

STEEL STEAMER OR MOTORSHIP.

Received at London Office

19/10/50

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.

Date of completion of report 14.10.50 Port of SUNDERLAND. No. 35440

Survey held at SUNDERLAND. Date First Survey 7 September 1949 Last Survey 9.10.50 19

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) MOTOR TANKER "BRITISH DIPLOMAT" MACH. AFT. SINGLE SCREW.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING. State Type of Erections POOP, BRIDGE, FUNNEL

TONNAGE under Tonnage Deck 5189.89 CLASS 1100AL (Carrying Pat. in Bulk. State if with freeboard as condition of Class) No. 1

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) 400

Total Gross Tonnage 6154.92 Breadth (greatest moulded) B 56.0

Register Tonnage 3346.21 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) ✓

Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.3

Do. Long Bridge to top of keel ✓

Draught Moulded 24-11/16

Built at SUNDERLAND.

Launched 18.4.50 Yard No. 781

Builders W. DOXFORD & SONS LTD.

Owners THE 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 & IN DRY DOCK.

REGISTERED DIMENSIONS.

FEET

Length 406.0

Breadth 56.25

Depth 30.0

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>(IN MOTOR RM. IN OIL TANKS)</u>	<u>30"</u> ✓		Bracket Floors, Frame	✓	
" " <u>from fore part of stem to after part of stern post</u>	<u>30"</u> ✓		" " Reversed Frame	✓	
" " <u>Collision bulkhead</u>	<u>24"</u> ✓		" " Vertical Struts	✓	
" " in peaks	<u>24"</u> ✓		Centre Girder, depth and thickness amidships	<u>60" x 42" - 50"</u> ✓	
SIDE FRAMING.			" " top Angles	<u>Welded To T.T.</u> ✓	
Frame Amidships, <u>(IN OIL TANKS)</u>	<u>9" 3 1/2" - 30"</u> ✓		" " bottom Angles	<u>Welded To Keel.</u> ✓	
" " Extends up to	<u>UPPER DECK</u> ✓		Side Girders, No. each side and thickness	<u>2 @ 54"</u> ✓	
Reversed Frame Amidships, Angle	✓		Margin Plate depth (excl. of flange) and thickness	<u>FLAT TANK TOP</u> ✓	
" " Extends up to	✓		" " Vertical Angle to Tank side	✓	
Depth of Framing Girder	<u>9"</u> ✓		Bracket abaft 1/2 len. from stem	✓	
Frames in <u>ENGINE SPACE</u>	<u>10" 3 1/2" - 40"</u> ✓		Vertical Angle to Tank side	✓	
" " Second 'tween Decks, Angle, [or]	✓		Bracket from forward 1/2 len. from stem to Panting Area	✓	
" " <u>from fore part of stem to after part of stern post</u>	<u>7" 3 1/2" - 46"</u> ✓		Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
" " <u>Way of O.F. BUNKER FORWARD</u>	<u>11" 8 1/2" - 43"</u> ✓		Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	✓	
" " <u>from fore part of stem to after part of stern post</u>	<u>8" 3 1/2" - 35"</u> ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	<u>43" x 42"</u> ✓	
" " in Peaks, [or]	✓		INNER BOTTOM PLATING. (AFT.)		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>7/8 @ 4 3/8</u> ✓		Breadth and thickness of Middle Line Strake	<u>42" x 50"</u> ✓	
State if Frame Joggled	<u>YES.</u> ✓		Thickness of remainder <u>1 1/2" AND 5/8" AND AS APP.</u> ✓		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<u>YES.</u> ✓		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. <u>space and framing in Bunkers and Boiler Room?</u> <u>YES MOTOR VESSEL</u> ✓		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<u>YES.</u> ✓		BEAMS (LONGITUDINAL IN WAY OF CARGO TANKS)		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships, Angle, [or]	<u>8" 3" - 35" AND AS APP.</u> ✓	
Floors, Depth and thickness at mid-line in Holds	<u>LONGITUDINAL</u>		" " <u>in way of Bridge, Angle, [or]</u>	<u>8" 3" - 46" AND AS APP.</u> ✓	
Height of Brackets at side above base line at toe of frame	<u>FRAMING ON BOTTOM</u> ✓		" " <u>Spacing</u>	<u>Every Frame.</u> ✓	
Middle Line Keelson, on Floors, Angles, [or]	<u>IN WAY OF CARGO TANKS.</u>		UPPER DECK		
" " Through Plate on Inter-costal Plate	<u>48" x 40"</u> ✓		BEAMS IN WAY OF POOP.	<u>8" 3" - 35" AND AS APP.</u> ✓	
" " Foundation Plate on Floors <u>FACE FLAT.</u>	<u>7" x 50"</u> ✓		Second Deck, amidships, Angle, [or]	✓	
" " Flat Plate Keel Angles	<u>C. G. WELDED TO KEEL.</u> ✓		Spacing	<u>30"</u>	
Side Keelsons, No. each side	✓		DO. BEAMS IN WAY OF FELS.	<u>8" 3" - 46" AND AS APP.</u> ✓	
" " thickness of Inter-costal Plate	✓		Third Deck, amidships, Angle, [or]	✓	
" " Angles	✓		Spacing	<u>27"</u> ✓	
DOUBLE BOTTOM. (AFT.)			Fourth Deck, amidships, Angle, [or]	✓	
Solid Floors, thickness and spacing	<u>50" x 40" Every Frame.</u> ✓		Spacing	<u>10" 3 1/2" - 40" AND AS APP.</u> ✓	
" " Are Frame and Reversed Frame joggled?	<u>NO.</u> ✓		POOP DECK, Angle, [or]	<u>30" 27" 24"</u> ✓	
Bracket Floors, breadth and thickness at middle line	<u>FLOOR W. TO T.T. & SHELL.</u> ✓		Spacing	<u>7" 3" - 35"</u> ✓	
" " breadth and thickness at margin plate	✓		Bridge Deck, Angle, [or]	<u>8" 3" - 42" AND AS APP.</u> ✓	
			Spacing	<u>8" 3" - 42" AND AS APP.</u> ✓	
			Forecastle Deck, Angle, [or]	<u>27" AND 24"</u> ✓	
			Spacing		

