

# STEEL STEAMER OR MOTORSHIP.

(TANKER)

Received at London Office 31 DEC 1948

State if Report has been sent on the Freeboard of the Vessel *Yes*  
 State if Report is sent on the Machinery of the Vessel *From Middlesbrough Office*

Date of completion of report

Port of *Sunderland*No. *95024*

Survey held at

Date First Survey *14th September 1947* Last Survey *20th December 1948*

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

*M.V. "BRITISH VENTURE", Machinery fitted aft, Single Screw.*

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

*Full Scantling*State Type of Erections *Pop, Bridge & Fore*

TONNAGE under Tonnage Deck ...

*5189.89*CLASS *+100 A.1. Carrying Petroleum in Bulk*

No

Built at *Sunderland*Launched *21st May, 1948* Yard No. *656*Builders *Messrs J.L. Thompson & Sons, Ltd.*Owners *British Tanker Co., Ltd.*

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

Residence

Port of Registry *London*

If surveyed while building, afloat, or in dry dock

*During Construction (15/11/48)*

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Gross Tonnage

*6118.75*

Register Tonnage

*3347.56*

REGISTERED DIMENSIONS.

FEET

Length

*406.00*

Breadth

*56.30*

Depth

*30.00*

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

L *400.00*

Breadth (greatest moulded)

B *56.00*

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

D *30.08*

1st Longitudinal Number (L x D)

*12032*

2nd Numeral L x (B + D)

