

N/V TRANSPETROL

14 FEB 1931

WRECK
SECTION
No. 866

STEEL STEAMER or MOTORSHIP.

Received at London Office

State if Report has been sent on the Freeboard of the Vessel No
State if Report is sent on the Machinery of the Vessel Yes

WRECK
SECTION
No. 866 No. 6236

Date of completion of report 23 January 1931 Port of Philadelphia
Survey held at Chester, Pa. Date First Survey 26 May 1930 Last Survey 30 December 1930

On the (State if Machinery Fitted Aft and) Single screw steamer "COMET" (mach. app)
State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full scantling - Cruiser Stern State Type of Erections Pop Day & Scale

TONNAGE under Tonnage Deck... 8594.29 CLASS 100 A1 State if with freeboard or condition of Class No
Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 480.00
Breadth (greatest moulded) 65.75
Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 37.00
1st Longitudinal Number (L x D) 31560
2nd Numeral L x (B + D) 49320
Framing Depth "d" at middle of length. See Sec. 3 (1d) 18.66
Proportions—Depth to Length—Uppermost continuous deck to top of keel 12.973
Do. Long Bridge to top of keel 28' - 8 5/16
Built at Chester, Pa.
Launched 9 Dec 1930 Yard No. 128
Builders Am. S.B. & C. Co.
Owners Standard Transportation Co.
Managers (Where necessary to be entered in Reg. Book.)
Residence New York
Port of Registry New York
If surveyed while building, afloat, or in dry dock Yes

REGISTERED DIMENSIONS.
FEET.
Length 480.5
Breadth 66.0
Depth 36.8

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 <u>Longitudinal frames</u>			Bracket Floors, Frame	
" " from 1/3 length to Collision bulkhead.....	<u>24</u>		" " Reversed Frame	
" " in peaks.....			" " Vertical Struts	
DE FRAMING.			Centre Girder, depth and thickness amidships <u>E.R.</u>	
Frame Amidships, Angle, [or]			u. Balle, top Angles	<u>4 3 1/2 .56</u>
" " Extends up to			u. B. 50 bottom Angles	<u>4 4 .56</u>
Reversed Frame Amidships, Angle.....			u. E. 50 " 3 @ 1/2" (curable)	<u>Level - .56</u>
" " Extends up to...			Side Girders, No. each side and thickness <u>Level</u>	
Depth of Framing Girder.....			Margin Plate depth (excl. of flange) and thickness	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side	
" " Second 'tween Decks, Angle, [or]			Bracket abaft 1/4 len. from stem	
" " Third " " " "			" " Vertical Angle to Tank side	
Framing in Peaks, Angle or [.....	<u>9 3 1/2 .48</u>		Bracket forward 1/4 len. from stem	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			" " Gussets, spacing and scantling	
State if Frame Joggled			abaft 1/4 len. from stem.....	
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars			" " Gussets, spacing and scantling	
STRENGTHENING OF BOTTOM FORWARD. State Particulars			forward 1/4 len. from stem.....	
SINGLE BOTTOM.			Tank Side Brackets, height above base line at toe of Frame and thickness	
Floors, Depth and thickness at mid-line in Holds			INNER BOTTOM PLATING.	
Height of Brackets at side above base line at toe of frame			Breadth and thickness of Middle Line Strake <u>E.R.</u>	<u>56 - 1.00</u>
Middle Line Keelson, on Floors, Angles, [or]			Thickness of remainder in Holds	<u>54</u>
" " Through Plate or Intercoastal Plate	<u>54</u>		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?.....	<u>Yes</u>
" " Foundation Plate on Floors			BEAMS.	
" " Flat Plate Keel Angles <u>4 1/2 .62</u>			Uppermost Continuous Deck, amidships in Walls, Angle, [or]	<u>8 3 1/2 .46</u>
DOUBLE BOTTOM.			" " in way of Bridge, Angle, [or]	<u>8 3 1/2 .46</u>
Solid Floors, thickness and spacing <u>E.R. 50 24 25 30</u>			Spacing <u>Forward</u>	<u>9 3 1/2 .44</u>
" " Are Frame and Reversed Frame joggled?.....	<u>No</u>		Second Deck, amidships, Angle, [or]	<u>24 -</u>
Bracket Floors, breadth and thickness at middle line.....			Spacing.....	<u>24 -</u>
" " breadth and thickness at margin plate.....			Third Deck, amidships, Angle, [or]	
			Spacing.....	
			Fourth Deck, amidships, Angle, [or]	
			Spacing.....	
			Poop Deck, Angle, [or]	<u>5 3 .375</u>
			Spacing.....	<u>26 1/2</u>
			Bridge Deck, Angle, [or] <u>Longitudinal</u>	<u>6 3 1/2 .375</u>
			Spacing.....	<u>36 -</u>
			Forecastle Deck, Angle, [or]	<u>8 3 1/2 .46</u>
			Spacing	<u>24 1/2 26 1/2</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.
PILLARS , No. of Rows.....	-	-	-		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	-	-	46	
„ „ „ „ „	-	-	-		Thickness of Plating abreast Deck openings in way of Bridge	-	-	-	
„ in Holds „ „	-	-	-		Thickness of Plating within line of openings...	-	-	-	
„ „ „ „ „	-	-	-		If Sheathed, material and thickness	-	-	-	
Centre Line Bulkhead.					Third Deck.				
Stiffeners and Spacing.....	15	3 1/2	40		Stringer Plate, breadth and thickness.....	-	-	-	
Plating, thickness of			46 42 48 54		If Plated, state thickness.....	-	-	-	
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....	-	-	-	
Stringer Plate, breadth and thickness in Wells	8 1/2		80		If Plated, state thickness	-	-	-	
Increased at Bridge Ends to „ in way of Bridge			96		Poop Deck.				
„ Angle in Wells	6	6	81		Stringer Plate, breadth and thickness	38	-	40	
Thickness of Plating abreast Deck openings in way of Wells	-	-	80		Plating, Sheathing, material and thickness ...	35	x	31	
Thickness of Plating abreast Deck openings in way of Bridge	-	-	80		Bridge Deck.				
Thickness of Plating within line of openings...	-	-	54		Stringer Plate, breadth and thickness.....	43	-	44	
If Sheathed, material and thickness	-	-	54		Plating, Sheathing, material and thickness	Stns	-	36	
Second Deck.					Forecastle Deck.				
Stringer Plate, breadth and thickness in Wells...	-	-	46		Stringer Plate, breadth and thickness.....	Stns		38	
					Plating, Sheathing, material and thickness	Stns		38	

