO SOUNDING DEVICE.

DIRECTION FINDER.

PASSENGERSHIP.

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

1st Bower	2111	✓ E E	N° 287	ANTWERP	4-2-1938
2nd "	2128	✓ W H	N° 10137	"	24-2-1939
3rd "	1825	✓ W H	N° 10060	"	9-9-1938
STREAM.	725	✓ F H	N° 20248	"	28-10-1938

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 47. ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated COMPLETE SUPERSTRUCTURE.

Official No. ✓ Signal Letters P G H F Extreme Breadth over Belting ✓ Over-all Length 401.36 ✓
No. and Material of Decks 3 STEEL DECKS (THIRD DECK ONLY CLEAR OF MOTOR SPACE AND N° 4 HOLD) 1 DRY SHED 3-20 DX 24 25 26
Parts of Bottom of Vessel coated with cement or approved composition DOUBLE BOTTOM TANKS FITTED FOR FUEL OIL; WHERE NOT
FOR OIL, THE INNER SURFACE OF THE BOTTOM IS COATED WITH CEMENT. ✓ pt Cem
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,	97. ✓	266. ✓	Fore peak tank,		50. ✓
Double bottom, under Engines and Boilers,			After peak tank,		116. ✓
Double bottom, if under Engines only,	47. ✓	192. ✓	Deep tank, aft,	✓	
Double bottom, if under Boilers only,			Deep tank, forward,	✓	
Double bottom, forward,	159. ✓	386. ✓	Other tanks, if fitted,	✓	
Total length (if continuous) and Capacity	303. ✓	844. ✓	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 925

Date 21 DECEMBER 1937.

Dates of Surveys held while building

1938: APRIL 23-28; MAY 5-11-16-27; JUNE 1-8-24; JULY 1-7-15-27;
AUGUST 1-5-13-20-24; SEPT. 3-8-13-20-27; OCT. 3-6-12-20-24-26-27;
NOV. 3-4-7-10-15-17-23-24-28-30; DEC. 7-13-15-27-30.
1939: JAN. 3-9-30-31; FEBR. 10-22-27; MARCH 2-6-9-15-17-22-24-27
-28-30; APRIL 4.

Total No. of Visits 63