

# STEEL STEAMER or MOTORSHIP.

Received at London Office. 23 MAR 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 *14-3-1936* Port of *Copenhagen* No. *9869*  
 Survey held at *Odense* Date First Survey *1-3-35* Last Survey *5-3-1936*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Steel single screw motor tanker "HENNING MÆRSK" (Mch. fitted aft)*

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling* State Type of Erections *P, B & F*

TONNAGE under Tonnage Deck... *8700.15* CLASS *+100 A 1* State if with freeboard (as condition of Class) *Yes* Built at *Odense*

Do. of space or spaces between Tonnage Deck 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 480'-0"* Launched *28-12-1935* Yard No. *57*

Total *8700.15* Breadth (greatest moulded) *B 65'-3"* Builders *A/S Odense Staalvarefabrik*

Gross Tonnage *9385.85* 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'-10"* Owners *A/S "Svendborg" c/o of 1912 A/S*

Register Tonnage *5838.58* 1st Longitudinal Number (L x D) *= 16800* Managers *A. P. Møller & Co.*

2nd Numeral L x (B + D) *= 48120* (Where necessary to be entered in R.g. Book.)

REGISTERED DIMENSIONS. FEET. Framing Depth "d," at middle of length. See Sec. 3 (1d) *✓* Residence *Copenhagen*

Length *482.9* Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.36* Port of Registry *Copenhagen*

Breadth *65.5* Do. Long Bridge to top of keel *✓* If surveyed while building, afloat, or in dry dock

Depth *35.9* Draught Moulded *27'-9 3/4"* *while building*

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>FRAMES, Spacing amidships</b> <i>for d coefficient</i>	<i>800</i>	<i>✓</i>	<b>Bracket Floors, Frame</b>	<i>Z</i>	
" " from <i>to Collision</i> bulkhead	<i>660</i>	<i>✓</i>	" " Reversed Frame	<i>Z</i>	
" " in peaks	<i>605</i>	<i>✓</i>	" " Vertical Struts	<i>Z</i>	
	<i>610</i>	<i>✓</i>	<b>Centre Girder, depth and thickness amidships</b>	<i>2300 12 1/2</i>	
<b>SIDE FRAMING.</b>			" " top Angles	<i>1200 15 1/4</i>	
Frame Amidships, Angle <i>E</i> or <i>F</i>	<i>250 90 12</i>	<i>✓</i>	" " bottom Angles	<i>90 90 14</i>	<i>double</i>
" " Extends up to	<i>upper deck</i>		" " Side Girders, No. each side and thickness	<i>130 130 16</i>	<i>double</i>
Reversed Frame Amidships, Angle	<i>Z</i>	<i>For particulars of long. frames etc. please see Rpt. 1 on back of this report</i>	<b>Margin Plate</b> depth (excl. of flange) and thickness	<i>3 19-11</i>	
" " Extends up to			" " Vertical Angle to Tank side	<i>Z</i>	
Depth of Framing Girder			" " Bracket abaft 1/2 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E</i> or <i>F</i>			" " Vertical Angle to Tank side		
" " Second 'tween Decks, Angle, <i>E</i> or <i>F</i>			" " Bracket forward 1/2 len. from stem		
" " Third " " " "			" " Gussets, spacing and scantling abaft 1/2 len. from stem		
Framing in Peaks, Angle <i>E</i> or <i>F</i>	<i>230 90 11</i>	<i>app'd 10</i>	" " Gussets, spacing and scantling forward 1/2 len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>22 135</i>	<i>✓</i>	<b>Tank Side Brackets, height above base line at toe of frame and thickness</b>	<i>12</i>	
State if Frame Joggled	<i>Yes</i>		<b>INNER BOTTOM PLATING, in motor room</b>		
<b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars	<i>3 Side stringers in F.P. &amp; 2 side stringers in deep tank (with beams in F.P.) spaced at 5'-6"</i>		Breadth and thickness of Middle Line Strake	<i>14 1/5 13 1/2</i>	<i>✓</i>
<b>STRENGTHENING OF BOTTOM FORWARD.</b> State Particulars	<i>Bottom shell forward increased. Back bars on long. bottom frames in ur. 1 centre tank and in lower end of side frames in ur. 1 side tank. one intercostal girder each side in deep tanks p. 168-174</i>		Thickness of remainder in Holds	<i>13 1/2</i>	<i>✓</i>
<b>SINGLE BOTTOM.</b>			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>✓</i>	
Floors, Depth and thickness at mid-line in Holds	<i>1865</i>	<i>✓</i>	<b>BEAMS.</b>		
Height of Brackets at side above base line at toe of frame	<i>150 75 11</i>	<i>✓</i>	<b>Uppermost Continuous Deck, amidships</b>	<i>230 90 11</i>	<i>✓</i>
Middle Line Keelson, on <i>FP</i> Angles, <i>E</i> or <i>F</i>	<i>1475 11</i>	<i>✓</i>	" " in <i>Wells</i> Angle <i>E</i> or <i>F</i>	<i>230 90 11</i>	<i>✓</i>
" " Through Plate <i>on</i> <i>Intercostal Plate</i>	<i>100 100 15-13 1/2</i>	<i>double</i>	" " in way of <i>Bridge</i> Angle <i>E</i> or <i>F</i>	<i>200 75 10 1/2</i>	<i>✓</i>
" " Foundation Plate on Floors			Spacing	<i>very frame</i>	
" " Flat Plate Keel Angles			<b>Second Deck, amidships</b> Angle <i>E</i> or <i>F</i>	<i>250 90 11</i>	<i>✓</i>
<b>Side Keelsons, No. each side</b>	<i>Z</i>		Spacing	<i>200 75 9</i>	<i>✓</i>
" " thickness of Intercostal Plate			Spacing	<i>very frame</i>	
" " Angles			<b>Third Deck, amidships</b> Angle <i>E</i> or <i>F</i>	<i>Z</i>	
<b>DOUBLE BOTTOM, in motor room</b>			Spacing		
Solid Floors, thickness and spacing	<i>11 very frame</i>		<b>Fourth Deck, amidships</b> Angle <i>E</i> or <i>F</i>	<i>Z</i>	
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Spacing		
<b>Bracket Floors, breadth and thickness at middle line</b>	<i>Z</i>		<b>Poop Deck, Angle</b> <i>E</i> or <i>F</i>	<i>230 90 11</i>	<i>✓</i>
" " breadth and thickness at margin plate	<i>Z</i>		Spacing	<i>very frame</i>	
			<b>Bridge Deck, Angle</b> <i>E</i> or <i>F</i>	<i>200 75 11 1/2-10 1/2</i>	<i>✓</i>
			Spacing	<i>very frame</i>	
			<b>Forecastle Deck, Angle</b> <i>E</i> or <i>F</i>	<i>Z</i>	
			Spacing		



