Rpt. 1

W/S 595

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, now

Date of completion of report 24th January 1953. Port of Genoa No. 19132

Survey held at Genoa - Sestri Date First Survey 29-7-1949 Last Survey 8-1-1953

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Twin Scr. S.S. "ANDREA DORIA"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Passenger vessel without Tonnage openings State Type of Erections Combined Fcle & Bridge

...under ...k ...	14 185
...or spaces ...ge Dk. ...k.	— (not posted)
	—
	29 083
...nage	15 788

...ERED DIMENSIONS. FEET

	656.5
	90.2
	37.15

(not posted)

CLASS ✠ 100 A1 — *State if with freeboard as condition of Class* YES

		FEET
Length *from fore part of stem to after part of stern post on summer L.W.L. See Sec.* ~~3 (1a)~~ 2 § 201 — 652.887 x .96 = 626.77*	L	626.64 / 626.77*
Breadth (*greatest moulded*)	B	89.91
Depth, *at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec.* ~~3 (1c)~~ 2 § 203	D_1 / D_2 / D_3	50.1 / 59.779 / 67.817
1st Longitudinal Number (L × D) .... =		—
2nd Numeral L × (B + D) .... =		—
Framing Depth "d," *at middle of length. See Sec.* ~~3 (1d)~~ 2 § 203 — 30.14 x 1.5 = 45.21		45.21
Proportions—*Depth to Length—Uppermost continuous deck to top of keel*	L/D_1 = 12.57; L/D_2 = 10.5	
Do. Long Bridge to top of keel	L/D_3 = 9.25	
Draught Moulded approved 30.75 See letter to F.G. dept. 16.9.49.		30.215

Built at Genoa - Sestri

Launched 16th June 1951 *Yard No.* 918

Builders Ansaldo S.A.

Owners "Italia", Società per Azioni di Navig.

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

Residence

Port of Registry Genoa

If surveyed while building, afloat, or in dry dock While building, afloat & in Dry Dock. Vessel undocked 2.12.52.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	~~Inches~~ mm IN SHIP.			Any Departure from Approved Plans to be Noted.
...ES, Spacing amidships	850			—
„ from ⅜ length amidships to Collision bulkhead	685			—
„ in peaks	610			—
...FRAMING. ...e Amidships, ~~Angle, [or~~ [alternate	280 / 250	90 / 90	13 and 12 / 12	— (main space 250 x 90 x 11)
„ Extends up to	"C" deck			
...rsed Frame Amidships, Angle	—			
„ „ Extends up to ...	—			
...h of Framing Girder	—			
...nes in Uppermost Continuous 'tween Decks, ~~Angle, [or~~ [	250 / 200	90 / 90	11 + / 10	alternate
„ Second 'tween Decks, ~~Angle, [or~~ [	250 / 250 / 230	90 / 90 / 90	11 and / 12 / 11	alternate
„ Third „ „ „ [	250	90	12	—
„ Fourth „ „ „ „ [	280 / 250	90 / 90	13 / 12	alternate
from ½ len. for'd. to 15% len. from Stem [	320 / 280	100 / 90	15 / 12	alternate
in Peaks, ~~Angle or~~ [(250) F.P / A.P	230 / 250	90 / 90	12 / 11	See plan
...meter and Spacing of Rivets through Frame and Shell Plating amidships	25	@	150	—
...e if Frame Joggled	YES			—
...the scantlings and arrangements in the ...anting Area in accordance with the Rules ...nd/or as approved ?	yes, as approved			—
...the scantlings and arrangements in way ...f the Bottom Forward in accordance with ...e Rules and/or as approved ?	yes, as approved			—
...LE BOTTOM.				
...ors, Depth and thickness at mid-line in Holds	Z			
Height of Brackets at side above base line at toe of frame				
...ddle Line Keelson, on Floors, Angles, [or [				
„ „ „ Through Plate or Intercostal Plate				
„ „ „ Foundation Plate on Floors				
„ „ „ Flat Plate Keel Angles				
Side Keelsons, No. each side				
„ „ thickness of Intercostal Plate				
„ „ Angles				
DOUBLE BOTTOM.				
Solid Floors, thickness and spacing	12.5			—
„ „ Are Frame and Reversed Frame joggled ?	FRAMES IN PIECES, joggled by welds. No REV. FRAMES (welded)			
Bracket Floors, breadth and thickness at middle line	1100 x 12.5			—
„ „ breadth and thickness at margin plate	1050 x 12.5			—

