

RECEIVED

26 MAY 1947

IN D.O.

STEEL STEAMER OR MOTORSHIP.

Received at London Office

22 MAY 1947

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 19: 5: 47

Port of MIDDLESBROUGH

No. 18271

Survey held at HAVERTON HILL ON TEES.

Date First Survey 23rd Nov 1946

Last Survey 13th May

1947

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) M.V. BRITISH ENSIGN SINGLE SCREW MOTOR TANKER WITH MACHINERY FITTED AFT.

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

FULL SCANTLING.

State Type of Erections POOP BRIDGED FORECASTLE.

TONNAGE under Tonnage Deck ... 7577.58

CLASS 100 A.I. CARRYING PETROLEUM IN BULK.

State if with freeboard as condition of Class NO.

Built at HAVERTON HILL ON TEES.

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 465.0'

Launched 10th DECEMBER - 1946 Yard No. 393.

Total 7577.58

Breadth (greatest moulded) B 61.75'

Builders FURNESS S. B. CO. LTD.

Gross Tonnage 8737.64

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 33.92'

Owners BRITISH TANKER CO. LTD.

Register Tonnage 4983.72

1st Longitudinal Number (L x D) = 15,772

Managers

(Where necessary to be entered in Reg. Book)

REGISTERED DIMENSIONS.

FEET

Length 472.6

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

Breadth 62.0

Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.7 ✓

Depth 33.65

Do. Long Bridge to top of keel ✓

Draught Moulded

Residence ✓

Port of Registry LONDON.

If surveyed while building, afloat, or in dry dock WHILE BUILDING, AFLOAT & IN DRYDOCK.

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.....	30 1/4 ✓		Bracket Floors, Frame		
" " from 1/2 length amidships to Collision bulkhead.....	30 1/4 x 27 ✓		" " Reversed Frame.....		
" " in peaks	24 ✓		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness IN MS. 63" x 54" / 46" ✓		
Frame Amidships, Angle []	10" x 3 1/2" x 40 ✓		" " top Angles DOUBLE O.A. 3 1/2" x 3 1/2" x 48" AND 44" ✓		
" " Extends up to UPPER DECK ✓			" " bottom Angles DOUBLE O.A. 5" x 5" x 54" AND 50" ✓		
Reversed Frame Amidships, Angle NONE ✓			Side Girders, No. each side and thickness ENGINE SEATING AS APPROVED ✓		
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder.....	10" ✓		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		
FRAMES IN SUPERSTRUCTURES.			" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area		
Frames in Uppermost Continuous 'tween Decks, Angle, [] or []	BULB ANGLE ✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem.....		
POOP SPACE - SCARPHED []	7 1/2" x 3" x 36 ✓		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area		
BRIDGE SPACE - BRACKETED []	7" x 3" x 38 ✓		Tank Side Brackets, height above base line at toe of Frame and thickness		
FORECASTLE SPACE - SCARPHED []	7" x 3" x 36 ✓		INNER BOTTOM PLATING IN MS. ONLY.		
BUT CONTINUOUS IN WAY PEAK TR. []	8" x 3 1/2" x 46 ✓		Breadth and thickness of Middle Line Strake... 57 1/2" x 52 ✓		
" " from 1/2 len. for'd. to 15% len. from Stem	10" x 3 1/2" x 40 ✓		Thickness of remainder in Holds		
" " in Peaks, Angle [] BULB ANGLE 8" x 3 1/2" x 46 ✓			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 ✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" x 5 1/2" O.K.S. ✓		BEAMS.		
State if Frame Joggled..... YES ✓			Uppermost Continuous Deck, amidships in Wells, Angle, [] or []		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and [] as approved?	YES ✓		" " in way of Bridge, Angle, [] or []		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and [] as approved?	YES ✓		Spacing		
SINGLE BOTTOM IN DEEP TANK FOR'D			Second Deck, amidships, Angle, [] or []		
Floors, Depth and thickness at mid-line in IN DEEP TANK - FOR'D 42" x 42 ✓			Spacing		
Height of Brackets at side above base line at toe of frame..... 6'0" ✓			Third Deck, amidships, Angle, [] or []		
Middle Line Keelson, on Floors, Angles, [] or []	CENTRE LINE BULKHEAD BETWEEN Nos 1654 178 FRAMES ✓		Spacing		
" " Through Plate or Inter-costal Plate	✓		Fourth Deck, amidships, Angle, [] or []		
" " Foundation Plate on Floors	✓		Spacing		
" " Flat Plate Keel Angles	✓		POOP DECK, Angle [] BULB ANGLE 9" x 3 1/2" x 375 ✓		
Side Keelsons, No. each side.....	SEE FOR'D END GIRDERS		Spacing EVERY FRAME 30" ✓		
" " thickness of Inter-costal Plate.....			Bridge Deck, Angle [] BULB ANGLE 7" x 3" x 33 ✓		
" " Angles			Spacing EVERY FRAME 30 1/4" ✓		
DOUBLE BOTTOM IN MACHINERY SPACE			Forecastle Deck, Angle [] BULB ANGLE 9" x 3 1/2" x 375 AND 8" x 3" x 36 ✓		
Solid Floors, thickness and spacing EVERY 42" - 50" x 62" SPACED 30" ✓			Spacing EVERY FRAME 24" AND 27" ✓		
" " Are Frame and Reversed Frame joggled?	NO ✓				
Bracket Floors, breadth and thickness at middle line	✓				
" " breadth and thickness at margin plate	✓				