## PILLARS AND DECKS.

	<del>IN SHIP.</del>	Any Departure from Approved Plans to be Noted.		<del>IN SHIP.</del>	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>			Stringer Plate, breadth and thickness in way of Bridge .....		
" in 'tween Decks, Size and Spacing.....			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...		
20 ang. side " " "			If Sheathed, material and thickness .....		
<b>Centre Line Bulkhead.</b>			<b>Third Deck.</b>		
Stiffeners and Spacing.....	250 90 13 C		Stringer Plate, breadth and thickness.....		
Plating, thickness of .....	13-10		If Plated, state thickness.....		
<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	1865 21 app <sup>d</sup> 1760 ✓		If Plated, state thickness .....		
" " " in way of Bridge	1040 11' at ends		<b>Poop Deck.</b>		
" " " under poop rail	1865 27 app <sup>d</sup> 1760		Stringer Plate, breadth and thickness .....	990 9½ ✓	
" Angle in Wells .....	180 180 19 ✓		Plating, Sheathing, material and thickness ...	7½-6½ 2½" O.P. ✓	
Thickness of Plating abreast Deck openings)	21-9 ✓		<b>Bridge Deck.</b>		
(in way of Wells .....			Stringer Plate, breadth and thickness.....	1900 10 ✓	
Thickness of Plating abreast Deck openings)	21 ✓		Plating, Sheathing, material and thickness ...	8 no sheathing ✓	
(in way of Bridge .....	14½ ✓		<b>Forecastle Deck.</b>		
Thickness of Plating within line of openings...	✓		Stringer Plate, breadth and thickness.....	915 9½ ✓	
If Sheathed, material and thickness .....	✓		Plating, Sheathing, material and thickness ...	10-9 no sheathing ✓	
<b>Second Deck.</b>					
Stringer Plate, breadth and thickness in Wells...	✓				

## SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged?			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.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL .....	1360	26	20			double	1	3 1/2	3	1 1/8	4 1/2	double straps	
" DBLG. (if any)		✓											
BOTTOM PLATING, No. of Strakes ..... 4	7.3	17 1/2	15	14		double	7/8	3 1/8	4-3	7/8	3 1/2	lapped	
BILGE PLATING, No. of Strakes ..... 1	20	18 1/2	15	15		double	7/8	3 1/8	5-3	7/8	4	lapped	
SIDE PLATING, No. of Strakes ..... 3		18 1/2	17	18 1/2		double	7/8	3 1/8	5-3	7/8	4	lapped	
UPPER DECK, Sheer-strake in Wells .....		17 1/2	12	12		double	7/8	3 1/8	4-3	7/8	3 1/2	lapped double straps	
UPPER DECK, Sheer-strake in Bridge ...	1520	26	12 1/2	12		double	1	3 1/2	3	1 1/8	4 1/2	(lapped at ends)	
UPPER DECK, Sheer-strake in Bridge ...	1700	30	✓	✓		double	1	3 1/2	3	1 1/8	4 1/2	double straps	
STRAKE BELOW SHEER-strake in Wells .....	2260	17 1/2	12	12		double	7/8	3 1/8	4-3	7/8	3 1/2	lapped	
STRAKE BELOW SHEER-strake in Bridge ...		✓											
POOP SIDE PLATING .....				10 1/2		single	3/4	3	2-1	3/4	2 1/2	lapped	
BRIDGE SIDE PLATING ...		11				single	3/4	3	2	3/4	2 1/2	lapped	
FORECASTLE SIDE PLATING			11			single	3/4	3	1	3/4	2 1/2	lapped	

## WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c).....14

Deck next below ✓

As per Rule

		Plating Thickness.	STIFFENERS.				
			VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings.	Spacing.	
			2	2	2	2	2
MIDSHIP BULKH'D,	Upper two decks	1 1/2 - 9	280 . 90 . 12 L	815	Pl. 1450 x 11 1/2		
	side bulkheads				Face bar 320 . 100 . 15 L		
"	Second						
"	Third	1 1/2 - 9	250 . 90 . 13 L	842	Pl. 1000 x 10		
"	center bulkheads				Face bar 230 . 90 . 12 L		
"	Holds						
COLLISION	above peak deck	3 - 6 1/2	180 . 75 . 9 1/2 L	610	Tank deck & stringer		
	(in Hold)	12 - 8	230 . 90 . 12 L				
	"	below peak deck	8 3/4 - 7 3/4	200 . 75 . 12 L	610	boiler platform	
	"	above boiler platform	12 - 9 1/4				
AFTER PEAK	below						

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....	✓	m2		
<b>STEM</b> .....	plating	270 x 70		
<b>STERN FRAME</b> {	cast steel	✓		
Propeller Post .....				
Rudder .....	plating	254 Zp		
<b>RUDDER—A × D</b> .....				
<b>Speed of Vessel</b> .....		12 knots		
<sup>upper</sup> <b>RUDDER</b> mainpiece at head ...		289		
" " heel ...		balanced		See plans
<sup>lower</sup> " " how constructed .....		reach on rudder ✓		
" double or single plate				
" coupling, vertical or				
" horizontal .....				

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)  
plates:- Sereing's Stahlwerke and Deutsche Röhrenwerke Abt. Ingenieurwerk  
profiles:- Dalmund - Hoerder Wülken verein  
Has the Steel been tested as required by the Rules? yes.



