

STEEL STEAMER or MOTORSHIP.

17 NOV 1930

Received at-London Office

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 *14/11/30*Port of *Newcastle-on-Tyne*No. *86440*Survey held at *Helburn-on-Tyne*Date First Survey *14th Nov 129*Last Survey *7th November 1930*On the (State if Machinery fitted Aft and (if Single, Twin or Triple Screw) *Steel Twin Screw M.V. "PETER HURLL" (MCHY ACT) LONGITUDINAL FRAMING - BRACKETLESS SYSTEM*State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) *FULL SCANTLING OIL CARRIER*State Type of Erections *FORECASTLE BRIDGE AND AFTER BRIDGE*TONNAGE under Tonnage Deck... *11423.19*CLASS *100 A.I.*

State if with freeboard (without as condition of Class)

Built at *Helburn-on-Tyne*

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 520.0*Breadth (greatest moulded) *B 70.0*

Total

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 38.75*Gross Tonnage *12042.74*Register Tonnage *6856.67*1st Longitudinal Number (L x D) *= 20150*2nd Numeral L x (B + D) *= 56550*

REGISTERED DIMENSIONS. FEET.

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.4*

Do. Long Bridge to top of keel

Draught Moulded *FULL SUMMER 28' 11"*Launched *24th July 1930* Yard No. *1000*Builders *Palmers S.B. & C. Ltd.*Owners *Baltisch-Amerik. Petroleum Import G.m.B.H.*

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

Residence

Port of Registry *DANZIG*

If surveyed while building, afloat, or in dry dock

Building, afloat & in dry dock.

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			Bracket Floors, Frame		
" " from $\frac{3}{8}$ length to Collision bulkhead	<i>LONGth FRAMING</i>		" " Reversed Frame		
" " in peaks	<i>24"</i>		" " Vertical Struts		
IDE FRAMING.			Centre Girder, depth and thickness amidships	<i>60" x 44-50</i>	
Frame Amidships, Angle, [or]			" " top Angles <i>2</i>	<i>3 1/2 3 1/2 59</i>	
" " Extends up to			" " bottom Angles <i>2</i>	<i>4 4 56</i>	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<i>MCHY 2 78 to 54</i>	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder			" " Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			Bracket abaft $\frac{1}{4}$ len. from stem		
" " Second 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side		
" " Third " " "			Bracket forward $\frac{1}{4}$ len. from stem		
Spacing in Peaks, Angle [or] <i>AP</i>	<i>AND AS PLAN 10 33 48</i>	<i>FP 4 x 3 x 40</i>	" " Gussets, spacing and scantling		
Number and Spacing of Rivets through Frame and Shell Plating amidships	<i>9 32 50</i>	<i>reverse frames on alternate frames</i>	abaft $\frac{1}{4}$ len. from stem		
if Frame Joggled	<i>SEE LONGth FRAMING</i>		" " Gussets, spacing and scantling		
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	<i>LONGth FRAMING TO PEAK</i>		forward $\frac{1}{4}$ len. from stem		
STRENGTHENING OF BOTTOM FOR	<i>IN PEAK SIDE STRINGERS AS PLAN</i>		Tank Side Brackets, height above base line at toe of Frame and thickness		
State Particulars	<i>Double shell bars to longitudinal for 9 3/5 L</i>				
DOUBLE BOTTOM.			INNER BOTTOM PLATING. MACHY SPACE		
Depth and thickness at mid-line in Holds			Breadth and thickness of Middle Line Strake	<i>625</i>	
Height of Brackets at side above base line at toe of frame			Thickness of remainder in Holds <i>MCH</i>	<i>625</i>	
Line Keelson, on Floors, Angles, [or]			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>	
" " Through Plate or Intercoastal Plate	<i>LONGth FRAMING</i>		BEAMS.		
" " Foundation Plate on Floors			Uppermost Continuous Deck, amidships		
" " Flat Plate Keel Angles			in Wells, Angle, [or]	<i>LONGth FRAMING</i>	
Side Keelsons, No. each side			" " in way of Bridge, Angle, [or]		
" " thickness of Intercoastal Plate			Spacing <i>IN FOREPEAK</i>	<i>9 3 1/2 40 BA</i>	
" " Angles			Second Deck, amidships, Angle, [or]		
DOUBLE BOTTOM. in Machy space			Spacing	<i>LONGth FRAMING</i>	
Solid Floors, thickness and spacing	<i>54" 30" x 28" spacing</i>		Third Deck, amidships, Angle, [or]		
" " Are Frame and Reversed Frame joggled?	<i>yes</i>		Spacing		
Bracket Floors, breadth and thickness at middle line			Fourth Deck, amidships, Angle, [or]		
" " breadth and thickness at margin plate			Spacing		
			Poop Deck, Angle, [or]		
			Spacing		
			Bridge Deck, Angle, [or]	<i>LONGth FRAMING</i>	
			Spacing		
			Forecastle Deck, Angle, [or]	<i>10 3 1/2 40</i>	
			Spacing	<i>24"</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.....			Stringer Plate, breadth and thickness in way of Bridge		
" in 'tween Decks, Size and Spacing.....	<i>BUILT PILLARS IN MACH. SPACE AS PLAN</i>		Thickness of Plating abreast Deck openings in way of Wells		
" " " " "			Thickness of Plating abreast Deck openings in way of Bridge		
" in Holds " "			Thickness of Plating within line of openings...	<i>48</i>	
" " " " "			If Sheathed, material and thickness		
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	<i>70 12x3 1/2 x 45 BA 2-7 1/2 to 72 3 38 BA 2-9 1/2</i>		Stringer Plate, breadth and thickness.....		
Plating, thickness of	<i>.54 to .39</i>		If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	<i>74 .84</i>		If Plated, state thickness		
" " " " in way of Bridge	<i>104</i>		Poop Deck.		
" Angle in Wells	<i>8 8 .75</i>		Stringer Plate, breadth and thickness		
Thickness of Plating abreast Deck openings in way of Wells	<i>.84</i>		Plating, Sheathing, material and thickness ...		
Thickness of Plating abreast Deck openings in way of Bridge	<i>.84</i>		Bridge Deck.		
Thickness of Plating within line of openings...	<i>.70</i>		Stringer Plate, breadth and thickness.....	<i>73 1/2 x 48</i>	
If Sheathed, material and thickness			Plating, Sheathing, material and thickness ...	<i>.38 Deck compensation sheathing in accommodation</i>	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	<i>72 1/2 x 48</i>		Stringer Plate, breadth and thickness.....	<i>37.40</i>	
			Plating, Sheathing, material and thickness ...	<i>.38 .50 under windlass sheathed 2 1/2 O.P under windlass</i>	

