

STEEL STEAMER or MOTORSHIP.

Received at London Office 18 FEB 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 *17 February 1936* Port of *Leith* No. *19016*
Survey held at *Burntisland* Date First Survey *1st August 1935* Last Survey *13 February 1936*On the *Stapling & Scrap Steamer FULHAM* (Machinery aft)
State Type *Without tonnage openings. Collier* State Type of Erections *RQD. 2nd Stage*TONNAGE under *1202.40* CLASS *100A1* State if with freeboard *yes* Built at *Burntisland*
Tonnage Deck *WITH FREEBOARD* as condition of ClassDo. of space or spaces between Tonnage Dk. and Upper Dk. *-* Length from fore part of stem to after part of stern *L 238.0* Launched *7/12/35* Yard No. *193*Total *1202.40* Breadth (greatest moulded) *B 38.1* Builders *The Burntisland S.B.C. & Co.*
Gross Tonnage *1598.71* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1a) *D 22.75 RQD 18.5 upper* Owners *Fulham Borough Council*Register Tonnage *879.00* 1st Longitudinal Number (L x D) *= 4403* Managers *✓*
2nd Numeral L x (B + D) *= 13466* (Where necessary to be entered in Reg. Book.)REGISTERED DIMENSIONS. FEET. Framing Depth "d" at middle of length. See Sec. 3 (1d) *12.86* Residence *London*
Length *238.1* Proportions—Depth to Length—Uppermost continuous deck to top of keel *16.6 1/4* Port of Registry *London*Breadth *38.3* Do. Long Bridge to top of keel *16.6 1/4* If surveyed while building, afloat, or in dry dock
Depth *16.55* Draught Moulded *16.6 1/4 while building, & 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.
FRAMES, Spacing amidships <i>27</i>	<i>27</i>		Bracket Floors, Frame <i>✓</i>	<i>✓</i>	
" " from $\frac{3}{4}$ length to Collision bulkhead <i>27 & 24</i>	<i>27 & 24</i>		" " Reversed Frame <i>✓</i>	<i>✓</i>	
" " in peaks <i>23 Fore peak 24 1/2 after peak</i>	<i>23 Fore peak 24 1/2 after peak</i>		" " Vertical Struts <i>✓</i>	<i>✓</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships <i>32 40</i>	<i>32 40</i>	
Frame Amidships, Angle <i>E or F</i> <i>7 1/2 3 33</i> <i>✓</i>	<i>7 1/2 3 33</i>	<i>✓</i>	" " top Angles <i>3 3 36</i> <i>double</i>	<i>3 3 36</i>	<i>double</i>
" " Extends up to <i>RQD</i> <i>✓</i>	<i>RQD</i>	<i>✓</i>	" " bottom Angles <i>3 1/2 3 1/2 40</i> <i>double</i>	<i>3 1/2 3 1/2 40</i>	<i>double</i>
(Frames to Upper Dk. as for Profile & Deck Plan)			Side Girders, No. each side and thickness <i>one @ 9 x 3 1/2 x 38</i> <i>(approved 8 1/2 x 3 x 40 L)</i>	<i>one @ 9 x 3 1/2 x 38</i>	<i>(approved 8 1/2 x 3 x 40 L)</i>
Reversed Frame Amidships, Angle <i>✓</i>	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness <i>Tank top plating rises at margin to 8' 6" above base line</i>	<i>Tank top plating rises at margin to 8' 6" above base line</i>	
" " Extends up to <i>✓</i>	<i>✓</i>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem <i>3 3 38</i>	<i>3 3 38</i>	
Depth of Framing Girder <i>amidships 7 1/2</i> <i>✓</i>	<i>7 1/2</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem <i>3 3 38</i>	<i>3 3 38</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E or F</i> <i>✓</i>	<i>✓</i>		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem <i>✓</i>	<i>✓</i>	
