

STEEL STEAMER or MOTORSHIP.

23 OCT 1936

DISCLOSED

SECTION

No. 495

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*

Received at London Office

DISCLOSED

SECTION

No. 795

Date of completion of report *21st October 1936* Port of *Newcastle on Tyne*
 Survey held at *Wallsend on Tyne* Date First Survey *17 Jan. 1936* Last Survey *21st October 1936*

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

Single Screw M.S. "SEPIA"

Machinery fitted aft

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

*Full Scantling tanker having three tanks*State Type of Erections *Pop, Bridge*

TONNAGE under Tonnage Deck...

5495.68

CLASS

carrying

State if with freeboard (as condition of Class)

FEET.

Built at

Wallsend on Tyne of etc

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 *428*Launched *3rd Sept. 1936*Yard No. *1519*

Total

5495.68

Breadth (greatest moulded)

B *54.25*

Builders

Swan Hunter & Wigham

Gross Tonnage

6213.5

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

D *31.0*

Owners

Anglo Saxon Petroleum Co. Ltd.

Register Tonnage

3620.25

1st Longitudinal Number (L x D).....

13175

Managers

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

2nd Numeral L x (B + D).....

36231

Residence

✓

REGISTERED DIMENSIONS.

FEET.

Length

430.3

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

✓

Port of Registry

London

Breadth

54.5

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

13.7

If surveyed while building, afloat, or in dry dock

Depth

30.75

Draught Moulded

*25-5 7/8**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	<i>31 3/4</i>	<i>✓</i>	Bracket Floors, Frame		
" " from <i>main tank at side</i> to Collision bulkhead	<i>26 1/4</i>	<i>✓</i>	" " Reversed Frame		
" " in peaks	<i>27</i>	<i>✓</i>	" " Vertical Struts	<i>✓</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>40 x 42</i>	
Frame Amidships, Angle <i>E</i> or <i>F</i>	<i>9 x 3 1/2 x 44</i>	<i>Rule .38</i>	" " top Angles	<i>3 1/2 x 3 1/2 x 44</i>	<i>50 lb at trans.</i>
" " Extends up to	<i>10 x 3 1/2 x 44</i>	<i>upper 8 ft.</i>	" " bottom Angles	<i>4 x 4 x 50</i>	<i>50 lb</i>
Reversed Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness	<i>3 1/2 x 3 1/2 x 40</i>	<i>50 lb at trans.</i>
" " Extends up to	<i>✓</i>		" " Vertical angles	<i>6 x 6 x 44</i>	<i>50 lb at trans.</i>
Rule of Framing Girder	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>3 1/2 x 3 1/2 x 40</i>	<i>50 lb at trans.</i>
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E</i> or <i>F</i>	<i>As ends as approved</i>		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>50 lb at trans.</i>	
" " Second 'tween Decks, Angle, <i>E</i> or <i>F</i>	<i>✓</i>		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>50 lb at trans.</i>	
" " Third " " " "	<i>✓</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>50 lb at trans.</i>	
Framing in Peaks, Angle or <i>F</i>	<i>8 x 3 x 35</i>	<i>As Peak Fore Peak</i>	" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>50 lb at trans.</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 @ 4 7/8</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>5-7 x 42</i>	<i>in main tank space</i>
State if Frame Joggled	<i>Long joggle</i>		INNER BOTTOM PLATING.		
ANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>web frames side stringers</i>		Breadth and thickness of Middle Line Strake	<i>1 1/8 plating in main tank space with 18" batt at centre</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>3 Strakes shell plating next keel 10% above midship thickness from 1/2 L for Collision bulkhead. Extra stiffening in tanks as approved.</i>		Thickness of remainder in Holds	<i>50 lb at trans.</i>	
