

STEEL STEAMER or MOTORSHIP.

17 APR 1929

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*Date of completion of report *12th April 1929*Port of *Danrig*No. *671*Survey held at *Danrig*Date First Survey *16th June 1928*Last Survey *8th April 1929*On the *(State if Machinery fitted Aft and**Single Screw Steamer 'NORDVANGEN'*State Type *(Full Scantling, Complete Superstructure**Full Scantling, without Tonnage Openings*State Type of Erections *Pop, Bridge & Forecastle*TONNAGE under
Tonnage Deck...*1998.56*CLASS *+ 100A1*State if with freeboard
as condition of Class*Freeboard*Built at *Danrig 102 3350 65 102*Do. of space or spaces
between Tonnage Dk.
and Upper Dk.

Total

1998.56

Gross Tonnage

2399.69

Register Tonnage

*1385.86*REGISTERED DIMENSIONS.
FEET.

Length

291.2

Breadth

45.4

Depth

*18.5*Length from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a)*L 88.240*

Breadth (greatest moulded)

*B 13.870*Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c)*D 6.250*

1st Longitudinal Number (L x D)

= 551.500

2nd Numeral L x (B + D)

*= 1145.388*Framing Depth "d," at middle of length. See
Sec. 3 (1d)*5.36*Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel*14.12*Do. Long Bridge to top
of keel*10.35*

Draught Moulded

*5.444*Launched *8th December 1928* Yard No. *553*Builders *The International Shipbuilding and Engineering Co. Ltd.*Owners *Skibsakheselskapet Karabien*Managers *Gorissen & Co., Oslo*Residence *Oslo*Port of Registry *Oslo*

If surveyed while building, afloat, or in dry dock

While building, afloat and in dry dock

FRAMES, DOUBLE BOTTOM AND BEAMS.

	mm INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		mm INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	<i>610</i>		Bracket Floors, Frame	<i>190x 8.5x 11</i>	
" " from $\frac{3}{4}$ length to Collision bulkhead	"		" " Reversed Frame	<i>180x 7.5x 10</i>	
" " in peaks	"		" " Vertical Struts	<i>180x 7.5x 10</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>890x 11, 13.5, B.Sp.</i>	
Frame Amidships, Angle, <i>E</i> or <i>C</i>	<i>200x 8.5x 11.5</i>		" " top Angles <i>double</i>	<i>75x 7.5x 10.5</i>	
" " Extends up to	<i>Bunkers & B.Sp. 13</i>		" " bottom Angles	<i>90x 90x 11.5</i>	
" " <i>Frame & Reversed Frame</i>	<i>Upper Dk in Wells</i>		Side Girders, No. each side and thickness	<i>One 8.5, 11, B.Sp.</i>	
" " <i>Reversed Frame</i>	<i>Frame 200x 90x 13</i>		Margin Plate depth (excl. of flange) and thickness	<i>730x 10, 12.5, B.Sp.</i>	
" " Extends up to	<i>Upper Dk</i>		" " Vertical Angle to Tank side	<i>75x 7.5x 9.5, 12, B.Sp.</i>	
Depth of Framing Girder	<i>200</i>		" " Bracket abaft $\frac{1}{4}$ len. from stem	<i>120x 120x 10</i>	