	~~Inches~~ mm IN SHIP.			Any Departure from Approved Plans to be Noted.
Bracket Floors, Frame [	250	90	11	—
„ „ Reversed Frame ⊥	200	90	12	—
„ „ Vertical Struts ⊥	200	90	12	—
Centre Girder, depth and thickness amidships	1400 / 2200	17.5 - 16 / 16		See plan
„ „ top Angles	None - Welded			—
„ „ bottom Angles	150	150	18	—
Side Girders, No. each side and thickness	Three	14.5 - 13 - 11.5		—
Margin Plate depth (excl. of flange) and thickness	1100	17		—
„ „ Vertical Angle to Tank side Bracket abaft ¼ len. from stem	Welded			—
„ „ Vertical Angle to Tank side Bracket from forward ¼ len. from stem to Panting Area	Welded			—
„ „ Gussets, spacing and scantling abaft ¼ len. from stem	13 - 14 - 13.5 AT EVERY			← 400
„ „ Gussets, spacing and scantling from forward ¼ len. from stem to Panting Area	AT EVERY 13.5 - 13			
Tank Side Brackets, height above base line at toe of Frame and thickness	800	12.5		—
INNER BOTTOM PLATING.				
Breadth and thickness of Middle Line Strake	1600	16.5 - 14.5		—
Thickness of remainder in Holds		16.5 - 13		—
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 ?		YES		—
BEAMS. (Vestibule Deck) Uppermost Continuous Deck, amidships in Wells, Angle, [or [	—			
„ „ in way of Bridge, ~~Angle, [~~ [where span 6.00m / where span 5.50m	200 / 200 / 200	90 / 90 / 90	12 / 9 / 11	See plan
Spacing	at EVERY			
Second Deck, amidships, ~~Angle, [or [~~ ⊥ (A DECK) where span 6.00m / where span 5.50m	200 / 200 / 200	90 / 90 / 90	12 / 9 / 11	See plan
Spacing	AT EVERY			
Third Deck, amidships, ~~Angle, [or [~~ ⊥ (B Deck)	200 / 200	90 / 90	12 / 9	See plan
Spacing	AT EVERY			
Fourth Deck, amidships, ~~Angle, [or [~~ ⊥ (C Deck)	200	90	12	See plan
Spacing	AT EVERY			
FIFTH ~~Poop~~ Deck, ~~Angle, [or [~~ ⊥ (D Deck)	200	90	10	See plan
Spacing	AT EVERY			
Bridge Deck, + Fcle (UPPER DECK) ~~Angle, [or [~~ ⊥	200 / 200 / 200	90 / 90 / 90	12 / 10 / 9	See plan
Spacing	AT EVERY			
Upper BRIDGE AND Forecastle Deck, ~~Angle, [or~~ [(PROMENADE DECK)	250 / 230	90 / 90	11 / 12	See plan
Spacing	AT EVERY			

(MADE IN ENGLAND.)

7(12)

PILLARS AND DECKS.

	m/m in Ship.			Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	FOUR			
„ in 'tween Decks, Size and Spacing	See plan			
„ „ „ „				
„ in Holds „ „ „				
„ „ „ „ „				
Centre Line Bulkhead. Stiffeners and Spacing	—			
Plating, thickness of	—			
STRINGERS AND DECKS. (Vestibule Deck) Uppermost Continuous Deck. Stringer Plate, breadth and thickness ~~in Wells~~	2000	11	– 10	See Deckplan
„ „ „ „ in way of Bridge	200	11	–	„ „
„ Angle in Wells	welded			„ „
Thickness of Plating abreast Deck openings in way of Wells	—			
Thickness of Plating abreast Deck openings in way of Bridge	10	8		„ „
Thickness of Plating within line of openings		8		„ „
If Sheathed, material and thickness	outside aft: 55 m/m teak; inside: 20 m/m plastile			
Second Deck. (A) Stringer Plate, breadth and thickness in Wells	—			See Deckplan