SINGLE BOTTOM.			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 as applicable</i>	
Floors, Depth and thickness at mid-line in Holds	<i>✓</i>		BEAMS.		
Height of Brackets at side above base line at toe of frame	<i>✓</i>		Uppermost Continuous Deck, amidships	<i>Longitudinals</i>	
Middle Line Keelson, on Floors, Angles, <i>E</i> or <i>F</i>	<i>✓</i>		" " in Wells, Angle, <i>E</i> or <i>F</i>	<i>each way tank</i>	
" " Through Plate or Intercoastal Plate	<i>✓</i>		" " in way of Bridge, Angle, <i>E</i> or <i>F</i>	<i>2 upper stringers</i>	
" " Foundation Plate on Floors	<i>✓</i>		Spacing	<i>9 x 3 1/2 x 44</i>	<i>54 T</i>
" " Flat Plate Keel Angles	<i>✓</i>		Second Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>2 lower stringers</i>	
Side Keelsons, No. each side	<i>✓</i>		Spacing	<i>10 x 3 1/2 x 50</i>	<i>56 T</i>
" " thickness of Intercoastal Plate	<i>✓</i>		Third Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>6 x 3 1/2 x 60</i>	
" " Angles	<i>✓</i>		Spacing	<i>9 x 3 1/2 x 40</i>	
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>7 x 3 x 36</i>	
Solid Floors, thickness and spacing	<i>40 aft 50 under main tank</i>		Spacing	<i>27 x 24</i>	
" " Are Frame and Reversed Frame joggled?	<i>As 26 1/4</i>		Poop Deck, Angle, <i>E</i> or <i>F</i>	<i>8 x 3 x 44</i>	
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		Spacing	<i>7 x 3 x 36</i>	
" " breadth and thickness at margin plate	<i>✓</i>		Bridge Deck, Angle, <i>E</i> or <i>F</i>	<i>8 x 3 x 36</i>	
			Spacing	<i>31 3/4</i>	
			Forecastle Deck, Angle, <i>E</i> or <i>F</i>	<i>9 x 3 1/2 x 38</i>	
			Spacing	<i>8 x 3 x 36</i>	
				<i>27 x 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.....		<i>At Ends</i>									
" in 'tween Decks, Size and Spacing.....		<i>88 Bridge as approved</i>									
" " " " "											
" in Holds " "		✓									
<i>Two "Long".</i>											
Centre Line Bulkheads											
Stiffeners and Spacing.....		<i>5</i>		<i>9 x 3 1/2 x .44</i>		<i>@ 31 3/4 Rule .38</i>					
Plating, thickness of <i>midships</i>		<i>N2 7</i>		<i>9 x 3 1/2 x .48</i>							
		<i>8</i>		<i>10 x 3 1/2 x .52</i>							
				<i>.43 8.44</i>		<i>in No 7</i>					
				<i>.45</i>		<i>No 8</i>					
STRINGERS AND DECKS.											
Uppermost Continuous Deck.											
Stringer Plate, breadth and thickness in Wells				<i>78 x .63</i>							
" " " " " in way of Bridge				<i>78 x .75</i>							
" " " " " Angle in Wells				<i>6 x 6 x .66</i>							
Thickness of Plating abreast Deck openings in way of Wells				<i>A Strike .48 midships</i>		<i>PS</i>					
Thickness of Plating abreast Deck openings in way of Bridge				<i>Centre Line .55</i>		<i>PS</i>					
Thickness of Plating within line of openings.				<i>Local increases in way pump rooms</i>							
If Sheathed, material and thickness				<i>as above</i>							
				<i>no</i>							
Second Deck.											
Stringer Plate, breadth and thickness in Wells		<i>aft</i>		<i>41 x .40</i>							
		<i>ford</i>		<i>35 x .34</i>							
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								<i>36 x .36</i>			
Plating, Sheathing, material and thickness ...								<i>.26 with</i>		<i>5 x 2 1/2 wood</i>	
Bridge Deck.											
Stringer Plate, breadth and thickness.....								<i>40 x .42</i>			
Plating, Sheathing, material and thickness ...								<i>.32</i>			
Forecastle Deck.											
Stringer Plate, breadth and thickness								<i>.36 8x run out</i>			
Plating, Sheathing, material and thickness ...								<i>.36 x .34</i>		<i>.28 5 x 2 1/2 wood</i>	