Frames in Uppermost Continuous 'tween			" " Vertical Angle to Tank side	<i>Plates at 2nd fr.</i>	
" " Decks, Angle, <i>C</i> or <i>E</i>			" " Bracket forward $\frac{1}{4}$ len. from stem	<i>300x 8.5</i>	
" " Second 'tween Decks, Angle, <i>C</i> or <i>E</i>			" " Gussets, spacing and scantling	<i>Continuous plate</i>	
" " Third " " " "			" " Gussets, spacing and scantling	<i>400x 8.5</i>	
Framing in Peaks, Angle, <i>C</i> or <i>E</i>	<i>150x 7.5x 8.5</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>1660x 7.5, 12, B.Sp.</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>Dia. 19 & 22</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>No</i>		Breadth and thickness of Middle Line Strake	<i>1145x 10, 13, B.Sp.</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>as approved.</i>		Thickness of remainder in Holds	<i>8.5, 10, B.Sp. 13, B.Sp.</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Strakes A, B, C midsh. thick, no paint, beg. aft. mid. Double frames from 116 to 135. Solid floors on every frame from 116 forward. Add. int. girder each side & as per Rule.</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>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			* Uppermost Continuous Deck, amidships in Wells, Angle, <i>E</i> or <i>C</i>	<i>230x 90x 11</i>	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, <i>E</i> or <i>C</i>	<i>230x 90x 11</i>	
Middle Line Keelson, on Floors, Angles, <i>C</i> or <i>E</i>			" " Spacing	<i>230x 90x 12</i>	
" " Through Plate or Intercoastal Plate			* Hatch and beams <i>E 300x 100x 100x 16/17 and built up beams</i>	<i>200x 90x 10.5</i>	
" " Foundation Plate on Floors			Second Deck, amidships, Angle, <i>C</i> or <i>E</i>		
" " Flat Plate Keel Angles			Spacing	<i>610</i>	
Side Keelsons, No. each side			Third Deck, amidships, Angle, <i>C</i> or <i>E</i>		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Fourth Deck, amidships, Angle, <i>C</i> or <i>E</i>		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	<i>8.5, 11, B.Sp.</i>		Poop Deck, Angle, <i>E</i> or <i>C</i>	<i>150x 7.5x 8</i>	
" " <i>Solid floors under boiler beams. Solid floors on every frame 11. B.Sp. Port side floors under Bunkers & pillars</i>	<i>1830</i>		Spacing	<i>610</i>	
" " Are Frame and Reversed Frame joggled?	<i>No</i>		Bridge Deck, Angle, <i>E</i> or <i>C</i>	<i>180x 7.5x 8</i>	
Bracket Floors, breadth and thickness at middle line	<i>665x 8.5, 11, B.Sp.</i>		Spacing	<i>610</i>	
" " breadth and thickness at margin plate	<i>630x 8.5, 11, B.Sp.</i>		Forecastle Deck, Angle, <i>C</i> or <i>E</i>	<i>180x 7.5x 8</i>	
			Spacing	<i>610</i>	