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			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 or. to or.		Diam.	Spacing or. to or.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	56	1.14	.94	.94		double	1"	4	3	1 1/8	4 1/2	double straps }	
„ DBLG. (if any)		28	2 3/4										
BOTTOM PLATING, No. of Strakes ABCD. H....		.73	.55	.58	Plating on stern frame made .75"	double	7/8	3 1/2	5	7/8	4"	lapped	
BILGE PLATING, No. of Strakes EF		.73	.55	.58		double	7/8	3 1/2	5	7/8	4"	lapped	
SIDE PLATING, No. of Strakes GHIJKL		.69	.52	.52	shell & deck plating doubled within by fitting doublings or long laps at bulkheads as per approved plans.	3 triple 1 double	7/8	3 3/8 3 1/2	4	7/8	3 1/2	lapped	
UPPER DECK, Sheer-strake in Wells.....	80	1.00	.52	.52					3	1 1/8	4 1/2	double straps	
UPPER DECK, Sheer-strake in Bridge ...		1.00 at breaks 1.20				double	1 1/8	4 1/2	4	1 1/4	5	" "	
STRAKE BELOW Sheer-strake in Wells.....	72	.90	.52	.52		double	1"	4"	3	1"	4	double straps	
STRAKE BELOW Sheer-strake in Bridge ...	72	.90				"	1"	4"	3	1"	4"	" "	
POOP SIDE PLATING one strake		22 1/2		.44					2	3/4	2 5/8	lapped	
BRIDGE SIDE PLATING ..		.46 .62 at ends							2	7/8	3 3/8	"	
FORECASTLE SIDE PLATING ..			.46						2	3/4	2 5/8	"	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—					
Extending to Upper Deck (Sec. 3 c)		13			
" Deck next below		17			
As per Rule		appd as above			
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD, Upper tween decks					
" " Second					
" " Third					
" " Holds					
COLLISION (in Hold)					
AFTER PEAK					