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.		
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		Inches.
FLAT PLATE KEEL	<i>55</i>	<i>.92</i>	<i>.71</i>	<i>.71</i>		<i>Double</i>	<i>1"</i>	<i>4</i>	<i>5 + 4</i>	<i>1"</i>	<i>4 1/2"</i>	<i>Lapped</i>	
„ DBLG. (if any)	<i>Splines in A & C Strakes. Carry at times. Bk'd.</i>												
BOTTOM PLATING, No. } of Strakes }	<i>A</i> <i>B</i> <i>C</i>	<i>.63</i>	<i>.48</i> <i>.48</i> <i>.69</i>	<i>.50 x .62 locally</i> <i>.50 x .62</i> <i>.50 x .72</i>	<i>.69 mi faulting area</i>	<i>Stole</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4 + 3</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
BILGE PLATING, No. of Strakes	<i>D</i>	<i>.63</i>	<i>.55</i>	<i>.50 x .62</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
SIDE PLATING, No. of Strakes	<i>E</i> <i>F</i> <i>G</i>	<i>.60</i>	<i>.46</i>	<i>.48 x .62</i> <i>.46</i> <i>.46</i>		<i>"</i>	<i>7/8</i>	<i>3 19/36</i>	<i>3</i>	<i>7/8</i>	<i>3 1/8</i>	<i>"</i>	
UPPER DECK, Sheer- strake in Wells.....	<i>J</i>	<i>.60</i>	<i>.90</i>	<i>.46</i>	<i>.46</i>	<i>"</i>	<i>1"</i>	<i>4</i>	<i>5 + 3</i>	<i>1"</i>	<i>4 1/2"</i>	<i>"</i>	
UPPER DECK, Sheer- strake in Bridge ... }		<i>.90</i>				<i>"</i>	<i>1"</i>	<i>4</i>	<i>5</i>	<i>1</i>	<i>4 1/2"</i>	<i>"</i>	
STRAKE BELOW Sheer- strake in Wells..... }	<i>H</i>	<i>.82</i>	<i>.70</i>	<i>.46</i>	<i>.46</i>	<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4 + 3</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
STRAKE BELOW Sheer- strake in Bridge ... }		<i>.70</i>				<i>"</i>	<i>"</i>	<i>"</i>	<i>4</i>	<i>"</i>	<i>"</i>	<i>"</i>	
POOP SIDE PLATING				<i>.38</i> <i>.48 at break</i>		<i>Single</i>	<i>7/8</i>	<i>3 1/2</i>	<i>3 + 2</i>	<i>3/4</i>	<i>2 7/8</i>	<i>"</i>	
BRIDGE SIDE PLATING ...		<i>.42</i>				<i>"</i>	<i>3/4</i>	<i>3</i>	<i>Single</i>	<i>"</i>	<i>"</i>	<i>"</i>	
FORE'C'TLE SIDE PLATING			<i>.42</i>			<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— *14 O.T.*
 Extending to Upper Deck (Sec. 3 c) *Five after peak AND W.T.*
 „ Deck next below *all to upper dk.*
 As per Rule. *✓*

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		Flat plate		
STEM		9½ x 2½ rolled bar		
STERN FRAME {	Propeller Post	Cast Stream lined	Strommens Verksted	
	Rudder „	steel as per plan		
RUDDER—A × D		146.5 × 4.5 = 664	Strommens Verksted	
Speed of Vessel		12 knots		
RUDDER mainpiece at head ...		12 13/16 Rudder Stock		
“ “ heel ...		Post 13 3/4 × 9 1/2		
“ “ how constructed		9 3/4		
“ “ double or single plate		Cast steel		
“ “ coupling, vertical or horizontal		8ble .50 plates		
		Horizontal		

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *open hearth*
Cussett Iron Co., Doorman Long, Skinningrove Iron, South Durham,
Colvilles, Appleby-Wharfedale & Cargo Sheet Iron Co.
Has the Steel been tested as required by the Rules? *Yes*

Rpt. 11*.