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					
PILLARS, No. of Rows DEPTH AND INKS	54" x 40 FL 5"	+ 10" OWNERS.	Stringer Plate, breadth and thickness in way of Bridge AT LONG. SHD.	26" x 40 FL 4"	+ 10" OWNERS.
DECK CONN.	WELDED.		Thickness of Plating abreast Deck openings in way of Wells	✓	
" in 'tween Decks, Size and Spacing	✓		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 LONG. Bulkheads			Third Deck. LOWER STRINGER.		
Stiffeners and Spacing 30' SPACING	9' 3 1/2" 38"	✓	Stringer Plate, breadth and thickness AT SHELL	27" x 40 FL 4"	+ 10" OWNERS.
Plating, thickness of	40" - 48" + 02" OWNERS	✓	Do.	27" x 40 FL 4"	+ 10" OWNERS
STRINGERS AND DECKS.			If Plated, state thickness AT LONG. SHD.		
Uppermost Continuous Deck.			Fourth Deck.		
Stringer Plate, breadth and thickness in Walls	73" x 65"	✓	Stringer Plate, breadth and thickness	✓	
" " " " in way of Bridge ENDS	81"	✓	If Plated, state thickness	✓	
" " " " " " POOP	88"	✓	Poop Deck.		
" Angle in Walls	6" 6" 60"	✓	Stringer Plate, breadth and thickness	72" x 34"	WITH Comp.
Thickness of Plating abreast Deck openings in way of Wells	64"	✓	Plating, Sheathing, material and thickness	34" AND 32"	✓
Thickness of Plating abreast Deck openings in way of Bridge	82"	✓	Bridge Deck.		
Thickness of Plating within line of openings	50"	✓	Stringer Plate, breadth and thickness	72" x 40"	✓
If Sheathed, material and thickness	NOT SHEATHED.	✓	Plating, Sheathing, material and thickness	32" WITH Comp.	✓
Second Deck. UPPER STRINGER			Forecastle Deck.		
Stringer Plate, breadth and thickness in Walls AT SHELL.	26" x 40"	+ 10" OWNERS	Stringer Plate, breadth and thickness	34"	✓
			Plating, Sheathing, material and thickness	34"	✓