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	<i>lower part</i>	<i>Plate Keel</i>		
STEM	<i>upper part</i>	<i>Cast</i>	<i>11" x 3"</i>	<i>Netherlands Steel works</i>
STERN FRAME { Propeller Post BKE L POST Rudder }	<i>Cast</i>	<i>as plan</i>		<i>SKODA WORKS PILSEN</i>
RUDDER—A x D			<i>1202</i>	<i>NETHERLAND STEEL WORKS</i>
Speed of Vessel			<i>12 knots</i>	
RUDDER mainpiece at head ...	<i>Forging</i>	<i>16"</i>		<i>Darlington Forge</i>
" heel ...		<i>12"</i>		
" how constructed		<i>Arms shrunk & kept</i>		
" double or single plate coupling, vertical or horizontal		<i>single 1 1/2"</i>		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

Consett, Dorman Long, Cargo Fleet, Pease Partners, South Durham, Steel Co of England

Has the Steel been tested as required by the Rules?

Yes.

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Lloyd's Register Foundation

Equipment added by Secy Letter to Sir J. Johnwood 6/12/29.

EQUIPMENT No. 57549										LETTER	ANCHORS.
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Where and when tested and Superintendent.
33223	1st Bower	Cwts. 96	qrs. 0	lbs. 14	Cwts. —	qrs. —	lbs. —	Tons. 66	cwts. 2	qrs. 2	lbs. 0
33224	2nd "	95	3	21	—	—	—	65	15	0	0
33221	3rd "	95	2	21	—	—	—	65	15	0	0
	Collective weight.	287	3	0							
33219	Stream	35	1	0	—	—	—	32	11	1	0

CHAIN CABLES.													HAWSEERS 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-ry.	Break-ing.	Supplied.	1800 Per Rule.			Length.	Diam.					Length.	Cir.		Length.	Cir.				
34397	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.	Stud	Kendrick & Mde	Off 31.7.30 Wright	TOWLINE...	Fathoms.	Ins.	Tons.	Fathoms.	Ins.				
	330	2 1/16	125 1/10	175 1/8	1201	2	14	1200	330	2 1/16					130	7	120	130	7				
	better gt														HAWSEERS & WARPS	2-100	2 3/4	21.1	2-100	2 3/4			
															"	2-100	5"		2-100	8"			
Less Stream Chain or Steel Wire		Cir.								Cir.													
	120	6"		99.1					120	6"				"	4-100	10"		MANILLA					

Steering Gear, Steam *ELECTRIC (Atlas make, Bremen)* Steering Gear, Hand *Hand wheels also emergency by Tackles to capstan windlasses*

Boats *4 - steel 24'* Steering Chains, Size and Test *—* Windlass *Steam, Atlas make, Bremen*

Ceiling in Holds, thickness and material *none* Cargo Battens, thickness, material and spacing *none*

Cargo Hatchways, (Upper Deck) *oil tight to all cargo spaces* Thickness of Hatches *4 1/4"*

Size of No. 1 Hatchway (Forward) *9' x 10'* No. 2 *—* No. 3 *—* No. 4 *—* No. 5 *—* No. 6 *—*

Number of Shifting Beams and/or Fore and Afters *to No. 1 - steel cover 30' with 5 x 3 x 40 angle stiffeners 24" apart -*

Palmer's Shipbuilding & Iron Co., Ltd.

Builder's Signature *Ab Jenkins* Shipyard Manager *—*

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. 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 Society's Rules & the Committee's instructions. The workmanship and materials are good and to our satisfaction. The vessel is intended for the carriage of petroleum in bulk and is built with longitudinal framing on the "Bracketless" System. All cargo tanks, ballast tanks, oil bunkers, copperdams, water tanks have been fitted to rule head & tested & found tight. Weather decks (outside parts tested under pressure) have been tested by hose flooding. The assigned freeboards have been marked on vessel's sides, verified & cut in. At owners' request and as instructed the draft marks (for, aft & amidships) have been verified & a certificate of their accuracy signed. By owners specification the bracketless ends of all shell & deck longitudinals & all bracketless ends of bulkhead stiffeners were electrically welded to shell, deck & bulkhead plating before the end rivet was fitted. Later on an extra requirement the shell connections of ends of bottom longitudinals were drilled and additional welding to shell carried out as per plan (No. 29) enclosed with approved plans. The oil fuel is carried in a cross bunker.