	m/m in Ship.			Any Departure from Approved Plans to be Noted.
Stringer Plate, breadth and thickness in way of Bridge	2000 × 8			See Deckplan
Thickness of Plating abreast Deck openings in way of Wells		8		„
Thickness of Plating abreast Deck openings in way of Bridge		8		
Thickness of Plating within line of openings		8		
If Sheathed, material and thickness	Plastile 20 m/m			„
Third Deck. (B Deck) Stringer Plate, breadth and thickness	2100	8		„
~~If~~ Plated, state thickness		8	– 7.5	„
Fourth Deck. (C Deck) Stringer Plate, breadth and thickness		8		„
If Plated, state thickness		7.5		„
FIFTH ~~Poop~~ Deck. (D Deck) Stringer Plate, breadth and thickness		7.5		„
Plating, Sheathing, material and thickness		7.5		„
Lower ~~and~~ Bridge ~~Deck.~~ Fc'le Deck (Upper Deck) Stringer Plate, breadth and thickness	1850	(10)	9 welded	
Plating, Sheathing, material and thickness	outside: 55 m/m teak; inside: 20 m/m plastile			
Upper Bridge and Forecastle Deck. (PROMENADE Deck) Stringer Plate, breadth and thickness	2100 / 2100 / 2200	(16) (12) (14) (12)	– (10)	
Plating, Sheathing, material and thickness	external: 55 m/m teak; internal: 20 m/m plastile			

SHELL PLATING.

O Special steel

SCANTLINGS. / RIVETING.

STRAKES.	Amidships Breadth (m/m)	Amidships Thickness (m/m)	Forward Thickness (m/m)	Aft Thickness (m/m)	Any Departure from Approved Plans to be Noted.	Edges: Single or Double (State if joggled? No)	Edges Rivets Diam. (Inches)	Edges Rivets Spacing cr. to cr. (Inches)	Butts: No. of Rows of Rivets	Butts Rivets Diam.	Butts Rivets Spacing cr. to cr.
Flat Plate Keel	1800	29.5	29.5	29.5		Double	28	122			
„ Dblg. (if any)	—	—	—	—		—	—	—			
Bottom Plating, No. of Strakes A-B-C-D-E	—	20.5	16-15	14.5		Double	25	106			
Bilge Plating, No. of Strakes F-G	—	20.5	16-15	14.5	(See plan)	„	25	106			
Side Plating, No. of Strakes H-J-L-M	—	19	14.5	14.5		„	25	106			
Lower Bridge ~~Upper~~ Deck, Sheer-strake in Well aft Q	2050	—	—	(14) + (15) at End		ELECTRICALLY WELDED					
Lower Bridge ~~Upper~~ Deck, Sheer-strake in Bridge + Fc'le Q	2050	(17)	(15) + 14.5	—	(See plan)	ELECTRICALLY WELDED					
Strakes ~~below Sheer-strake~~ upper in Well aft O-P	—	—	—	14.5 (13)	„ „	DOUBLE	22	102			
Strakes below Sheer-strake in Bridge O-P	—	18.5	14.5	—		„	25	106			
upper ~~Poop~~ Side Plating N	—	18.5	14.5	14.5 (13)	„ „	„	25	106			
Upper Bridge Side Plating R	2200	(17)	—	—		ELECTRICALLY WELDED					
and Forecastle Side Plating R	„	—	13								

ELECTRICALLY WELDED

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 10 fr RB

Extending to Upper Deck (Sec. 3 c) ONE

„ Deck next below TEN

As per Rule NEWN

	Plating Thickness.	Stiffeners Vertical Scantlings.	Stiffeners Vertical Spacing.	Stiffeners Horizontal Scantlings.	Stiffeners Horizontal Spacing.
MIDSHIP BULKH'D, Upper 'tween decks (A-B)	6.5	⊥ 120×9	714		
„ „ Second „ (B-C)	7.5-7	⊥ 110×75×8.5	714		
„ „ Third „ (C-D)	9-8	⊥ 150×75×9	714		
„ „ Holds	11.5-9.5	⊥ 200×90×12	714	⊥ 610×11	
COLLISION „ (in Hold)	13.5-10	⊥ 280×90×10	600	300×100×10/16	
AFTER PEAK „ „	14-8	⊥ 150×75×9	625	See plan	