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled? <u>No</u>	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.....	50 ✓	88 ✓	70 ✓	70 ✓		DOUBLE	1 ✓	4 ✓	WELDED ✓				
„ Dblg. (if any)													
2 @ ✓		58 ✓	68 ✓	52 ✓			7/8 ✓	3 1/2 ✓	✓				
Bottom Plating, No. of Strakes 2 @ ✓		60 ✓	68 ✓	52 ✓		✓	7/8 ✓	3 1/2 ✓	✓				
Bilge Plating, No. of Strakes 1 ✓		60 ✓	46 ✓	51 ✓		✓	7/8 ✓	3 1/2 ✓	✓				
Side Plating, No. of Strakes 3 @ ✓		56 ✓	44 ✓	44 ✓		✓	7/8 ✓	3 1/2 ✓	✓				
Upper Deck, Sheer- strake in Wells	59 ✓	80 ✓	44 ✓	44 ✓		✓	1 ✓	4 ✓	✓				
Upper Deck, Sheer- strake in Bridge ...	✓												
Strake below Sheer- strake in Wells	72 ✓	69 ✓	44 ✓	44 ✓		✓	7/8 ✓	3 1/2 ✓	✓				
Strake below Sheer- strake in Bridge ...													
Poop Side Plating.....			38 ✓			SINGLE ✓	7/8 ✓	3 1/2 ✓	✓				
Bridge Side Plating.....		42 ✓				✓	7/8 ✓	3 1/2 ✓	✓				
Forecastle Side Plating			40 ✓			✓	7/8 ✓	3 1/2 ✓	✓				

WATERTIGHT BULKHEADS.

FORGINGS AND CASTINGS.

Total No. of W.T. BULKHEADS in Vessel— SIXTEEN.					
Extending to Upper Deck (Sec. 3 c) 16 ✓					
Deck next below ✓					
As per Rule AS APPROVED.					
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper two decks (IN OR TANKS) ✓ Second (IN WING TANKS) ✓	.30"	9"x3½"x39"	30" ✓	23 STRINGERS 26x.80 FL 4" 30x.80 FL 4"	✓
" " Third	.50"	9"x3½"x40"	31¼"	23 STRINGERS 16x.80 FL 3" 20x.50 FL 3"	✓
" " Holds		9"x42" B.P.		33 STRINGERS	✓
COLLISION (in Hold)	.153	26"-51" 3½"x3"x30"	24" ✓	1 FLAT.	✓
AFTER PEAK	8	30"-45" 5"x3"x34"	24" as app.	1 FLAT.	✓
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) SIEMENS OPEN HEARTH. ✓					
STEEL.	Offered by: Messrs. Gossnell & Co., Glasgow; Dorman Long, Skinningrove; South Durham Steel Co. of Scotland.				
Has the Steel been tested as required by the Rules? Yes. ✓					

VERS. 30531 2nd 63 3 14 1/2 30 10 0 0 63 1/2 10 1 30 R. S. YOUNG LOW WALKER

Rpt. 1*.

M.V. "BRITISH DIPLOMAT."
PARTICULARS OF LONGITUDINAL FRAMING.

SUNDERLAND RPT. NO. 35440
W^m DOXFORD & SONS LTD. YARD NO 781

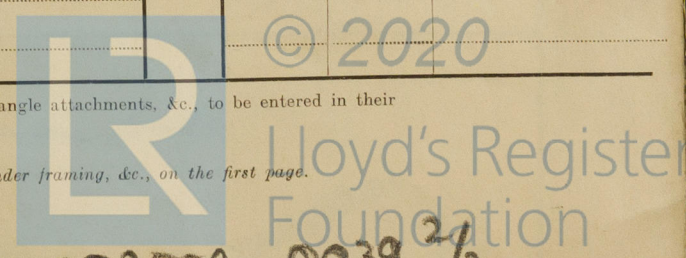
FRAMING.	AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.				
	In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads, Inches.	Rivets in Brackets to Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam. Ins.	Speng. Ins.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

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.