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	✓	TWIN LONGITUDINAL BULKHEADS.	Stringer Plate, breadth and thickness in way of Bridge	✓
" "between Decks, Size and Spacing	✓		Thickness of Plating abreast Deck openings in way of Wells	✓
" " " " " "	✓		Thickness of Plating abreast Deck openings in way of Bridge.....	✓
" in Holds " " " "	✓		Thickness of Plating within line of openings32 ✓
" " " " " "	✓		If Sheathed, material and thickness..... NO.	✓
Centre Line Bulkhead. Stiffeners and Spacing	✓		Third Deck. Stringer Plate, breadth and thickness.....	✓
Plating, thickness of	✓		If Plated, state thickness	✓
STRINGERS AND DECKS. UNION MELT. Uppermost Continuous Deck. DECK PANELS. Stringer Plate, breadth and thickness	64 1/4 x .82 TO .44 AT ENDS. ✓		Fourth Deck. Stringer Plate, breadth and thickness.....	✓
" " " " in way of Bridge UPPER DK PLATING IN WAY LONG L BULKHDS. - INCREASED IN WAY BRIDGE STRUCTURE TO " Angle UPPER DECK	64 1/4 x .98 ✓ .82 ✓ .90 ✓ 6 x 6" .82 ✓		If Plated, state thickness.....	✓
Thickness of Plating abreast Deck openings } in way of Wells	✓		Poop Deck. Stringer Plate, breadth and thickness	38" x .38. ✓ .30 PLATING. 5 x 3" OREGON PINE ✓
Thickness of Plating abreast Deck openings } in way of Bridge.....	✓		Plating, Sheathing, material and thickness ...	
Thickness of Plating within line of openings... .68 ✓	✓		Bridge Deck. Stringer Plate, breadth and thickness.....	42" x .44 ✓ .30 PLATING. 5 x 5" OREGON PINE ✓
If Sheathed, material and thickness..... BARE STEEL. ✓	✓		Plating, Sheathing, material and thickness ...	
In Fore Hold From Frame Second Deck. No. 165 TO STEM. Stringer Plate, breadth and thickness	38" x .36 EW. TO SHELL. ✓		Forecastle Deck. Stringer Plate, breadth and thickness.....	36" x .38 ✓ .36 PLATING 4" THICK P.P. IN WAY WINDLASS ONLY. ✓
			Plating, Sheathing, material and thickness...	