" " Second 'tween Decks, Angle, <i>E or F</i> <i>✓</i>	<i>✓</i>		" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem <i>✓</i>	<i>✓</i>	
" " Third " " " " <i>✓</i>	<i>✓</i>		Tank Side Brackets, height above base line at toe of Frame and thickness <i>✓</i>	<i>✓</i>	
Framing in Peaks, Angle <i>after peak 5 1/2 3 36</i> <i>✓</i>	<i>after peak 5 1/2 3 36</i>	<i>✓</i>	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships <i>3/4 6 1/2 apart c/bc. at sides 3/4 7 1/2 " " " at bottom</i> <i>✓</i>	<i>3/4 6 1/2 apart c/bc. at sides 3/4 7 1/2 " " " at bottom</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake <i>50 throughout (as per Owners requirement)</i>	<i>50</i>	<i>50 throughout (as per Owners requirement)</i>
State if Frame Joggled <i>yes</i>	<i>yes</i>		Thickness of remainder in Holds <i>50</i>	<i>50</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars <i>2 x 3 x 34 L frames 24" apart. one stringer. (in Fore peak, two W + F plates.)</i>	<i>2 x 3 x 34 L frames 24" apart. one stringer. (in Fore peak, two W + F plates.)</i>		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? <i>yes</i>	<i>yes</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars <i>Three side girders (one full depth, one half depth) Ship plating at 27" spacing 5 1/2 x 3 1/2 (Owners requirement)</i>	<i>Three side girders (one full depth, one half depth) Ship plating at 27" spacing 5 1/2 x 3 1/2 (Owners requirement)</i>		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, <i>E or F</i> <i>4 3 30 (1/2 beams)</i> <i>✓</i>	<i>4 3 30 (1/2 beams)</i>	<i>✓</i>
Floors, Depth and thickness at mid-line in Holds <i>✓</i>	<i>✓</i>		" " in way of Bridge, Angle, <i>E or F</i> <i>5 1/2 3 33</i> <i>✓</i>	<i>5 1/2 3 33</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame <i>✓</i>	<i>✓</i>		Spacing <i>✓</i>	<i>✓</i>	
Middle Line Keelson, on Floors, Angles, <i>E or F</i> <i>✓</i>	<i>✓</i>		Second Deck, amidships, Angle, <i>E or F</i> <i>✓</i>	<i>✓</i>	
" " Through Plate or Intercoastal Plate <i>✓</i>	<i>✓</i>		Spacing <i>✓</i>	<i>✓</i>	
" " Foundation Plate on Floors <i>✓</i>	<i>✓</i>		Third Deck, amidships, Angle, <i>E or F</i> <i>✓</i>	<i>✓</i>	
" " Flat Plate Keel Angles <i>✓</i>	<i>✓</i>		Spacing <i>✓</i>	<i>✓</i>	
Side Keelsons, No. each side <i>✓</i>	<i>✓</i>		Fourth Deck, amidships, Angle, <i>E or F</i> <i>✓</i>	<i>✓</i>	
" " thickness of Intercoastal Plate <i>✓</i>	<i>✓</i>		Spacing <i>✓</i>	<i>✓</i>	
" " Angles <i>✓</i>	<i>✓</i>		Poop Deck, Angle, <i>E or F</i> <i>✓</i>	<i>✓</i>	
DOUBLE BOTTOM.			Spacing <i>✓</i>	<i>✓</i>	
Solid Floors, thickness and spacing <i>32</i> <i>✓</i>	<i>32</i>	<i>✓</i>	Bridge Deck, Angle, <i>E or F</i> <i>5 3 25</i> <i>✓</i>	<i>5 3 25</i>	<i>✓</i>
" " Are Frame and Reversed Frame joggled? <i>yes (and frames cut as per midship section plan)</i>	<i>yes (and frames cut as per midship section plan)</i>		Spacing <i>every frame</i>	<i>every frame</i>	
Bracket Floors, breadth and thickness at middle line <i>none</i> <i>✓</i>	<i>none</i>	<i>✓</i>	Forecastle Deck, Angle, <i>E or F</i> <i>5 3 26</i> <i>✓</i>	<i>5 3 26</i>	<i>✓</i>
" " breadth and thickness at margin plate <i>✓</i>	<i>✓</i>		Spacing <i>every frame</i>	<i>every frame</i>	