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings. m/m	Maker's Name.
KEEL, Bar	FLAT PLATE KEEL		
STEM	FASHION PLATE STEM		Soc. Ital. ACCIAIERIE CORNIGLIANO GENOA
STERN FRAME { Propeller Post	CASTING		
{ Rudder	See Plan		
Speed of Vessel NORMAL / MAX	23 KNOTS and 24.6 „		
RUDDER—Type	UNBALANCED RUDDER		
„ A × D 25×2.14	53.5	—	
„ Diam. of head		610	Soc. Ital. Acciaierie CORNIGLIANO
„ Mainpiece at top pintle	CAST STEEL	SEE PLAN	"TERNI" Soc. per l'Industria e l'Elettricità of Terni
„ „ heel			
„ how constructed	BUILT UP	—	ELECTRIC WELDED
„ double or single plate	DOUBLE PLATE		
„ 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) OPEN HEARTH „SIAC", Cornigliano (Genoa); „Ilva" Marghera, Savona, Novi Ligure, Piombino, Trieste; „Acciaierie e Ferriere di Bolzaneto, Genoa."

Has the Steel been tested as required by the Rules? yes, by the Society's Surveyors

EQUIPMENT No. 105000 LETTER t+ (in red) ANCHORS.

Number of Certificate.	Anchors.	Weight, Ex. Stock. Kgs	Weight of Stock.	Test, per Certificate. Kgs	Weight Required by Table 53. Kgs	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
…99	1st Bower	7700	—	85 900	7654	Ansaldo cast steel Stockless {cast steel HEAD, cast steel shank}	SIAC CORNIGLIANO-GENOA	CORNIGLIANO, 5th May 1951 G. MAGGI
…00	2nd „	7650	—	85 600	7653	„	Ditto	Ditto
…401	3rd „	7640	—	85 550	7653	„	Ditto	Ditto
	Collective weight	22 990	—		22 960			
…02	Stream	3220	—	50 960	2515 Kgs	Ditto	Ditto	CORNIGLIANO, 12th Sept. 1951 G. MAGGI

CHAIN CABLES. / HAWSERS AND WARPS.

Number of Certificate.	Length (Fathoms)	Diam. (Ins.)	Test Statutory (Tons)	Test Breaking (Tons)	Weight Supplied (Cwts. qrs. lbs.)	Weight Per Rule (Cwts.)	Length per Table 53 (Fathoms)	Diam. per Table 53 (Ins.)	Description.	Makers of Cables.	Where and when tested, and Superintendent.
„ …00	336* +4 feet	3**	204 1/10	285 7/10	1591:2:18	1567 1/2	330	3 1/16**	Stud link	Samuel Taylor & Sons (Brierley Hill) Ltd	Netherton, 15.3.51 H. MURPHY
„ …01	30	3**	204 1/10	285 7/10	141:1:1						Ditto
	*including 2 lengths ca 1½ Fms							** Special steel			
„ Stream or Wire	METRES 275	Φ 55.8			15 8314 Kgs		275 m/m	Cir. 178 m/m	6×24, 7 hemp cores, diam. of wire 3.1 mm 150/160 Kg/mm²	E. KOMROWSKI DÜSSELDORF	Lengerich, 22.1.51 Hans Krent

Material.	Length supplied (m/m)	Size supplied (Φ m/m)	Breaking Test of Steel Wire (Tons)	Length per Table 53	Cir. per Table 53
TOWLINE	275	65.1	195915	275	203
HAWSERS & WARPS	3×220	wire 203	—	3×220	203
„	3×220	203	—	3×220	203
„					

Steering Gear, Type (Power ~~or hand~~) Electrohydraulic (2 MOTORS) Alternative Means of Steering ELECTROPNEUMATIC (1 MOTOR)

Steering Chains (Size and Test) Telemotor Windlass ELECTRIC Boats 2-26' FLEMING LIFE BOATS; 2-32' „ „ „; 12-37' „ „ „

Ceiling in Holds, thickness and material 65 m/m PINE Cargo Battens, thickness, material and spacing 150 × 50 WHITE PINE spaced 230 m/m

Cargo Hatchways.—(Upper Deck) No1 + No2: 940 m/m × 11 m/m — No3 + No4 Flush Thickness of Hatches No1 + No2: 11 m/m Steel; No3 + No4: 10 m/m Steel + 60 m/m teak

Size of Hatchways No. 1 (Fwd.) 4795×5500 No. 2 7700×5000 No. 3 4250×5000 No. 4 4250×5000 No. 5 — No. 6 —

Number of Shifting Beams and/or Fore and Afters Mac GREGOR Type covers.