*34432*

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

*13.30*

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

*13.30*

Do. Long Bridge to top of keel

*24'-11 3/8"*

Draught Moulded

## 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>30</i> ✓		Bracket Floors, Frame	✓	
<i>IN FOR O.F. DEEP TANKS from 1/2 length amidships to Collision bulkhead</i>	<i>27</i> ✓		" " Reversed Frame	✓	
" " in peaks	<i>24</i> ✓		" " Vertical Struts	✓	
SIDE FRAMING. <i>SEE ALSO LONG. FRAMING RPT. 1* ATTACHED</i>			Centre Girder, depth and thickness amidships	<i>60 x .50 - .42</i>	
Frame Amidships, Angle <i>E or F</i>	<i>9 3 1/2 .38</i> ✓		" " top Angles	<i>3 1/2 3 1/2 .44 (Double)</i> ✓	
<i>with side girders &amp; tie beams as approved</i>	<i>Upper deck</i> ✓		" " bottom Angles	<i>4 4 .50 (Double)</i> ✓	
" " Extends up to	✓		Side Girders, No. each side and thickness	<i>2 @ .54 x .40</i> ✓	
Reversed Frame Amidships, Angle	✓		Margin Plate depth (excl. of flange) and thickness	✓	
" " Extends up to	✓		" " Vertical Angle to Tank side	✓	
Depth of Framing Girder	<i>9</i> ✓		" " Bracket abaft 1/4 len. from stem	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]	✓		" " Vertical Angle to Tank side	✓	
" " Second 'tween Decks, Angle, [ or ]	✓		" " Bracket from forward 1/4 len. from stem to Panting Area	✓	
" " Third	✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem	✓	
<i>IN WAY FORE HOLD from 1/2 len. for d. to 15% len. from Stem IN WAY DEEP TANK. FOR</i>	<i>7 3 1/2 .46</i> ✓		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	✓	
" " in Peaks, Angle or [	<i>11 3 1/2 .43</i> ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 @ 4 7/8"</i> ✓		INNER BOTTOM PLATING. (AFT) ✓	<i>.50</i> ✓	
State if Frame Joggled	<i>Yes</i> ✓		Breadth and thickness of Middle Line Strake	<i>.50</i> ✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>Yes</i> ✓		Thickness of remainder in Hold	<i>.50 &amp; 1.25 in way of Engine</i> ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>Yes</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. (LONGITUDINAL) <i>See also Long. RPT. 1* attached</i>		
Floors, Depth and thickness at mid-line in Hold. <i>C.C. TANKS</i>	<i>48 x .44 with face bar</i> ✓		Uppermost Continuous Deck, amidships	<i>9 3 1/2 .42 &amp; as approved</i> ✓	
<i>DEPTH &amp; THICK. IN SIDE TANKS</i>	<i>30 x .40 with</i> ✓		" " Wells, Angle, E or F	<i>8 3 .46 &amp; as approved</i> ✓	
Height of Brackets at side above base line at toe of frame	<i>3 1/2 3 1/2 .44 Face bar</i> ✓		" " in way of Bridge, Angle, E or F	<i>Every frame</i> ✓	
Middle Line Keelson, on Floors, Angles, E or F	<i>3 1/2 3 1/2 .44 (Double)</i> ✓		Spacing	<i>Every frame</i> ✓	
" " Through Plate on Inter-costal Plate	<i>48 x .40</i> ✓		Second Deck, amidships, Angle, [ or ]	✓	
" " Foundation Plate on Floors	✓		Spacing	✓	
" " Flat Plate Keel Angles	<i>4 4 .50 (Double)</i> ✓		Third Deck, amidships, Angle, [ or ]	✓	
Side Keelsons, No. each side	✓		Spacing	✓	
" " thickness of Inter-costal Plate	✓		Fourth Deck, amidships, Angle, [ or ]	✓	
" " Angles	✓		Spacing	✓	
DOUBLE BOTTOM. (AFT) ✓	<i>.50 &amp; .40 (Every frame)</i> ✓		Poop Deck, Angle, E or F	<i>10 3 1/2 .40 9 x 3 1/2 x .44 &amp; as approved</i> ✓	
Solid Floors, thickness and spacing	<i>Yes</i> ✓		Spacing	<i>Every frame</i> ✓	
" " Are Frame and Reversed Frame joggled?	<i>Yes</i> ✓		Bridge Deck, Angle, E or F	<i>7 3 .33</i> ✓	
Bracket Floors, breadth and thickness at middle line	✓		Spacing	<i>30</i> ✓	
" " breadth and thickness at margin plate	✓		Forecastle Deck, Angle, E or F	<i>8 3 .42 &amp; as approved</i> ✓	
			Spacing	<i>Every frame</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.
CENTRE LINE DECK GIRDER	54" x .50 (+10" OWNERS)		Stringer Plate, breadth and thickness in way of Bridge	✓
PILLARS, No. of Rows	DEPTH & THKS. ✓		Thickness of Plating abreast Deck openings in way of Wells	✓
DECK ANGLE CONNS. in 'tween Decks, Size and Spacing	3 1/2 3 1/2 .38 (Double) ✓		Thickness of Plating abreast Deck openings in way of Bridge	✓
" " " " " "	✓		Thickness of Plating within line of openings	✓
" in Holds " " " "	✓		If Sheathed, material and thickness	✓
2 LONGIT. ✓	9 3 1/2 .38 ✓		Third Deck.	✓
Centre Line Bulkheads	VERTICAL STIFFERS 5 @ 30" spacing		Stringer Plate, breadth and thickness	✓
Stiffeners and Spacing	54" x .10" top plating		If Plated, state thickness	✓
and side girders & tie beams as approved	.50 8" x .02 bottom strake		Fourth Deck.	✓
Plating, thickness of	73" x .65		Stringer Plate, breadth and thickness	✓
STRINGERS AND DECKS.			If Plated, state thickness	✓
Uppermost Continuous Deck.			Poop Deck	✓
Stringer Plate, breadth and thickness in Wells	81" x .88 as approved		Stringer Plate, breadth and thickness	✓
THKS. AT BR. ENDS & POOP FRONT	6 6 .60 ✓		Plating, Sheathing, material and thickness	✓
" " " " in way of Bridge	.64 & as approved		Bridge Deck.	✓
" Angle in Wells			Stringer Plate, breadth and thickness	✓
Thickness of Plating abreast Deck openings in way of Wells	✓		Plating, Sheathing, material and thickness	✓
Thickness of Plating abreast Deck openings in way of Bridge	✓		Forecastle Deck.	✓
Thickness of Plating within line of openings	✓		Stringer Plate, breadth and thickness	✓
If Sheathed, material and thickness	✓		Plating, Sheathing, material and thickness	✓
Second Deck.				
Stringer Plate, breadth and thickness in Wells	✓			

## SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				EDGES.		BUTTS.		
	AMIDSHIPS.		FORWARD.		SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing
Flat Plate Keel	50	.88	.68	.68	Double	1" 4"	Welded butts		
" Dblg. (if any)	✓	✓	✓	✓					
Bottom Plating, No. of Strakes (FOUR)	A, B	.58	.46	.46	Double	7/8" 3 1/2"			
Bilge Plating, No. of Strakes (ONE)	E	.60	.46	.46	Double	7/8" 3 1/2"			
Side Plating, No. of Strakes (THREE)	F, G	.56	.44	.44	Double	7/8" 3 1/2"			
Upper Deck, Sheer-strake in Wells	59	.80	.44	.44	Double	1" 4"			
Upper Deck, Sheer-strake in Bridge	✓	.96	✓	✓					
Strake below Sheer-strake in Wells	72	.69	.44	.44	Double	7/8" 3 1/2"	Welded butts		
Strake below Sheer-strake in Bridge	✓	✓	✓	✓					
Poop Side Plating	✓	✓	✓	.38			Double & Single	3/4" 2 5/8"	Lapped
Bridge Side Plating	✓	.42	✓	✓	Single	3/4" 2 7/8"	Double	3/4" 2 7/8"	Lapped
Forecastle Side Plating	✓	✓	.40	✓			Single	3/4" 2 7/8"	Lapped