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled?			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.	Inches.		
FLAT PLATE KEEL	53	.94	.82	.82	Note - Doubling	Double	18	4 1/2	5	18	3 5/8	Lapped	
" DBLG. (if any)	-	-	-	-	plates fitted to	-	-	-	-	-	-	-	
BOTTOM PLATING, No. of Strakes 4	-	.74	.48	.48	shell in way of	Double	1	4	4	1	4	Lapped	
BILGE PLATING, No. of Strakes 6	-	.74	.74	.74	each transverse	do	1	4	4	1	4	do	
SIDE PLATING, No. of Strakes 4	64 1/2	.66	.48	.48	bulkhead - length of	Double	3	3 1/2	4	3	3 1/4	do	
UPPER DECK, Sheer-strake in Wells.....	64	.92	.48	.48	outer dunnies 8'-9'	Double	18	4 1/2	3	18	4 1/4	Double Strapped	
	112 at breaks.												
UPPER DECK, Sheer-strake in Bridge ...	67 1/4	.80	-	-	inner do 6'-0"	Double	18	4 1/2	3	18	4 1/4	Double Strapped	
STRAKE BELOW Sheer-strake in Wells.....	77 1/2	.80	.48	.48	-	Double	1	4	4	1	4	Lapped	
STRAKE BELOW Sheer-strake in Bridge ...	-	-	-	-	-	-	-	-	-	-	-	-	
POOP SIDE PLATING	-	-	-	.50	-	Single	3	3 15/16	2	3	3 1/2	Lapped	
BRIDGE SIDE PLATING ...	95 1/4	.60 at breaks	.44	-	-	Double	18	3 1/2	2	3	3 1/4	do	
FORECASTLE SIDE PLATING	-	-	.45	-	-	Single	3	3 1/4	2	3	3 1/2	do	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

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

Extending to Upper Deck (Sec. 3 c) 11.