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.....					
„ in 'tween Decks, Size and Spacing.....					
„ „ „ „ „					
„ in Holds „ „					
„ „ „ „ „					
Centre Line Bulkhead.					
Stiffeners and Spacing.....					
Plating, thickness of					
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells	64	.50	AGD ⁴ Annistuk		
„ „ „ „ in way of Bridge	66	.69	Upper D ⁴		
„ „ „ „ „	66	.48	✓		
„ Angle in Wells	at forward end of AGD ⁴ 3 1/2 x 3 1/2				
	at after end of Upper D ⁴ 5 x 5 x 57				
Thickness of Plating abreast Deck openings in way of Wells	(Stringer Plate only)				
Thickness of Plating abreast Deck openings in way of Bridge	✓				
Thickness of Plating within line of openings.....	.40		See bridge		
If Sheathed, material and thickness	not sheathed				
Second Deck.					
Stringer Plate, breadth and thickness in Wells...	✓				
Stringer Plate, breadth and thickness in way of Bridge					
Thickness of Plating abreast Deck openings in way of Wells					
Thickness of Plating abreast Deck openings in way of Bridge					
Thickness of Plating within line of openings.....					
If Sheathed, material and thickness					
Third Deck.					
Stringer Plate, breadth and thickness.....					
If Plated, state thickness.....					
Fourth Deck.					
Stringer Plate, breadth and thickness.....					
If Plated, state thickness					
Poop Deck.					
Stringer Plate, breadth and thickness					
Plating, Sheathing, material and thickness ...					
Bridge Deck.					
Stringer Plate, breadth and thickness.....					
Plating, Sheathing, material and thickness ...					
Forecastle Deck.					
Stringer Plate, breadth and thickness.....					
Plating, Sheathing, material and thickness ...					

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if Joggled?	SINGLE OR DOUBLE.	RIVETS.	NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.						Diam.	Spacing or to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	61½	.52	.48	.48	✓	Double	¾	3	3 ✓	¾	2 5/8	Lapped
„ DBLG. (if any) ✓												
BOTTOM PLATING, No. of Strakes	B 80¾	.46	.48	.42	✓	Double	¾	3	3 & 2 ✓	¾	2 5/8	Lapped
BILGE PLATING, No. of Strakes	C 55¾	.46	.47	.42	✓	"	"	"	" "	"	"	"
SIDE PLATING, No. of Strakes	D 59	.46	.38	.46	✓	E Double	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Wells	E 58¾	.46		.39	✓	F DTS	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Bridge	F 63¾	.49		.38	✓	G Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Wells	G 48½	.50		.39	✓	H Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Bridge	H 48½	.50		.39	✓	E Double	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Bridge	F 63¾	.49		.38	✓	F DTS	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Wells	G 48½	.50		.39	✓	G Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Bridge	H 48½	.50		.39	✓	H Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Wells	I 48½	.50		.39	✓	I Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Bridge	J 48½	.50		.39	✓	J Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Wells	K 48½	.50		.39	✓	K Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Bridge	L 48½	.50		.39	✓	L Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Wells	M 48½	.50		.39	✓	M Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Bridge	N 48½	.50		.39	✓	N Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Wells	O 48½	.50		.39	✓	O Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Bridge	P 48½	.50		.39	✓	P Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Wells	Q 48½	.50		.39	✓	Q Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Bridge	R 48½	.50		.39	✓	R Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Wells	S 48½	.50		.39	✓	S Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Bridge	T 48½	.50		.39	✓	T Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Wells	U 48½	.50		.39	✓	U Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Bridge	V 48½	.50		.39	✓	V Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Wells	W 48½	.50		.39	✓	W Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Bridge	X 48½	.50		.39	✓	X Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Wells	Y 48½	.50		.39	✓	Y Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Bridge	Z 48½	.50		.39	✓	Z Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Wells	AA 48½	.50		.39	✓	AA Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Bridge	AB 48½	.50		.39	✓	AB Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Wells	AC 48½	.50		.39	✓	AC Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Bridge	AD 48½	.50		.39	✓	AD Single	"	"	" "	"	"	"
UPPER DECK, Sheer-strake in Wells	AE 48½	.50		.39	✓	AE Single	"					