Builder's Signature ANSALDO S. A. CANTIERI NAVALI Il Direttore [signature]

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) 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 NO The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

This ship has been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters. The scantlings and arrangements of the ships are as given in the Report and as shown and amended on the approved plans, the greatest part of which are in London, + partly now forwarded. All the modifications or additions to the original approved arrangements, made during construction, have been indicated on the plans and have been approved as being in accordance with, or by standards equivalent to, the Rule requirements. The plans of Midship Section and Profile and Decks, etc, showing the Ship as built, now forwarded herewith, have been checked with the approved arrangements and found in order. The materials have been tested to Rule requirements by the Society's Surveyors and the quality of the workmanship is good. The whole of the Double P.T.O.

(approved amendments) (See note overleaf (approved plans in L.O.))

FE Lit. 6.678.000 =

		Fees applied for,
~~Amount of Entry Fee~~ Less 25%	Lit. 5.008.500 =	3/2/1953
(APPR. OF PLANS) GENOA A/C	Lit. 70.400 =	
LONDON A/C	Lit. 3.500 =	
~~Special Survey Fee~~ CAR FUND	Lit. 152.472 =	Received by me,
Travelling Expenses, if any	Lit. 632.262 =	19
REV. TAX	Lit. 176.015 =	

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed ✠ 100 A1

Whether the Vessel has been built under Special Survey yes

Signature [signature] Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to This office Date of issue 27/3/53.

TUES. 24 FEB 1953

Committee's Minute

Character assigned +100A1

12,52 Gen. Fitted for oil fuel 12,52 FP above 150°F

Lloyd's A+CP

+LMC 12,52.

FD CL

Write Gen. 4 WTB 668lb (Spt 683lb) 2DB(WT) 142lb.

note for RMS.

CLASSIFICATION CERTIFICATES WRITTEN

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 the Plans should be embodied.*)

Double bottom Tanks, Deep Tanks, Fore and After peak Tanks, oil Bunkers, W.T. Bulkheads and Decks tested as required by the Rules with satisfactory result. The steering gear, windlass and W.T. doors tried in working condition and found satisfactory. The freeboard has been assigned by the Registro Italiano and the load marks have been checked and found in order. Oil fuel is carried in Double Bottom Tanks and oil fuel Bunkers.

The two tiers of superstructures above the Poop Deck are of Alluminium and the Funnel is also of same material. The alluminium material has also been tested as required by the Rules.

The majority of the approved plans is already in the London office; they have been approved in Genova and sent to London or (a very few one) approved in London.

The following approved plans are enclosed herewith: 1) Drinking water deep Tanks in No. 4 Hold. 2.) Alterations on Deck C; 3) Alterations in Deck girders - Alluminium superstructures; 4) Equipament.

Following plans as built are enclosed: 1.) Midships Section; 2.) Double Bottom; 3.) Frames 4.) Shell Expansion; 5) Decks A-B; 6) Decks C-D; 7) Promenade Deck, Upper Deck and Vestibule Deck; 8) Superstructures; 9) particulars of Alluminium superstructures 10.) Longitudinal Section; 11) Pillars & girders; 11.) Capacity plan and particulars of Double Bottom Tanks, Deep tanks and Bunkers; 12.) General plan: Longitudinal Sections; 13) Longitudinal view (General plan); 14) Stem frame; 15) Rudder; 16) Rudder lead.

Test certificates: 14 Certificates

PARTICULARS OF ELECTRIC WELDING (*if employed*) Electric welding was employed in all the Shell butts and also in the seams above P' Strake, in all the Double Bottom structures except frames, in the Decks, W.T. Bulkheads, Turbine and motor settings, Rudder and fittings, in all the Structures of minor importance.

The welding was carried out by experienced operators, and the electrodes of the approved type: (basic) O.K.48, Supernamia, Atlantic & (acid) O.K. 49, Citomar, Velocito, Ar

SPECIAL NOTATIONS :—*Either as part of the vessel's class or for record in the Register Book*

Cruiser stern - Partly electrically welded.

Radar equipment, Direction finder, echo sounding device.