„ Deck next below 16 2nd deck.

As per Rule 8.

4 5/2 SW & to top of Expansion Tank
A.R.B.H. 6 2nd deck.

STIFFENERS.

Plating Thickness.	VERTICAL.		HORIZONTAL.	
	Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	.37	3 Vert. webs each side.	Hypermost	
„ „ Second „	.37	6 3/6 x 46	8 x 3 x 35	
„ „ Third „	.40	2 No. L x 32 x 68	Bottom	
„ „ Holds44	Clips 6 long.	15 x 3 x 32 x 40	
	.48	6 x 32 x 44	30 spacing	
	.54			
COLLISION	.36	7 x 32 x 44	30	
„ (in Hold)52	10 x 32 x 58		
AFTER PEAK	.34	6 x 32 x 44	30	
„ „ „	1.00			(cupping)

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	upper - Rolled Bar 11 x 3		Carnegie Steel Co.	
STEM	Lower - Stg Casting	-	Federal S. F. Co.	
STERN FRAME {	Propeller Post	Stg Casting	-	Federal S. F. Co.
	Rudder	Do	-	Do
RUDDER—A x D	Stg Casting 20 1/2 x 41	Do		
Speed of Vessel	11 Knots.			
RUDDER mainpiece at head	Forging 13' Steel Bross Co.			
" "	heel (Forged Steel) 10 1/2	Do		see plans
" "	how constructed	Ch. frame.	Federal S. F. Co.	
" "	double or single plate	Double		
" "	coupling, vertical or horizontal	Horizontal		

STEEL.

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

Has the Steel been tested as required by the Rules?

Gen. by a.B.S.

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Lloyd's Register
Foundation

EQUIPMENT No. 50326										LETTER <i>et</i>	ANCHORS.
Number of Certificate.	Anchor.	WEIGHT, E.L. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Where and when tested and Superintendent.
		Gws.	qrs.	lbs.	Gws.	qrs.	lbs.	Tons.	cwt.	qrs.	
BC 12520	1st Bower	12000			156600			156600	9576	th	Barat
BC 12518	2nd "	10835			147875			147875	9576		do
BC 12512	3rd "	9100			132384			132384	8232		do
	Collective weight.	31735							27384		do
BC 12508	Stream	4000			73696			73696	3500		do

CHAIN CABLES.														HAWSERS AND WARPS.					
Number of Certificate.	Length and size supplied.		Test per Certificate. Statn. Break- ing.	WEIGHT OF CHAIN CABLE.		Length and Size per Table 53.		Descrip- tion.	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.	Length.	Diam.					Length.	Cir.		Length.	Cir.			
386	300	2 7/8	115215	989	300	2 7/8	Cast Steel	Wat. Malleable	Sharon Pa. 14/7/30	TOWLINE...	Fathoms.	Ins.	Tons.	Fathoms.	Ins.				
-	-	-	-	-	-	-	-	-	G. Drummond		130	5 3/4	91.5	130	5 3/4				
-	-	-	-	-	-	-	-	-	-	HAWSERS & WARPS	2x100	8	do	2x100	8				
-	-	-	-	-	-	-	-	-	-		2x100	8	do	2x100	8				
Iron Stream Chain or Steel Wire	105	1 3/4	646 Tons	-	-	120	1 3/4	Sw. Haizes	-	-	-	-	-	-	-				
Steel Wire Hawse certified by Messrs. Wm. Williamsport Wire Rope Co.																			

Steering Gear, Steam *Sum S.B. & Co.* Steering Gear, Hand *Sum S.B. & Co.*

Boats *4 lifeboats (22) - 1 Work Boat (16)* Steering Chains, Size and Test *-* Windlass *Sum S.B. & Co. (Steam)*

Celling in Holds, thickness and material *-* Cargo Battens, thickness, material and spacing *-*

Cargo Hatchways, (Upper Deck) *Steel Plates & angles* Thickness of Hatches *Steel Covers*

Size of No. 1 Hatchway (Forward) *7'-6" x 10'-0"* No. 2 *6'-0" x 4'-0"* No. 3 *5'-0" x 4'-0"* No. 4 *-* No. 5 *-* No. 6 *-*

Number of Shifting Beams and/or Fore and Afters *none*

Builder's Signature *John W. Hadden*
Naval Architect for Shipbuilding Co. Ltd.