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	Sixteen (16) ✓
" Deck next below	✓
As per Rule	Six (6)

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	.50	9 x 3 1/2 x .38	30"	26" x .50 (FL. 4")	✓
" " Second	.50	9 x 3 1/2 x .40	31 1/4"	30" x .50 (FL. 4")	✓
" " Third	✓	✓	✓	26" x .50 (FL. 3")	✓
" " Holds	✓	✓	✓	20" x .50 (FL. 3")	✓
COLLISION (in Hold) N° 152	.51	9 x 3 1/2 x .40	24"	Plat & 2 Straps	✓
AFTER PEAK " N° 8	.49	9 x 3 1/2 x .38	24"	2 Plats	✓

## FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Upper	✓	Flat plate		
STEM	✓	Mild Steel Fashion Plate		
STERN FRAME	✓	Propeller Post		
Rudder	✓	Rudder		
Speed of Vessel		11		
RUDDER—Type		Simple	Palmer Hebburn	
" A x D		27 1/2"		
" Diam. of head		10"		
" Mainpiece at top pintle		9"		
" " heel		9"		
" how constructed		Fabricated as per plan		
" double or single plate coupling, vertical or horizontal		.50"		

## STEEL.

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

South Durham Steel & Iron Co., Ltd.; Conselt Iron Co., Ltd.; Skinningrove Iron Co., Ltd.; Dorman Long & Co., Ltd.; Appleby-Frodingham Steel Co., Ltd.; & Colville's, Ltd.

Has the Steel been tested as required by the Rules? Yes



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EQUIPMENT No. 36528

LETTER Z

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.				
52217	1st Bower	64	0	7	✓	✓	✓	50	12	2	0	✓	Stockless	✓	LPH-S, 11/5/48, J.H. ✓
52334	2nd "	64	0	7	✓	✓	✓	50	12	2	0	✓	"	✓	LPH-S, 2/6/48, J.H. ✓

M.V. BRITISH VENTURE

SUNDERLAND RPT. NO 35024

Rpt. 1\*

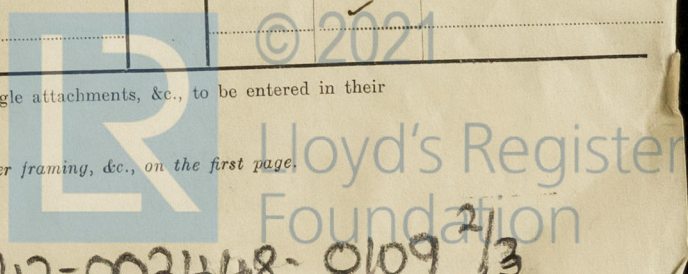
# PARTICULARS OF LONGITUDINAL FRAMING.

(AT BOTTOM AND UPPER DECK)

FRAMING.	AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.					
	In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.		
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.	
ing of L, L or C .....													
es in Bridge 'tween Decks ...													
es from Uppermost Continuous Deck													
No. 1													
" 2													
" 3													
" 4													
" 5													
" 6													
" 7													
" 8													
" 9													
" 10													
" 11													
" 12													
" 13													
" 14													
" 15													
" 16													
g of (Amidships .....													
linal													
es (At Ends .....													
Tank Top Longitudinals													
Bottom													
Longitudinals { Amidships													
{ At ends...													
Transverses.													
Depth and Thickness													
Face Angles .....													
BULKHEAD													
Lugs to Shell*													
Depth and Thickness													
Face Angles .....													
Lugs to Shell* .....													
Depth and Thickness													
Face Angles .....													
Lugs to Shell* .....													
Back Bars													
Brackets .....													
Spacing of Transverse Frames...													
* State if joggled or liners.													
itudinal													
ms of													
Bridge Deck													
Upper													
Second													
Third													

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., 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, &c., on the first page.