M. S. 'Sepia'

94319

Swan Hunter's No 1519

NEWCASTLE-ON-TYNE

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.	
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Diam.	Speng.		Number.	Diameter.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.	Inches.	
ning of L, L or C																		
nes in Bridge 'tween Decks ...		Transverse side framing See Report 1.																
nes from Uppermost Continuous Deck No. 1																		
Side Shell Upper Stringer face angle " 2																		
Side Shell Lower Stringer face L " 3																		
Side Shell Lower Stringer face L " 4																		
" 5																		
Longl. And. upper Stringer face L " 7																		
Longl. And. Lower Stringer face L " 8																		
" 9																		
" 10																		
" 11																		
" 12																		
" 13																		
" 14																		
" 15																		
Bottom Longitudinals 16																		
acing of longitudinal frames		17 x 4 x 4 x .50/68 L Back bars 3 1/2 x 3 1/2 x .44 in food tank 3 1/2 in hold out																
Tank Top Longitudinals																		
Bottom																		
ing of Longitudinals																		
Transverses.																		
Bridge 'tween Decks		Trans And no webs																
In 'tween Decks.																		
Bottom																		
In Hold.																		
acing of Transverse Frames		Centre 40 x .44 wing 36 x .42 Centre 6 x 3 1/2 x .48 L 8ble wing 5 x 3 1/2 x .40 L Centre 6 x 6 x .44 wing 6 x 6 x .42 3 1/2 x 3 1/2 x .44 locally .42 x .44 10-7																
State if joggled or liners.																		
Longitudinal Beams of L or C																		
Bridge Deck		Trans. Beams 8 x 3 1/2 x .48 5 @ 3 1/2																
Upper																		
Second																		
Third																		

Number of Certificate.	Anchor.	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.			
35919	1st Bower ...	65	1	21	Stockless			51	5	0	0	✓	Byers Improved	✓	Sunderland 25.5.36 J.H. Battle
35961	2nd „ ...	65	1	0	„			51	2	2	0	✓	Stockless	✓	„ 13.6.36 „
35979	3rd „ ...	65	0	0	„			51	0	0	0	✓	„	✓	„ 19.6.36 „
	Collective weight.	195	2	21								194½			
49304	Stream	19	0	21	4	3	8	20	1	3	14	✓ 19 x 8 1/2	Rodgers	✓	Coxley Heath 29.5.36 S.C. Pann

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.	Status.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.	Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
36809	270	2 5/16	96 3/4	134 3/4	721	1.14		720 3/4	270	2 5/16	Steel Link	✓	Cardiff 9.6.36 1/1. Brighton	TOWLINE...	120	5 1/4	77 1/2	120	4 3/4
														HAWSERS & WARPS }	86 1/4 2090	3 3/4	29 7/10	2090	2 3/4
															2090	3 3/4	29 7/10	2090	2 1/2
Iron Stream Chain or Steel Wire	90	5 1/2			84 3/5				90	5		✓	5.25						
		8 6/16																	

Steering Gear, Steam <i>Hand</i>	Steering Gear, Hand <i>Steam</i>	Tackle & Winch
Boats <i>4 wood lifeboats each for 27 persons & one dinghy</i>	Steering Chains, Size and Test	Windlass <i>Emerson Walker Steam</i>
Ceiling in Holds, thickness and material	Cargo Battens, thickness, material and spacing	
Cargo Hatchways.—(Upper Deck) <i>8 x 10' Trunked & f'cle O.T. Hatches 4'-1" x 3'-1"</i>	Thickness of Hatches <i>3.7</i>	<i>Steel Covers</i>
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		

For
SWAN, HUNTER, & WIGHAM RICHARDSON, LTD.