Im.11.42. T.

002550-002558 - 0039 2/3



EQUIPMENT No. 36446

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.	Cwts.	qrs.			
30417	1st Bower	64	3	14	✓			51	0	0	0	63	3/4	STOCKLESS.	BYERS, COLTD.	22.11.49 R.J. VOGAN
30531	2nd "	63	3	14	✓			50	10	0	0	63	3/4	"	"	18.1.50 R.J. VOGAN
30314	3rd "	55	2	7	✓			45	15	1	7	54	1/2	"	"	11.10.49 R.J. VOGAN
	Collective weight											182				
30480	Stream	17	2	0	✓	4	3	14	18	12	2	0	17 1/2	RODGERS.	"	19.12.49 R.J. VOGAN

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.	Statio- ing.	Break- ing.	Supplied.	Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.
81218	270	2 1/4	91.22	127 1/2	696.0.2	682 1/4		270	2 1/4	STUD LINK	✓	CRADLEY HEATH. 19.4.50 H. PHILLIPS.	TOWLINE	120	5	70.9	120	5
														20	✓	25.7	30	2 1/4
														100	3	25.7	100	2 1/4
														40	✓	25.7	20	2 1/2
														100	3 1/2	25.7	90	2 1/2
														40	✓	25.7	20	2 1/2
														100	8	Manilla		
Stream	90	4 3/4			64.12	✓		90	4 3/4	S.W. BRITISH 6/24 ROPES.	✓							

Steering Gear, Type (Power ~~band~~)

HASTIES (STEAM)

Alternative Means of Steering

CAPSTAN.

(Size and Test)

TELE MOTOR CONTROL

Windlass

EMERSON WALKER

Boats 1 m. @ 26'-0"

, thickness and material

NOT APPLICABLE

Cargo Battens, thickness, material and spacing

ys.-(Upper Deck) N2/ 10'-0" x 6'-9" - 30" COAMING.

24 CARGO HATCHES 4'-0" DIAM. Thickness of Hatches 50" STEEL D.T. COVERS.

ys No. 1 (Fwd.) 10'-0" x 6'-9"

MAIN CARGO HATCHES 24 @ 4'-0" DIAM. COAMING 12" x 75"

fting Beams
and Afters

1 @ 12' x 5"

Builder's Signature

For and on behalf of

WILLIAM DOXFORD & SONS, LIMITED.

Managing Director

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 MOTOR VESSEL. ✓
er 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
ed, together with the flash point (where required to be inserted in the Notation).

2 has been built under Special Survey, in conformity with the Society Rules and Regulations and the
letters. The scantlings and arrangements of the ship are as given in the Report and as shown and amended
wed plans was forwarded. All modifications or additions to the original approved arrangements, made
struction have been indicated on the plans and have been approved as being in accordance with, or
ards equivalent to, the Rule requirements. The plans of hullship Section and Profiles and Decks showing
as built, and forwarded herewith, have been checked with the approved arrangements and found

ial and workmanship are good. The Freeboards as assigned have been marked on the vessels
sides verified and cut in. The Double bottom tanks, Cofferdams, Deep Tanks, Peaks, Settling Tanks
Bunkers, and Cargo tanks have been tested as required by the Rules.

The Windlass, Steering gear and Auxiliary means of steering. Pumps etc have been tried under working
conditions and proved satisfactory

The amount of Entry Fee..... £ : : OCT 16 1950
Special Survey Fee..... £495.0.0
FRONTBOARD 30.0.0
Travelling Expenses, if any £ : : 19

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

I am of opinion the Vessel should be Classed +100A1
CARRYING PETROLEUM IN BULK.

State whether the Vessel has been built under Special Survey

Yes.