W1191-00064-2

Lloyd's Register
Foundation

PILLARS AND DECKS.

	mm Inches IN SHIP.				Any Departure from Approved Plans to be Noted.		mm Inches IN SHIP.				Any Departure from Approved Plans to be Noted.
PILLARS , No. of Rows... <i>One & Two</i>					✓						
IN POOP: <i>FRAME 4: ONE 75 mm dia</i>					✓						
BRIDGE in 'tween Decks, Size and Spacing <i>FRAME 50: THREE 70 mm</i>					✓						
IN FORECASTLE: <i>FRAME 83: TWO 140 x 11 mm O</i>					✓						
" " " " " <i>FRAME 122: " 70 mm</i>					✓						
" " " " " <i>FRAME 132: " 70 mm</i>					✓						
" " " " " <i>FRAME 139: " 70 mm</i>					✓						
" " " " " <i>FRAME 142: ONE 75 mm</i>					✓						
" in Holds <i>FRAME 152: 50</i>					✓						
" " " " " <i>52-53, 89, 110-111</i>					✓						
" " " " " <i>55</i>					✓						
" " " " " <i>93</i>					✓						
" " " " " <i>123</i>					✓						
" " " " " <i>132</i>					✓						
Centre Line Bulkhead. <i>71</i>					✓						
Stiffeners and Spacing.....					✓						
Plating, thickness of					✓						
STRINGERS AND DECKS.											
Uppermost Continuous Deck.											
Stringer Plate, breadth and thickness in Wells <i>1400 x 18.5</i>					✓						
" " " " " in way of Bridge <i>1400 x 12 x 18</i>					✓						
" " " " " at ends " " <i>1400 x 28</i>					✓						
" Angle in Wells					✓						
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					✓						
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. State if jogged? <i>jogged</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.		
	<i>Inches. mm.</i>	<i>Inches. mm.</i>	<i>Inches. mm.</i>	<i>Inches. mm.</i>			<i>Inches. mm.</i>	<i>Inches. mm.</i>		<i>Inches. mm.</i>	<i>Inches. mm.</i>		
FLAT PLATE KEEL	<i>1150</i>	<i>15</i>	<i>14</i>	<i>14</i>	<i>/</i>	<i>double</i>	<i>22</i>	<i>74</i>	<i>3</i>	<i>22</i>	<i>74</i>	<i>Lapped</i>	
„ DBLG. (if any)	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
BOTTOM PLATING, No. of Strakes <i>3</i>	<i>1845</i>	<i>12</i>	<i>12</i>	<i>10</i>	<i>/</i>	<i>double</i>	<i>19</i>	<i>67</i>	<i>3</i>	<i>19</i>	<i>67</i>	<i>Lapped</i>	
BILGE PLATING, No. of Strakes <i>1</i>	<i>1745</i>	<i>12</i>	<i>10</i>	<i>10</i>	<i>/</i>	<i>"</i>	<i>19</i>	<i>67</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
SIDE PLATING, No. of Strakes <i>2</i>	<i>1618</i>	<i>12</i>	<i>10</i>	<i>10</i>	<i>/</i>	<i>"</i>	<i>19</i>	<i>67</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
UPPER DECK, Sheer- strake in Wells.....	<i>1230</i>	<i>20, 30</i>	<i>10</i>	<i>10</i>	<i>/</i>	<i>"</i>	<i>25</i>	<i>100</i>	<i>4</i>	<i>25</i>	<i>100</i>	<i>"</i>	
UPPER DECK, Sheer- strake in Bridge ...	<i>1230</i>	<i>12, 30</i>	<i>10</i>	<i>10</i>	<i>/</i>	<i>"</i>	<i>25</i>	<i>100</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
STRAKE BELOW Sheer- strake in Wells.....	<i>1500</i>	<i>16</i>	<i>10</i>	<i>10</i>	<i>/</i>	<i>"</i>	<i>22</i>	<i>88</i>	<i>4</i>	<i>22</i>	<i>88</i>	<i>"</i>	
STRAKE BELOW Sheer- strake in Bridge ...	<i>1500</i>	<i>12</i>	<i>✓</i>	<i>✓</i>	<i>/</i>	<i>"</i>	<i>19</i>	<i>76</i>	<i>3</i>	<i>19</i>	<i>67</i>	<i>"</i>	
POOP SIDE PLATING				<i>8.5</i>	<i>/</i>	<i>single</i>	<i>19</i>	<i>76</i>	<i>1</i>	<i>16</i>	<i>56</i>	<i>"</i>	
BRIDGE SIDE PLATING ...		<i>12</i>			<i>/</i>	<i>double</i>	<i>25</i>	<i>100</i>	<i>3</i>	<i>19</i>	<i>67</i>	<i>"</i>	
FOREC'TLE SIDE PLATING			<i>9</i>		<i>/</i>	<i>single</i>	<i>19</i>	<i>76</i>	<i>1</i>	<i>16</i>	<i>56</i>	<i>"</i>	

WATERTIGHT BULKHEADS.

WATERTIGHT BULKHEADS.					FORGINGS and CASTINGS.				
Total No. of W.T. BULKHEADS in Vessel—						Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c) <i>4</i>					KEEL, Bar	✓	✓	✓	✓
" Deck next below					STEM	Rolled	190 x 54	Bute Hoffmings	✓
As per Rule. <i>5 (See General Declaration)</i>					STERN FRAME { Propeller Post	Castling	as per app. Plan	F. Schichau, Kiel	✓
					" { Rudder "	"			✓
					RUDDER—A x D.....	✓	440		✓
					Speed of Vessel.....	✓	10 Km		✓
					RUDDER mainpiece at head	Castling	As approved	F. Schichau, Kiel	✓
					" " head	"	200 ^{1/2} in	"	✓
					" how constructed	✓	Star Contra Rudder		✓
					" double or single plate	✓	double 8.5 mm plates		✓
					" coupling, vertical or horizontal	✓	horizontal coupling		✓

STEEL.