23 MAR 1936

## 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.	Diam.	Speng.	Number.		Diameter.	
Framing of <del>L, L or C</del> .....																	
Frames in Bridge 'tween Decks <del>L</del>	180	75	10 1/2	✓	—		180	75	10 1/2		—						
Frames from Uppermost Continuous Deck <del>Centre bulk</del> No. 1	17.4.4.	5 1/8		✓	—		17.4.4.	5 1/8			—		7/8	5 1/4	3 (10 off)	19	7/8
" 2																	
" 3																	
" 4																	
" 5																	
" 6																	
" 7																	
" 8																	
" 9																	
" 10																	
" 11																	
" 12																	
" 13																	
" 14																	
" 15																	
" 16																	
Spacing of Longitudinal Frames																	
Amidships .....	815	1/2		✓	—		815	1/2			—						
At Ends .....	✓																
Double Bottoms																	
L, L or C																	
Tank Top Longitudinals																	
Bottom .....	✓						✓										
Spacing of Longitudinals																	
Amidships																	
At Ends...																	
Transverses.																	
Web frames																	
In Bridge																	
'tween Decks																	
Depth and Thickness	380	9 1/2		✓	—		380	9 1/2			—						
Face Angles .....	75	75	10 1/2	✓	—		75	75	10 1/2		—						
Lugs to Shell* .....	90	90	10	✓	—		90	90	10		—						
In Upper 'tween Decks.																	
Depth and Thickness				✓						✓							
Face Angles .....																	
Lugs to Shell* .....																	
Bottom transverses																	
Depth and Thickness	1400	12 1/2		✓	—		1400	12 1/2			—						
Face Angles .....	230	90	12 double	✓	—		230	90	12 double		—						
Lugs to Shell* .....	150	150	12	✓	—		150	150	12		—		7/8	4			
In Hold.																	
Centre bulk																	
Back Bars ...	90	90	12 1/2	✓	—		90	90	12 1/2		—		7/8	4			
Brackets .....	2200	2445	12 1/2	✓	—		2200	2445	12 1/2		—						
Spacing of Transverse Frames																	
State if jogged or liners.	3 off in each bulk			✓	—		3 off in each bulk				—						
Longitudinal Beams of																	
L, L or E																	
Bridge Deck ...	150	75	8	✓	—		150	75	8		—		815			250	8 1/2
Upper ..	230	90	11	✓	—		230	90	11		—		815			250	8 1/2
Second ..																150	75
Third ..																150	75
Transverse Beams.																	
In Ships.																	
As approved.																	
Plate.																	
Angles.																	
Plate.																	
Angles.																	

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.



23 MAR 1936

EQUIPMENT No 49618

LETTER 27

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.	Cwts.				
1905	1st Bower ...	88	0	3	✓	—	—	62	15	0	0	✓	85.2.0	" Union "	Mess. Dalmund	Dalmund 11/11/35 M. Berg
1904	2nd " ...	87	0	7	✓	—	—	62	5	0	0	✓	85.2.0	" — "	Hander Müller.	— — —
1906	3rd " ...	74	2	2	✓	—	—	56	5	0	0	✓	<del>70</del>	" — "	Mess. A/S	— — —
	Collective weight.	249	2	12	✓	—	—					✓	244.2.0			
1907	Stream .....	25	1	8	✓	6	3 25	25	1	2	7	✓	25.0.0	Stock	" — "	" — "

## 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.	
	Length.	Diam.		Supplied.	Per Rule.	Supplied.	Per Rule.	Length.	Diam.					Length.	Ch.		Length.	Ch.
1168	302	2 9/16	116 7/10	163 3/8	1050.0	23	989.0	300	2 3/16	stud link	Mess. Kettner mit Schlieper	Guine 1/2 3/5 Dalmund	TOWLINE...	130	5 1/2	84.4	130	5 1/2
													HAWERS & WARPS	2x100	2 3/4	15.2	2x100	2 3/4
														2x100	8		2x100	8
											Jacob Holm & Sønner	Copenhagen 12/2/36						
	120	4 3/4		64.6				120	4 3/4	6x24								

## Steering Gear, Steam

Deutsche Werke Kiel

## Steering Gear, Hand

direct

## Boats

## Steering Chains, Size and Test

Telementer

## Windlass

Deutsche Werke Kiel

## Ceiling in Holds, thickness and material

## Cargo Batts, thickness, material and spacing

## Cargo Hatchways.—(Upper Deck)

1600 x 1225 x 810 2 x 10 2 thick

gas tight hatchway a upper deck

## Thickness of Hatches

3454 x 2640 x 760 2 x 11 2 thick

## Size of No. 1 Hatchway (Forward)

No. 2

No. 3

No. 4

No. 5

No. 6

## Number of Shifting Beams and/or Fore and Afters

ODENSE STAALSKIBSVÆRFT

VED A. P. MØLLER

Builder's Signature

Arthur Thomsen

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 ☒ is a tanker. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

Vessel fitted for carrying oil fuel in double bottom, in wing tanks in motor room, in deep tanks forward and in boiler oil tanks above aft peak. F.P. of oils above 150° F, also requirements of sec. 20 of the Rules complied with.