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

	Head	Surv. Initials	No. Certif.	Date of Test	Shank	Surv. Initials	No. Certif.	Date
1st Bower	4693 Kgs	G.M.	388	21.4.51	2360 Kgs	G.M.	388/BIS	2
2nd "	4730 "	G.M.	389	21.4.51	2198 "	G.M.	389/BIS	21
3rd "	4693 "	G.M.	390	21.4.51	2225 "	G.M.	390/BIS	2
Stream "	1935 "	G.M.	391	29.8.51	989 "	G.M.	391/BIS	2

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop —— ft., R.Q.D. —— ft., Bridge and Upper Bridge and Forecastle 55, Forecastle 61 (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated FORECASTLE JOINED TO THE BRIDGE

Official No. GENOA 2949 Signal Letters ICEH Extreme Breadth over Belting (Circ. 1611) ✓ Over-all Length (Circ. 1703) 700 ft.

No. and Material of Decks 3 STEEL DECKS and 2 STEEL DECKS CLEAR OF Machinery Spaces.

Parts of Bottom of Vessel coated with cement or approved composition ALL DOUBLE BOTTOM TANKS AND DEEP TANKS CARRYING WATER CEMENTED — BILGES COATED WITH BITUMASTIC

Particulars of composition (if fitted) and of approval ✓

PARTICULARS OF WATER BALLAST:—(*Comprising all tanks which may be used for Water Ballast.* (Circ. 1284) *Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be incl*

Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft, {FRESH WATER (20-71) / COFFERDAM (71-72) / OIL TANKS (72-73)}	142 / 3 / 31	570 / OIL FUEL
Double bottom, under Engines (83-104) {COFFERDAM (104-105)}	58 / 3	OIL FUEL / 692
Double bottom, under Boilers (105-129) {COFFERDAM (129-130)}	67 / 3	
Double bottom, under AUXILIARY ENGINES 130-153	47	OIL FUEL
Double bottom, forward, {OIL TANKS (153-173) / COFFERDAM (173-174) / FRESH WATER (174-220)}	72 / 3 / 101	OIL FUEL / 536
Total length (if continuous) and Capacity	530	1798

Where Fitted.		Length. Feet.	Water C. To.
Fore peak tank,		32	2
After peak tank,		40	2
Deep tank, aft,	FRAMES (12+20)	64	2
	" (51-71)	56	3
	" (61-71)	28	1
Deep tank, forward,	" (174-180)	17	2
	" (220-227)	16	2
Other tanks, if fitted amidships	" (72-104)	89	—
	" (101-123)	61	4
(If necessary furnish further information by sketch)	(124-173)	136	—

Order for Special Survey No. 18

Date 7-12-49

Dates of Surveys held while building

1949-JUL. 29-AUG. 9-SEPT. 5-12-12-23-27-OCT. 8-19-27-NOV. 18-30-DEC. 3-7-9-20-1950 JAN. FEB.-3-13-17-9-22-28-MAR. 2-3-7-13-15-21-23-APR. 6-12-24-27-MAY.-2-3-8-11-16-19-20-24-26-31-JUN. 5-7-12-30-JUL. 5-7-11-12-12-15-17-18-19-12-21-21-26-29-AUG. 2-5-22-25-25-28-29-31-SEPT. 1-4-7-9-18-7-8-9-13-14-15-14-22-8-22-25-26-OCT. 2-13-14-15-16-17-9-21-22-29-1951 JAN. 2-3-4-8-5-12-15-16-12-18-22-31-FEB. 3-10-14-15-16-20-21-MAR. 1-2-13-14-16-21-28-APR. 5-10-14-5-9-11-15-16-23-29-JUN. 5-16-20-JUL. 3-4-6-7-10-12-16-18-21-23-26-28-AUG. 1-2-7-11-SEPT. 4-12-18-26-OCT. 1-3-9-25-26-NOV. 5-12-16-21-23-27-29-DEC. 5-6-13-15-17-20-31-1952 JAN. 2-4-8-12-16-17-22-25-30-31-FEB. 4-6-11-13-5-6-12-25-26-29-APR. 1-2-5-8-21-22-30-MAY 2-9-12-16-24-29-JUN. 3-10-18-21-25-JUL. 1-21-24-30-AUG. 5-20-SEPT. 4-10-15-17-22-24-OCT. 2-10-15-18-21-22-23-27-28-30-31-NOV. 2-3-7-12-15-17-22-14-21-22-25-26-27-27-29-30-DEC. 2-3-4-5-8-9-10-11-12-12-13-15-16-17-19-22-1953-JAN. 8.

Total No. of Visits