The amount of Entry Fee £ 12 : 0 : 0 Fees applied for, *15 NOV 1930*

Special Survey Fee £ 713 : 6 : 0 *214.8.30* Received by me, *27/9/30*

Fbd 15 0 0 *£88.0-27/9/30*

Travelling Expenses, if any £ 8 : 8 : 0 Balance paid 19/2/31 *E.C.B.*

Late Sunday fees

State whether the Vessel has been built under Special Survey *yes* Signature *Alfred S. Heap*

IN DUPLICATE Certificate to be sent to *Newcastle* Date of issue *19/2/31*

Surveyor to Lloyd's Register of Shipping.

Committee's Minutes
Character assigned

TUE. 25 NOV 1930

+ 100A1
Carrying Petroleum in bulk

Bracketless System

White Hawk
fls dr 25/11/30
fmk.

Lloyd's A&CP + Lmb 11.30 Cl.
oil sup. 2 WT. S.B. 200A
2 S.B. - 100A



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PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		
		In Ship.			In Ship.			As Built or as approved.			As Built or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Spang.	
Framing of \angle , \square or \square																
Frames in Bridge 'tween Decks \checkmark		7	3 1/2	40 BA	A 7	3 1/2	40 BA							1/8	5 1/4	
Frames from Uppermost Continuous Deck \checkmark No. 1		8	3 1/2	40 BA	F 7	3 1/2	40 BA							1/8	5 1/4	3 1/8 FOR 6 RVS
\checkmark " 2		8	3 1/2	40 BA	F 7	3 1/2	40 BA							1/8	5 1/4	"
" 3		9	3 1/2	38 BA	A CABIN DECK AFT									1/8	5 1/4	"
" 4		9	3 1/2	44 BA	A 7 1/2	3 1/2	40 BA							1/8	5 1/4	"
" 5		11	3 1/2	43 BA	A 8 1/2	3 1/2	42 BA							1/8	5 1/4	3 1/8 FOR 6 RVS @ BHD.
" 6		11	3 1/2	43 BA	F 9	3 1/2	44 BA							1/8	5 1/4	3 1/2 - 10 " TRANS
" 7		11	3 1/2	48 BA	A 9	3 1/2	41 BA							1/8	5 1/4	"
" 8		12	3 1/2	45 BA	F 9	3 1/2	44 BA							1/8	5 1/4	"
" 9		12	3 1/2	45 BA	A 10	3 1/2	40 BA							1/8	5 1/4	"
" 10		12	3 1/2	47 BA	F 10	3 1/2	40 BA							1/8	5 1/4	"
" 11		12	3 1/2	53 BA	A 10	3 1/2	47 BA							1/8	5 1/4	"
" 12		12	3 1/2	57 BA	F 10	3 1/2	40 BA							1/8	5 1/4	"
" 13		15 x 4 x 4 x 1/16			A 11	3 1/2	43 BA							1/8	5 1/4	"
" 14					F 11	3 1/2	43 BA							1/8	5 1/4	"
" 15		17 x 4 x 4 x 1/16												1/8	5 1/4	3 1/8 FOR 6 RVS @ BHD.
" 16		26												1/8	5 1/4	3 1/8 FOR 10 RVS @ TRANS
Spacing of Longitudinal Frames		Amidships 2'-6" ON GTM. 2'-7 1/2" ON SIDE			At Ends 2'-9" TO 2'-6"											
Double Bottoms \checkmark Tank Top Longitudinals																
Bottom \checkmark Bottom																
Spacing of Longitudinals		Amidships			At Ends...											
Transverses.																
Depth and Thickness		30" x 21" x .38														
Face Angles		FLANGED 3"														
Lugs to Shell*		3 1/2 x 3 1/2 x .38												7/8	4 3/8	
Depth and Thickness		42" x .44														
Face Angles		6 x 3 1/2 x 44 OA														
Lugs to Shell*		6 x 6 x .44 SINGLE JOGGLED														
Depth and Thickness		SIDE 78" x 54" x .48														
Face Angles		BOTTOM 70" x .48														
Lugs to Shell*		SIDE 6 x 3 1/2 x .40 OA														
Depth and Thickness		BOTTOM 12 x 3 1/2 x .70 BA														
Face Angles		6 x 6 x .48 SINGLE JOGGLED														
Lugs to Shell*		3 1/2 x 3 1/2 x .48 IN WAY														
" " Back Bars		OF SIDE & CE TRANS														
Brackets																
Spacing of Transverse Frames		7'-0" : 10'-0" : 10'-0" : 7'-0"														
Longitudinal Beams of \angle or \square																
Bridge Deck		6	3	.32												
Upper		8	3 1/2	.42	6	3	.36									
Second		9	3 1/2	.38												
Third																

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.