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) 4

„ Deck next below ✓

As per Rule 4

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		✓		
STEM	Rolled bar $7\frac{1}{4} \times 1\frac{7}{8}$			
STERN FRAME	<p>Forging Propeller Post Rudder Stream lined as per plan T.S. Foster's</p>			
RUDDER—A × D	192			
Speed of Vessel	10 Knots			
RUDDER mainpiece at head	Forging $6\frac{1}{2} \times 5$ T.S. Foster's plan			
" " heel	$6\frac{1}{2} \times 4$			
" " how constructed	mainpiece & 4 arms forged in one			
" " double or single plate	double			
" " coupling, vertical or horizontal	horizontal			

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks		is to our own requirement.				
"	" Second "	✓				
Frame No.	Third 68		40" 6x3x30 L	24	NOTE: (Top part forms W.B. Tank as per plan)	
"	Holds 26+28		44" 40 10x3 1/2 x40 L	30		
COLLISION (in Hold)			40 7x3x32 L	24	one shell. one w.t. flat.	
AFTER PEAK	" 5		42" 40 7x3x30 L	24	@ 8" height.	
			40 7x3x36 L	24	@ 5-8" height.	

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Cobailles & Co.*
Darnley Long & Co. Ltd. The Steel Company of Scotland. Stairmilling Iron Co. Ltd.
Cargo Fleet Iron Co. Constell Iron Works. The Larnach Steel Co. Ltd. (C.H.)
Has the Steel been tested as required by the Rules? *yes.*

EQUIPMENT No. 14443										LETTER P.		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.
35456	1st Bower ...	30	2	0				29	0	0	0	30 1/2	Oversized	—	Sunderland 1/10/35 J.H.P.
35457	2nd " ...	30	2	0				29	0	0	0	30 1/2	"	—	" " "
35427	3rd " ...	26	0	21				25	16	1	0	26	"	—	" " 9/9/35 "
	Collective weight.	87	0	21											
35432	Stream	9	3	14				11	17	3	7	9 18/20	"	—	" 13/9/35 "
48872	stem	4	1	2	1	0	19	4	12	2	0		ordinary	—	Crookley Heath 29/8/35 J.H.P.
CHAIN CABLES.												HAWERS AND WARPS.			

CHAIN CABLES.										HAWERS 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.					
	Fathoms. Ins.	Tons. Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms. Ins.					Fathoms. Ins.	Tons.	Fathoms. Ins.					
<i>51830</i>	<i>240 1 1/8 5 1/4</i>	<i>7 3/4</i>	<i>344</i>	<i>3</i>	<i>21</i>	<i>319 1/2</i>	<i>240 1 1/8</i>	<i>stud</i>	<i>—</i>	<i>Cradley/Teeth 23/9/35</i>	<i>—</i>	<i>90 3 1/4 21 7</i>	<i>90 3 1/4</i>	<i>90 3 1/4</i>					
								<i>rule = 1 1/16</i>				<i>60 2 1/2 13 2</i>	<i>2 90 2 1/4</i>	<i>2 90 2 1/4</i>					
												<i>2 90 1 3/4</i>	<i>2 90 1 3/4</i>	<i>2 90 1 3/4</i>					
<i>51921</i>	<i>75 1</i>	<i>18 27</i>	<i>98 1 3</i>	<i>98 1/4</i>			<i>75 1</i>	<i>stud</i>	<i>—</i>	<i>Cradley/Teeth 23/9/35</i>	<i>—</i>								