Signature

Noel Y.H. Duncan
Surveyor to Lloyd's Register of Shipping.

DUPLICATE

Certificate to be sent to Sunderland

Date of issue

20/11/50

Committee's Minute

Character assigned

+100A1 "Carrying Petroleum in bulk"

10.50 hwc.

Lloyd's A.Y.C.R.

+ LMC 10.50 Oil Eng.

C.L.

2 DB 150 lb

H.L.

CERTIFICATE WRITTEN
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Foundation

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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.)

DRY DOCKING:—

Vessel dry docked in Messrs Walland Slipway on River Tyne. 7.10.50 — 8.10.50
Bottom and Rudder cleaned examined and found in good condition, and re-coated.

SISTER TO: "BRITISH DEFENDER" Same Builders Yard No 779.

Plans & Lifting Reports Enclosed.

Midship Section

Profile and Decks.

After End Framing

Tank Top plating & E.R. Girders

Shell Expansion

Augt of Plate Stem

Fore & Aft Gangways

Cargo Hatch Forward

Fore End Framing

Plan of Rudder

Plan of Stern Frame

Bilge and Tank Sections

Fore End Pumping

Pump Room Entrance.

PARTICULARS OF ELECTRIC WELDING (if employed) **Parts Welded.**

Kiel, Shell and Deck butts welded; Upper and Lower Stringers welded to Bhd's: Auxiliary Decks: Rudder Plates: Bulkheads to Shell and Decks: Electrodes complying with Section 4 of the Rules have been employed for manual welding and the Rules for the application of electric arc welding in ship construction has 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 Engine: Longitudinal frames at bottom and decks: Cruiser Stern: Butts of Kiel, Shell & Decks welded: Echo Sounding: Direction Finding: Gyro compass: Radar.

RADAR Equipment (State if fitted) **YES**

State Type or Pattern No. **SERIAL NO 1132**

State Name of Maker and/or Supplier **COSSOR MARINE**

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

1st Bower	41.3.0	A.E.G.	2976	15.9.49
2nd	41.3.7	A.E.G.	3007	26.9.49
3rd	34.1.7	A.E.G.	9941	13.1.48

PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop **90.25** ft., R.Q.D. **✓** ft., Bridge **46.0** ft., Forecastle **36.75** ft.

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

Official No. **184275** Signal Letters **G.C.D.F.** Extreme Breadth **over Belting** **56.25** (Circ. 1611) Over-all Length **422'-10"** (Circ. 1703)

No. and Material of Decks **ONE DECK STEEL (UPPER)**

Parts of Bottom of Vessel coated with cement or approved composition **CEMENT 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,	23-8 1/4	133 ✓
Double bottom, under Engines and Boilers,	57-6	136	After peak tank,	16-0	49 ✓
Double bottom, if under Engines only,	—	—	Deep tank, aft, O.F. BUNKER (CROSS BUNKERS)	9-0	309
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	20-3	328 ✓
Double bottom, forward,	—	—	Other tanks, if fitted, TWO COFFERDAM.	2-6	143
Total length (if continuous) and Capacity.	—	—	AFTER COFFERDAM.	2-6	155

Order for Special Survey No. **6275**

Date **25.6.48**

Dates of Surveys held while building

1949 Sep 7. 9. 13. 19. 22. 30 Oct 12. 14. 19. 21 Nov 4. 11. 15. 18. 23. 29 Dec 2. 6. 12. 19. 22 / 1950 Jan 3. 6. 19. 26 Feb 15. 17. 20. 24. 27. 28 Mar 1. 2. 3. 6. 7. 8. 9. 10. 13. 14. 15. 16. 17. 20. 21. 22. 23. 24. 27. 28. 30. 31 Apr 11. 12. 13. 18. 19. 22 Jun 13. 16. 22. 26 Jul 4. 5. 31. 24. 26 Aug 8. 10. 11. 14. 15. 24. 25. 31 Sep 5. 7. 14. 18. 19. 20. 27. 28. 29 Oct 2. 3. 4. 5. 7. 9

Total No. of Visits **93**

Lloyd's Register Foundation