002442-002448-0109 2/13



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EQUIPMENT No. 36528

LETTER Z

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.				
52217	1st Bower	64	0	7	✓	✓	✓	50	12	2	0	✓	Stockless	✓	LPH-S, 11/5/48 J.H.
52334	2nd "	64	0	7	✓	✓	✓	50	12	2	0	✓	"	✓	LPH-S, 2/6/48 J.H.
1733	3rd "	54	1	21	✓			45	1	1	0	✓	"	✓	LPH-S, 31/12/47 J.H.
	Collective weight	182	2	7	✓							182.0			
5069	Stream	17	3	17	✓	4	2	4	18	18	0	14	Iron Stock	✓	LPH-CH, 7/1/48 H.P.

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.	Stations.	Break-ing.	Supplied.	Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.
6912	270	2 1/4	9 1/8	12 7/16	697-3-20	682 1/4		270	2 1/4	Stud link	✓	LPH-CH, 30-6-48 H.P.	TOWLINE	120	5	70.9	120	5
6919	for	2 1/4	9 1/8	12 7/16	9-1-14					Two attachment pieces	✓	LPH-CH, 30-6-48 H.P.	HAWSERS & WARPS	2@100	3	25.7	2@90	2 3/4
6921	for	1 1/4	28/8	4 2/8	0-1-2					1 End shackle	✓	LPH-CH, 30-6-48 H.P.	"	3@100	3 1/2	35.2	2@90	2 1/2
Stream Wire	90	4 3/4	6 1/2					90	4 3/4	G.S. W.H. 4 1/2						(OWNERS' REQUIREMENTS.)		

Steering Gear, Type (Power or hand) Hestie's Steam Hydraulic with telemotor Efficient arrangement of blocks & tackle led to after capstan  
Alternative Means of Steering Control  
Steering Chains (Size and Test) ✓ Windlass Emerson Walker - Steam Boats 1@ 26.0 x 8.5 x 3.6 (Steel)  
10" x 12 1/2"  
Lifting in Holds, thickness and material TO FORE HOLD:- Strong steel plates & angles  
TO CARGO TANKS:- Steel coamings 12" x 50 tth. welded to deck  
Cargo Hatchways.-(Upper Deck) TO CARGO TANKS:- 6'0" x 4'0" TO FORE HOLD  
Size of Hatchways No. 1 (Fore) 6'0" x 4'0" No. 2 6'9" x 10'0" No. 3 No. 4 No. 5 No. 6  
Number of Shifting Beams ✓ and/or Fore and Afters ✓  
FOR AND ON BEHALF OF JOSEPH L. THOMPSON & SONS, LIMITED.  
Builder's Signature J. L. Thompson  
JOINT MANAGING DIRECTOR

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 ✓  
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo Oil Tanker ✓ 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 in conformity with the Society's Rules & Regulations, and the Secretary's letters. The scantlings and arrangements are in accordance with or equivalent to those shown on the approved plans. The materials and workmanship are of good quality. The double bottom, peaks, deep oil fuel and fresh water tanks, the cargo oil tanks and cofferdams, decks, bulkheads, W.T. doors, steering gear, hand pump & windlass have been tested and found satisfactory. The freeboards assigned by the Committee have been verified, and cut-in on the vessel's sides. Oil is carried as fuel in the oil fuel cross bunker (p.e.s.) forward of machinery space, deep oil fuel bunker forward (p.e.s.), in 2 settling tanks, and in D.B. under engines. The flash point of oil is not less than 150°F. Sections 20 & 34 of the Rules (1946-7) have been complied with so far as they are applicable. The vessel between the forward & after cofferdams, fts. 142-143 and 39-40 respectively is divided into 24 cargo tanks, viz:- 8 centre and 8 wing tanks (p.e.s.) for the carriage P.T.O. for continuation

Amount of Entry Fee..... £ : : Fees applied for, DEC 30 1948  
(Special notations, where part of class, to be stated.)  
Special Survey Fee..... £ 996 0 0  
FREEBOARD 30 0 0 Received by me, \_\_\_\_\_  
SPECIAL ATTENDANCES (3 SUN) \_\_\_\_\_  
Travelling Expenses, if any (DATE) £ 18 18 0 \_\_\_\_\_  
I am of opinion the Vessel should be Classed +100A1.  
"Carrying Petroleum in Bulk"  
Signature A. Forsyth  
Surveyor to Lloyd's Register of Shipping.  
Date whether the Vessel has been built under Special Survey Yes  
Certificate to be sent to SUNDERLAND Date of issue 27/1/49  
Committee's Minute FRI. 21 JAN 1949  
Character assigned +100A1 Carrying petroleum in bulk.  
11.48 Sld.  
Lloyd's A.R.C.P.  
+ L.M.C 12.48 Oil Eng.  
2 D.B. 150 lb  
C.L.