Steering Gear, Steam *Dortuna 8 C. L.* Steering Gear, Hand *Relieving tackle, lead to drum winch.*
Boats *2 life boats.* Steering Chains, Size and Test *none (Telemotor control)* Windlass *John Lyon & Co. L.*
Ceiling in Holds, thickness and material *none.* Cargo Battens, thickness, material and spacing *none.*

Cargo Hatchways. — (Upper Deck) *of plate & angles.* Thickness of Hatches
Size of No. 1 Hatchway (Forward) *48' 9" x 27'* No. 2 *41' x 27'* No. 3 *38' 3" x 27'* No. 4 *—* No. 5 *—* No. 6 *—*
Number of Shifting Beams and/or Fore and Afters *Nº 1 none. Nº 2 fine. Nº 3 fine.*

FOR THE BURNTISLAND SHIPBUILDING COMPANY LTD.
Builder's Signature *Lucy L. L.* MANAGING DIRECTOR

GENERAL DECLARATION. It should be stated (a) whether the vessel 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, and in general conformity with the Rules. The material & workmanship are good. The double bottom tanks, the midship tank, the fore & after peak tanks, the bulkheads, & decks have all been tested in accordance with the Rules Requirements with satisfactory results. The steel plating to the stern frame is of midship rule thickness. The following plans are forwarded herewith: — Midship Section. Profiles & Decks. Stern & Receiver Frames, Hatch web beams. Pumping plan. Also two reports on castings and two on forgings.

The amount of Entry Fee £ *5 : 0 : 0* Fees applied for, *17-2-1936*
Special Survey Fee.... £ *154 19 : 0* Received by me, *2-34 19 36 3/4*
Travelling Expenses, if any £ *2 : 4 : 0*
Freeboard 11 : 0 : 0
State whether the Vessel has been built under Special Survey *yes*
Certificate to be sent to *Steel & Steel* Date of issue *3/4/36.*
Signature *Ernest Edwards.* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 21 FEB 1936*
Character assigned *+ 100A1 with Freeboard*
'Cargo Battens not Std'
Lloyd's A & C.P. Inchy Apt
+ LMC 2.36 30.
FRI. 6 MAR 1936
write L&L
4 C&L
Brunei

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.)

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

1st Bower	17-0-23	647	4-7-35
2nd "	17-0-26	645	4-7-35
3rd "	14-3-2	527	24-5-35
(35432)	5-3-0	AP 768	29-7-35

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 145 ft., Bridge 15.75 ft., Forecastle 22 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) 1 Dth (Stl).

Official No. 164572: Signal Letters
Is bottom of Vessel coated with cement part cement if not give particulars of composition cement fillets & over rivet heads, green paint elsewhere

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, N ^o 2	94.5	352	Fore peak tank, upper 63 Tons	22'	167
Double bottom, under Engines and Boilers, Fed Water	6.75	13	Lower 104 Tons	8'	12
Double bottom, if under Engines only, N ^o 4	17.65	19	Deep tank, aft, 13.5'	13.5'	56
Double bottom, if under Boilers only, N ^o 1	64'	200	Deep tank, forward, amidship triangular, 6'-0"		
Double bottom, forward, N ^o 1	64'	200	Other tanks, if fitted,		
	94.5	571	(If necessary, furnish further information by sketch.)		
	158.5				

Order for Special Survey No. 1241

Date 6/9/35.

Dates of Surveys held while building

1935.
August 1. 5. 15. 20. 23. 27. Sept 10. 12. 20.
Octo 14. 11. 22. 28. Nov 1. 5. 8. 12. 19. 21. 22
Dec 3. 7. 13. 24
1936. Jan 6. 14. 22. 28. Feb 3. 6. 11. 13

Total No. of Visits 32