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 *Yes* 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 Rules of this Society, and has been approved and is of the bracketless type of longitudinal framing, and is intended for the carriage of petroleum in bulk, and is fitted for burning oil fuel of flash point above 150°F. The Cargo Oil Tanks, Cyndams Oil Fuel Tanks, Double Bottom, Fore Peak & After Peak Tanks have been tested as required by the Rules and found satisfactory. All weather decks except in way of oil tanks have been tested by hose & found satisfactory. The vessel is fitted with wireless telegraph apparatus. The workmanship is good throughout. Plans of Midship Section and General Arrangement, also copy of interim Certificate and copies of Survey Reports are forwarded herewith. The Hull is similar to the *PHL. RPT 6197* *BRILLIANT*, but the Engines are Reciprocating, Steam. The vessel is fitted with a system for filling the space in the Cargo Tanks, above the oil Cargo with CO₂ gas in case of emergency, to prevent fire and/or explosion (The Lux System).*

The amount of Entry Fee *\$55.00* Fees applied for, *23rd Jan. 1931*

Special Survey Fee *\$3216.37* Received by me, *27.2.1931*

Travelling Expenses, if any *\$30.00* *\$20.00*

State whether the Vessel has been built under Special Survey *Yes* I am of opinion the Vessel should be Classed *+100 A1*

H.M. via N.Y.R. Signature *Charles H. Hadden*
 Certificate to be sent to *Philadelphia* Date of issue *24/2/31*
Surveyor to Lloyd's Register of Shipping.

Committee's Minute *NEW YORK FEB 4 - 1931*

Character assigned *+100 A1, 12.30* Note. Longitudinal framing-bracketless system.

Carrying Petroleum in bulk Machinery aft.

+LMC. 12.30 *Lloyds A.C.P.*

Fitted for oil fuel 12.30 Equipment letter *et*

Fl. above 150°F. *Electric light, C.L.*

3 S.B. Steam Pressure

220 lbs. 0"