The vessel has been built in accordance with the approved plans, the Society's Rules, the Secretary's letters and to my satisfaction.

The material and workmanship employed during construction of the vessel are of good quality.

The vessel is intended to carry petroleum in bulk and all the cargo tanks, oil fuel and lub. oil tanks, cofferdams, deep tanks, wing tanks, double bottom tanks, peak tanks, F.W.-c feed water tanks etc. have been tested according to the Rules and found tight.

(Windlass and steering arrangements tried and found satisfactory). The fuelboard  
See Gen. letter dated 20/3/36 & Ham. ref 2/836. P.T.O.

Amount of Entry Fee ...

Fuelboard Fee

Special Survey Fee

Lab fee

Travelling Expenses, if any

246:40

448.00

14,604:24

90.00

1525.25

Fees applied for,

20.3.1936

Received by me,

30.3.1936

I am of opinion the Vessel should be Classed +100 A 1

Carrying petroleum in bulk.

State whether the Vessel has been built under Special Survey

yes

Signature

S. Sanderson

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Surveyor office Date of issue

22/4/36

FRI. 27 MAR 1936

Committee's Minute

Character assigned

+100 A 1 3.36 on (Ham. 2/836)  
Carrying petroleum in bulk.

Lloyd's assoc.

+Limb. 3.36 oil Eng.  
200-1800



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.)

has been marked on the vessels notes, cut in and verified.

Plans:-  
Midship section as built.  
Profile of decks - " -  
general arrangement - " -

Certificates:- interim certificate (hull)

The approved plans are being retained for reference for the sister vessels  
Yard nos. 58 & 65.

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

	Head	Shank
1st Bower	57.2.12 MB 4433 15/11/35	30.1.19 MB 1629 15/11/35
2nd "	56.2.18 MB 4432 - " -	30.1.17 MB 1630 - " -
3rd "	48.3.8 MB 4434 - " -	25.2.22 MB 1631 - " -

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 98.23 ft., R.Q.D. ☒ ft., Bridge 34.12 ft., Forecastle 37.25 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 dh (sl).

Official No. ☒ : Signal Letters OUMH Is bottom of Vessel coated with cement ☒ if not give particulars of composition ☒

**PARTICULARS OF WATER BALLAST.**—

Where Fitted.	Oil capacity Tons	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Oil capacity Tons	Length. Feet.	Water Capacity. Tons.
Double bottom, aft, lub. oil p. 22-30	52	21'-0"	✓	Fore peak tank,	p. 180-200	25'-7"	167
Double bottom, under Engines and Boilers,	✓	✓	✓	After peak tank,	p. 1-11	19'-10"	93
Double bottom, if under Engines only, 13-44	288	81'-4 1/2"	329	Deep tank, aft,	p. 38-44	15'-9"	379
Double bottom, if under Boilers only,	✓	✓	✓	Deep tank, forward,	p. 168-180	26'-0"	443
Double bottom, forward,	✓	✓	✓	Other tanks, if fitted, tanks above aft peak	92		137

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

Order for Special Survey No. 72

Date 22/12/34

Dates of Surveys  
held while building

1935:- 1/3 8/3 15/3 22/3 28/3 4/4 9/4 2/5 9/5 20/5 27/5 11/6 (2) 17/6 27/6 28/6 1/7 23/7 29/7 22/8 27/8 9/9  
19/9 24/9 27/9 1/10 3/10 7/10 9/10 14/10 17/10 22/10 23/10 26/10 1/11 19/11 28/11 4/12 10/12 12/12 19/12 28/12  
1936:- 9/1 (2) 14/1 22/1 29/1 18/2 (2) 3/2 11/2 25/2 4/3 5/3

Total No. of Visits 54