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.)

of petroleum in bulk. The pump rooms are arranged between the No 2 & 3 tanks, and the No 6 & 7 tanks respectively.

This ship is the second of this type to be built by Messrs J.L. Thompson & Sons, Ltd., and is a sister ship to the M.V. "BRITISH ROSE" (Yard No 646) by the same Builders (please see Sld. Rpt. No 34560)

The following Casting Certificates are enclosed:- Sternframe, Rudder head, Steering gear, Main Tiller, Tiller & for Simplex Rudder.

Vessel placed in drydock, shell plating and rudder cleaned, examined & coated.

On examination it was found that shell plates "F" & "G" 16 (from aft) in way of the No 1 starboard wing cargo oil tank were locally indented in way of the seam; cause and date stated unknown.

Now done:- Shell plates "F" & "G" 16 released & faired in place, 1 frame cropped to approved butts, part removed, faired & replaced, and butts electrically welded; adjacent riveting overhauled & caulked as necessary, and on completion tank tested satisfactorily.

Interim Certificate issued - copy attached.

PARTICULARS OF ELECTRIC WELDING (if employed) Butts of keel, shell & upper dk. plating welded; In O.F. bunker forward stringers welded to shell & bds, and C.L. divisional bds welded to shell & deck; stringers in E. room welded to shell & O.B. tank top aft welded to shell & bds; transverse bds welded to tee bars on longitudinal bds, to shell in centre tanks & to deck in way centre & wing tanks; longitudinal bds welded to shell & dk.; stringers & girders in tanks welded to shell & bds; transverses welded to bottom shell in way c. tanks; hatch & vent coaming & other items of minor importance welded; electrodes complying with Sect. 4 of the Rules have been employed for manual welding & the Rules for the application of Electric Arc Welding in Ship Construction have been complied with where applicable.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Carrying Petroleum in Bulk; Oil engines; Longitudinal framing at bottom and deck; Butts of shell and deck electrically welded; Cruiser stern; Echo sounding; Gyro Compass; Direction Finder; and Radar, (Cossar Mark 1A, Serial No 677).

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

	1st Bower	41 - 1 - 14	A.E.G.	9684	11-7-47
	2nd	40 - 3 - 14	J.H.J.	9141	1-8-47
	3rd	35 - 1 - 7	A.E.G.	9443	3-4-47

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 90.25 ft., R.Q.D. ft., Bridge 46.0 ft., Forecastle 36.9 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 182921 Signal Letters G.F.G.N. Extreme Breadth over Belting No belting Over-all Length 423'-0"  
No. and Material of Decks One steel deck (upper). - Forecastle, Bridge & Poop decks of steel.  
Parts of Bottom of Vessel coated with cement or approved composition Cement outside oil compartments; fillets at seams and butts in oil compartments  
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 included)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	✓	✓	Fore peak tank,	24.00	123
Double bottom, under Engines and Boilers,	20.00	28	After peak tank,	16.00	50
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	20.25	328
Double bottom, forward,	✓	✓	Other tanks, if fitted, FOR COFFERDAM AFTER COFFERDAM	3.50	143
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)	3.50	155

Order for Special Survey No. 6230

Date 11-9-46

Dates of Surveys held while building

1947 Sep 17, 30 Oct 16, 21, 29, 31 Nov 5, 10, 12, 14, 19, 24, 27 Dec 1, 4, 10, 12, 19, 24  
1948 Jan 5, 8, 9, 13, 15, 20, 21, 26, 27, 29, 30 Feb 2, 5, 11, 13, 16, 18, 23, 26 Mar 1, 2, 8, 11, 16, 17, 18, 22, 25, 30, 31 Apr 1, 2, 5, 6, 7, 8, 12, 13, 15, 16, 17  
21, 22, 24, 26, 27, 28, 29, 30 May 2, 3, 11(2), 5, 6, 7, 9, 10, 11, 12, 13(2), 14, 18, 19, 21 Sep 3, 13, 14, 16, 17, 21, 24, 27, 29, 30 Oct 4, 7, 8, 11, 12, 13, 14  
22, 26, 27 Nov 2, 4, 8, 10, 12, 14, 15, 16, 18, 22, 25, 29 Dec 1, 6, 8, 9, 13, 14, 15(2), 16(2), 17(2), 18(2), 29(2)

Total No. of Visits 13