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

POLAND: Bismarckhütte; Laurahütte; Société Anonyme des Usines etc. de Sosnowice; Silesienhütte; Huta Bankowa.

GERMANY: Gute Hoffmingshütte; Mannesmann-Röhrenwerke; F. Schichau.

Has the Steel been tested as required by the Rules? *yes*

EQUIPMENT No. 1915										LETTER S		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.					
1225	1st Bower ...	41	0	7	✓	Stock less			36	11	2	7	✓	38 3/4	Union type, cast steel	Dortmunder Union	Dortmund, 1.9.28, LOOGEN
1224	2nd „ ...	41	0	3	✓	"			36	11	2	7	✓	38 3/4	" " „ "	" "	" „ 1.9.28, "
1229	3rd „ ...	33	2	25		"			31	8	3	0	✓	32 1/2	" " „ "	" "	" „ 1.9.28, "
	Collective weight	115	3	7										110			
1231	Stream	10	1	5	2	2	22	12	6	2	7		10		Admiralty, " "	" "	" „ 1.9.28, "

CHAIN CABLES.												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.	Statury.	Break-ing.	Supplied.		Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.		Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
413	240	1 13/16	59 1/8	82 3/4	414.3	9	394 3/4	240	1 13/16	Steel link 20 JOINING 4 END SHACKLES	Carl Schlieper	Brünn, 15.9.28, DAVIS	TOWLINE...	165	102	33530	165	102	
417 (SHACKLES)	1.66	1 13/16 FOR CHAIN	59 1/8	82 3/4	11.1	9	397 3/4	-	-		J. D. Theile	" , " " , "	HAWSERS & WARPS }	165	64	12700	165	64	
													"	165	64	12700	165	64	
Iron Stream Chain of Steel Wire	135	108	35560	✓	✓		135	108			a. Deichsel	Hindenburg, 19.9.28, DAVIS	"	165	5 1/4	9650	165	5 1/4	
	✓	✓			✓								"	165	5 1/4	9650	165	5 1/4	

Steering Gear, Steam made by Deutsche Werke A.G., Kiel Steering Gear, Hand made by Deutsche Werke A.G., Kiel

Boats 2 Lifeboats, 1 Working boat (Polish Fir) Steering Chains, Size and Test 28 mm dia. Stat. 14529 kg. Brkg. 29058 kg Windlass steam made by Builders No. 336

Ceiling in Holds, thickness and material 75 mm, Fir Cargo Battens, thickness, material and spacing not fitted

Cargo Hatchways.—(Upper Deck) Height of coam. at side 1100 mm Thickness 12 mm Thickness of Hatches On Nos. 1, 2, 4 & 5: 75 mm. On No 3: 80 mm

Size of No. 1 Hatchway (Forward) 10.3 1/4 x 6.10 m No. 2 10.3 1/4 x 6.10 m No. 3 2.1 x 3.7 m No. 4 10.3 1/4 x 6.10 m No. 5 10.3 1/4 x 6.10 m No. 6 ✓

Number of Shifting Beams and/or Fore and Afters Hatchways Nos. 1, 2, 4 & 5: Six in each. Hatchway No 3: One

* Suspended from "Columbus" davits. Copy of Test certificate attached.

Builder's Signature _____

THE INTERNATIONAL SHIPBUILDING AND ENGINEERING CO. LTD.
(Danziger Werft und Eisenbahnwerkstätten - A.-G.)

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel in DB tanks (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.

Oil fuel is being carried in the double bottom tanks except in the tank under the engines. The flash point of the oil fuel to be above 150°F.