IS.M. J. E. R. HURLL (Newcastle - Report n° 86440)
PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.					
	In Ship.			In Ship.			Per Rules as approved.			Per Rules as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
													Diam.	Speng.		Number.	Diameter.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.		Inches.	
Framing of \angle , L or C																		
Frames in Bridge 'tween Decks ✓	7 ✓	3½ ✓	40 BA	A	7	3½ ✓	40 BA ✓						7/8	5¼		7	7/8	
Frames from Uppermost Continuous Deck ✓ No. 1	8 ✓	3½ ✓	40 BA	F	7	3½ ✓	40 BA ✓						7/8	5¼	3½ For 6 RVS			
✓ " 2	8	3½ ✓	40 BA	A	7	3½ ✓	40 BA						7/8	5¼				
" 3	9 ✓	3½ ✓	38 BA	A	CABIN DECK AFT								7/8	5¼				
" 4	9 ✓	3½ ✓	44 BA	A	7½	3½ ✓	40 BA											
" 5	11 ✓	3½ ✓	43 BA	F	7½	3½ ✓	40 BA											
" 6	11			A	8½	3½ ✓	42 BA											

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

1st Bower *41 56.3.8, Incl. pin 62.2.7, J.Q. 434, 26.6.30*
2nd " *56.3.3 " 62.2.14 J.Q. " 436 26.6.30*
3rd " *57.0.8 " 62.3.7 J.Q. " 435 26.6.30*
Stream 20.1.8 " 22.1.14 M.B. " 8149 25.6.30

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *53.0* ft., R.Q.D. — ft., Bridge *40.0* ft., Forecastle *42.0* 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) *2 dks (stl)*

Official No. — ; Signal Letters

Is bottom of Vessel coated with cement? *yes except in oil spaces* if not give particulars of composition.

PARTICULARS OF WATER BALLAST.

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		264
Double bottom, under Engines <i>and Boiler</i> , <i>Feed water draught tanks cooling water</i>	94.5	183.5 @ 350	After peak tank,		213
Double bottom, if under Engines only,			Deep tank, aft,	94 to 98	819
Double bottom, if under Boilers only,			Deep tank, forward,	92-94	1138
Double bottom, forward, <i>under cross timber (oil fuel)</i>	12.0	69.6 @ 350	Other tanks, if fitted,		1987
Total capacity of double bottom			(If necessary, furnish further information by sketch.)		
253.0			* The wells are not to be included in the lengths of the tanks.		

Order for Special Survey No. *5391*

Date *9.12.29.*

Dates of Surveys held while building

1929 Nov. 14. 15. 25. Dec. 3. 5. 6. 9. 10. 11. 12. 1930 Jan. 6. 10. 14. 15. 17. 22. 27. 28. 29. 30. 31. Feb. 3. 11. 13. 21. 25. 26. Mar. 3. 4. 7. 10. 11. 14. 17. 19. 20. 21. 24. 25. 26. 27. 28. 31. Apr. 1. 2. 3. 4. 5. 8. 9. 10. 11. 12. 15. 16. 22. 23. 24. 25. 29. 30. May 1. 7. 8. 13. 14. 15. 16. 19. 20. 21. 22. 23. 24. 29. 30. 31. June 2. 3. 5. 6. 10. 11. 12. 17. 20. 23. 24. 27. 30. July 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 29. 30. 31. Aug. 3. 5. 8. 9. 11. 12. 13. 14. 15. 20. 22. Sep. 2. 17. 22. 23. 30. Oct. 1. 3. 6. 8. 10. 13. 15. 20. 21. 22. 24. 27. 28. Nov. 3. 4. 6. 7.

Total No. of Visits *146*