Wireless

Lloyd's Register Foundation

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		a List of		
		In Ship.			As approved.			Per Rule or as approved.			Per Rule or as approved.			Spacing of Rivets on each side of Transverses and Bulkheads.			Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Number.	Diameter.	
Framing of L, C or C																		
Frames in Bridge 'tween Decks		6	3 1/2	15.3	-	-	-	6	3 1/2	15.3	-	-	-	7	4	3 for 9 R. as per Trans.	-	-
Frames from Uppermost Continuous Deck		8	3 1/2	37.5	8	3 1/2	37.5	8	3 1/2	37.5	6	3 1/2	37.5	1	6	4 for 8 R. as per Trans.	-	-
" 2		8	3 1/2	37.5	8	3 1/2	37.5	8	3 1/2	37.5	6	3 1/2	37.5	1	6	4 - 8	-	-
" 3		10	3 1/2	37.5	8	3 1/2	37.5	10	3 1/2	37.5	2 Deck	1	6	4 - 8	-	-	-	
" 4		10	3 1/2	37.5	8	3 1/2	37.5	10	3 1/2	37.5	-	-	1	6	4 - 8	-	-	
" 5		Second deck			-			-			8	3 1/2	37.5	-	-	-	-	
" 6		12	3 1/2	45	12	3 1/2	45	12	3 1/2	45	8	3 1/2	37.5	7	5 1/2	3 for 9 R. as per Trans.	-	-
" 7		12	3 1/2	45	12	3 1/2	45	12	3 1/2	45	-	-	-	7	5 1/2	3 1/2 - 9	3' 10"	
" 8		12	3 1/2	50	12	3 1/2	50	12	3 1/2	50	9	3 1/2	40	7	5 1/2	3 1/2 - 9	3' 10"	
" 9		15	3 1/2	40	15	3 1/2	40	15	3 1/2	40	10	3 1/2	37.5	7	5 1/2	3 1/2 - 9	3' 10"	
" 10		15	3 1/2	40	15	3 1/2	40	15	3 1/2	40	-	-	-	7	5 1/2	3 1/2 - 9	3' 10"	
" 11		15	3 1/2	40	15	3 1/2	40	15	3 1/2	40	-	-	-	7	5 1/2	3 1/2 - 9	3' 10"	
" 12		15	3 1/2	42	-	-	-	15	3 1/2	42	10	3 1/2	42	7	5 1/2	3 1/2 - 9	3' 10"	
" 13		15	3 1/2	52	15	3 1/2	52	15	3 1/2	52	15	3 1/2	40	1	6	4 - 8	3 1/2 - 10	
" 14		18	4	45	15	3 1/2	52	18	4	45	15	3 1/2	40	1	6	4 - 8	3 1/2 - 10	
" 15 to 18		18	4	70	15	3 1/2	52	18	4	70	15	3 1/2	40	1	6	4 - 8	3 1/2 - 10	
" 19 to 26		18	4	70	18	4	45	18	4	70	15	3 1/2	40	1	6	4 - 12	3 1/2 - 10	
Spacing of Longitudinal Frames		Amidships			-			30			-			-			-	
Double Bottoms																		
L, C or C																		
Spacing of Longitudinals																		
Tank Top Longitudinals																		
Bottom																		
Amidships																		
At Ends																		
Transverses.																		
In Bridge																		
'tween Decks																		
Depth and Thickness		15	3 1/2	40	-	-	-	15	3 1/2	40	-	-	-	-	-	-	-	-
Face Angles		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lugs to Shell		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
In Awning		36	-	44	30	-	40	36	-	44	-	-	40	-	-	-	-	-
Shelter or		6	3 1/2	44	6	3 1/2	44	6	3 1/2	44	Flanged	-	-	-	-	-	-	-
Upper 'tween		6	6	44	6	6	44	6	6	44	3 1/2	3 1/2	44	7	4	-	-	-
Decks.		7	5 1/2	48	6	6	48	7	5 1/2	48	36	-	50	-	-	-	-	-
Depth and Thickness		12	4 1/2	62	6	3 1/2	50	12	4 1/2	62	16	3 1/2	56	-	-	-	-	-
Face Angles		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lugs to Shell		16	6	50	16	6	50	16	6	50	16	6	50	7	4 1/2	-	-	-
In Hold.		3 1/2	3 1/2	50	-	-	-	3 1/2	3 1/2	50	-	-	-	-	-	-	-	-
Spacing of Transverse Frames		8' 9" x 12' 6"	8' 10" x 11' 0"			8' 9" x 12' 6"			8' 7" x 10' 0"			-			-			
* State if jogged or liners.																		
Longitudinal		6	3 1/2	37.5	-	-	-	6	3 1/2	37.5	-	-	-	36	-	-	-	-
Bridge Deck		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Awg. or Shltr. Dk.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Beams of		7	3 1/2	35	6	3 1/2	34	7	3 1/2	35	6	3 1/2	37.5	30	-	-	-	-
L, C or C		10	3 1/2	37.5	10	3 1/2	37.5	10	3 1/2	37.5	6	3 1/2	34	30	-	-	-	-
Upper		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Second		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Third		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

1st Bower 12000 lbs. O.N. 12520 28.5.30
2nd " 10835 lbs. O.N. 12518 28.5.30
3rd " 9100 lbs. L.N. 12512 21.5.30

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 77.0 ft., R.Q.D. ✓ ft., Bridge 37.0 ft., Forecastle 48.0 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. & wch. prs.

Longitudinal framing.

Official No. 230424; Signal Letters M J G C Radio Call WBEL Is bottom of Vessel coated with cement? Yes. Tanks only. Not give particulars of composition. 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,	24.0	156.4
Double bottom, under Engines and Boilers,	-	-	After peak tank,	16.0	126.86
Double bottom, if under Engines only,	60.0	184.0	Deep tank, aft,	-	-
Double bottom, if under Boilers only,	26.5	148.0	Deep tank, forward,	4.0	237.00
Double bottom, forward,	86.5	332.0	Other tanks, if fitted,	4.0	263.40
Total capacity of double bottom		332.0	(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. 472

Date

24th October 1929

Dates of Surveys held while building

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

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