The workmanship is of good quality. The vessel has been constructed in accordance with the approved plans (which are retained at this Office until completion of the duplicate vessel s.s. 'SÖRVANGEN' No 54) and Rule requirements. The intermediate bulkhead in the fore hold between the collision and boiler room bulkheads has been omitted. The Owners have given their consent to this arrangement as per enclosed copy of their letter addressed to the Builders dated 9th March 1928. The notation to be made in the Register Book regarding this omission should be in accordance with the Secretary's letter of the 24th February 1928: "Intermediate BH in fore hold dispensed with, 4 BH." The compartments intended for oil fuel and water ballast have been tested as required by the Rules. The decks, water tight bulkheads with doors and the tunnel have been hose tested. The water tight doors, hand pump to drain the spaces forward have been examined and tried. The vessel was examined in dry dock on the 15th March 1929 when the bottom was recoated. At the Owners' request with a view to enabling them to make arrangements for ob-

The amount of Entry Fee £ 6 : 0 : 0 Fees applied for, 15.4. 1929

Special Survey Fee £ 195 : 0 : 0 Received by me, 30/4/29

Travelling Expenses, if any £ 9 : 0 : 0

I am of opinion the Vessel should be Classed **+100A1** with date of build 1929 fourth month (see General Declaration.)

State whether the Vessel has been built under Special Survey Built under Special Survey Signature James C. Dykes

Certificate to be sent to The Danzig Office Date of issue 29/4/29 Surveyor to Lloyd's Register of Shipping.

Committee's Minute, FRI. 26 APR 1929

Character assigned **+ 100 A1**

Lloyd's A&CF

Cargo Battens not fitted

+ L.M.C. 4: 29

J.D.C.

IM



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For owner
attach
the
certificate
as
enclosed

W1191-0064 2/2

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.)

taining a coal cargo at Daurig an Interim Certificate recommending a date of build 1929 third month was issued on the 28th March the day of the engine trials. The Survey however was not completed before the 8th April 1929 as the superstructure decks with watertight doors remained to be hose tested, the tank under the engine starboard side required to be retested in way of additional strengthening to auxiliary engine seating, some alterations in way of the decks and the tarpaulins had to be examined. I am therefore of the opinion that a date of build 1929 fourth month could be assigned by the Committee with notations: 'Carrying oil fuel F.P. above 150°F in DB'; 'Cargo batten not fitted'.

The vessel is still at the Builders' yard where she is expected to remain until the 22nd April 1929 when she is to load a cargo of coal for Copenhagen.

Copy of certificate attached.

J.C.D.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	HEAD: 27.0.18 J.Q. 332 9.8.28	SHANK 13.3.14 J.Q. 437 9.8.28	(With Anch. Cert. 122)
	2nd "	" : 27.0.25 " " 331 " " "	" 13.3.6 " " 439 " " "	(" " " 122)
	3rd "	" 22.2.24 " " 336 " " "	" 11.0.1 " " 440 " " "	(" " " 122)
	STREAM ANCHOR: 10.1.5 " " 337 " " (With Anchor Cert. 1231)			

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 28 ft., R.Q.D. — ft., Bridge 80 ft., Forecastle 32 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 Dk (Stl)

Official No. ✓ ; Signal Letters LHCQ Is bottom of Vessel coated with cement in eng. th only if not give particulars of composition Clear of engine room tank bottom coated internally with mazonat

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.		Where Fitted.	*Length.	
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	98	217	Fore peak tank,	16	61
Double bottom, under Engines and Boilers,	40	127	After peak tank,	18	63
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	108	266	Other tanks, if fitted,		
Total capacity of double bottom			(If necessary, furnish further information by sketch.)		
510			*The wells are not to be included in the lengths of the tanks.		

Order for Special Survey No. 4

Date 14th Feb. 1928

Dates of Surveys held while building

1928 June 6, 26 July 3, 9, 24, 27, 28 August 9, 16, 29 Sept. 5, 6, 13, 14, 24, 25, 29 Oct. 1, 2, 6, 15
24, 25 Nov. 2, 7, 8, 14, 17, 19, 23, 26, 29 Dec. 1, 3, 4, 5, 7, 8, 15, 30
1929 Jan. 3, 10, 14 Feb. 18, 19 Mar. 7, 9, 15, 16, 22, 25, 27, 28 April 4, 5, 8

Total No. of Visits 56