Builder's Signature

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

This Vessel has been constructed in accordance with the approved plans & the Secretary's letters & generally conforms with the Society's Rules for the Class Contemplated.

The materials & workmanship are good.

The weather decks clear of oil tanks, & W.T. Bulk heads above peaks have been loosed & found satisfactory.

The peak tanks, all cargo tanks, deep tank forward, oil fuel bunkers, Cofferdams, settling tanks, P.W. tanks & double bottom tanks in machinery space have been tested as required by the Rules and found satisfactory.

The Requirements of Section 20 of the Rules for Steel Ships, where applicable, for the carriage of oil fuel having a flash point

The amount of Entry Fee £ 10 : — : — } Fees applied for.
 Special Survey Fee.... £ 533 : — : — } 19. 10. 36 1936
Freibord £ 17 — : — } Received by me,
Travelling Expenses, if any £ : : : } 22. 10. 36 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

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Newcastle on Tyne Date of issue

Committee's Minute

Character assigned

FRI. 30 OCT 1936

Laryng petroleum in bulk

Floyd's Arch. + Lamb. 10.36
DB-18

Write full
" full

Oil Exp.

2021

Lloyd's Register
Foundation

0225 3/3

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.)

above 150° F. have been carried out.
The assigned freeboards have been marked on vessel's sides, verified & cut in.
The approved plans (36 in number) & Certificates are sent herewith, together with midship section & profile & decks as built.

Note. This vessel is very similar to the same Builders No 1509 & 11 — "Elona" & "Maclra".

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.		Ests. grs. lbs.		with pin Ests. grs. lbs.	
1st Bower		37.3.0	J.D. No 1079. 7.5.36	41.2.0	
2nd "		37.1.22	J.D. No 1088. 15.5.36	41.1.0	
3rd "		37.1.12	J.D. No 1085. 15.5.36	41.0.14	

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 87 ft., R.Q.D. ✓ ft., Bridge 37 ft., Forecastle 48 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated Poop not joined to Bridge, about 4 ft. 6 in.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1st (SK) 2nd (SK) clear of cargo tanks fore & after peak tanks only if not give & R. bilge.
Official No. 164735; Signal Letters
Is bottom of Vessel coated with cement
particulars of composition Peat, S.W. tanks Cement washed
no cement in main oil tanks

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, <i>machinery space. Piston cooling</i>	24.06	25	Fore peak tank,	22.0	106
Double bottom, under Engines and Boilers, <i>main tank</i>	6.56	11 @ 42 cfs	After peak tank,	16.0	59
Double bottom, if under Engines only, <i>O.F. 26-40 ft.</i>	30.62	82 @ 40	Deep tank, aft,	24.75	261
Double bottom, if under Boilers only, <i>O.F. Cross</i>		229	Deep tank, forward,		
Double bottom, forward, <i>main tank</i>		@ 40.8 cfs	Other tanks, if fitted,		
Total capacity of double bottom			(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 5509

Date

16.1.36

Dates of Surveys held while building

1936 Jan. 17. 29. 30. Feb. 4. 6. 7. 10. 12. 17. 20. 24. Mar. 3. 5. 9. 10. 13. 17. 19. 20. 24. 26. 27. 30.
Apr. 2. 3. 7. 14. 15. 22. 30. May 4. 5. 7. 11. 13. 15. 18. 19. 22. 25. 27. June 4. 10. 17. July 1. 3. 7. 9. 10.
13. 14. 15. 20. 25. 27. 28. 29. 30. 31. Aug. 4. 5. 6. 7. 8. 10. 11. 12. 13. 14. 17. 18. 19. 20. 21. 24. Sep. 1. 2. 3.
7. 21. Oct. 5. 12. 16. 21.

Total No. of Visits