SHELL PLATING. IRON RIVETS THRO' SHELL ONLY. ✓

SCANTLINGS.						RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED,	EDGES.			BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?.....	NO	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.	
Flat Plate Keel.....	A	53	.99	.77	.77			DOUBLE	1	4	BUTTS- E.W.			BUTTS E.W. THRO' OUT.
END BUTTS OF KEEL STRAKE E.W. THRO' OUT.														
Dblg. (if any)														
Bottom Plating, No. of Strakes THREE	B	95	.65	.51	.51			DOUBLE	7/8	3 1/2	FOUR	7/8	3 1/2	LAPPED
Bilge Plating, No. of Strakes TWO	E	74 1/2	.66	.51	.51			DOUBLE	7/8	3 1/2	FOUR	7/8	3 1/2	LAPPED
Side Plating, No. of Strakes TWO	G	83 3/8	.64	.48	.48			DOUBLE	7/8	3 1/2	FOUR	7/8	3 1/2	LAPPED
Upper Deck, Sheer- strake in Wells	K	81	.92	.48	.48						FIVE	1 1/8	5 1/6	LAPPED
Upper Deck, Sheer- strake in Bridge	K	81	.92	-	-			DOUBLE	1	4	FIVE	1 1/8	5 1/6	LAPPED
Strake below Sheer- strake in Wells	J	84	.72	.48	.48			DOUBLE	1	4	FOUR	7/8	3 1/2	LAPPED
Strake below Sheer- strake in Bridge	J	84	.72	-	-			DOUBLE	1	4	FOUR	7/8	3 1/2	LAPPED
Poop Side Plating.....	L	-	.40	.40	.40			SINGLE	7/8	3	TWO AND ONE	3/4	2 5/8	LAPPED
Bridge Side Plating.....	M	-	.44	.44	.44			UPPER- SINGLE LOWER- DOUBLE SINGLE	3/4	2 5/8	TWO AND ONE	3/4	2 5/8	LAPPED
Forecastle Side Plating	M	-	.44	.44	.44			SINGLE	3/4	2 5/8	ONE	3/4	2 5/8	LAPPED

WATERTIGHT BULKHEADS.

FORGINGS AND CASTINGS.

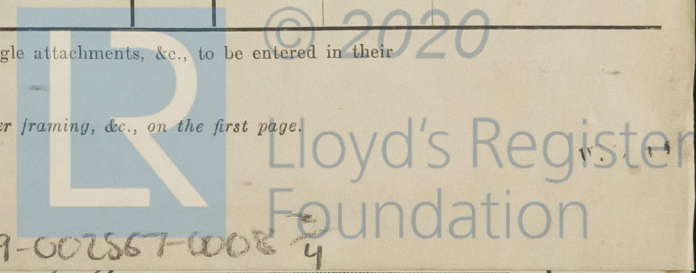
Total No. of W.T. BULKHEADS in Vessel—		Extending to Upper Deck (Sec. 3 c).....		Deck next below.....		As per Rule.....	
ALL CARGO TANK BULKHEADS AUTOMATICALLY WELDED UNION-MELT SYSTEM. ✓		Plating Thickness.	STIFFENERS.				
			VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings.	Spacing.	
AS APPROVED OWNERS REQUIREMENTS		• 41 ✓	10x3½x40 BA	2'6" ✓	UPPER STRING CR TANK-30"	20'8"	
MIDSHIP BULKH'D, Full Depth		• 50 ✓	10x3½x40 BA	2'7¼"	x50-FL 4"	ABOVE BASE	
" " Second " "					UPPER STRING WING TK-26"		
" " Third " "					x50-FL 4"		
" " Holds					LOWER STRING CR TK-36"	11'9"	
COLLISION " (HOLD) IN PEAK.		• 26 TO 47	8" TO 10" BA.	2A"	1248x40	5'6" ✓	
AFTER PEAK " " IN PEAK.		• 30 TO 43	6" & 7" BA.	2A"	1248x40	7'3" ✓	
					1248x36		
					1248x36		
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture). PLATES:— } MESSRS. CARGO FLEET IRON CO LTD. — SKINNINGGROVE IRON AND STEEL WORKS. — CONSETT } SIEMENS' OPEN ✓ ANGLES:— } IRON CO LTD. — DORMAN LONG AND CO LTD. — THE STEEL CO OF SCOTLAND. LTD } HEARTH PROCESS ✓ } APPLEBY FRODINGHAM STEEL CO LTD. } SOUTH DURHAM STEEL AND IRON CO LTD.							
Has the Steel been tested as required by the Rules? YES ✓							

PARTICULARS OF LONGITUDINAL FRAMING. MOB. REPORT N°- 13271. S. B. CO - YARD N° 391. M.V. BRITISH ENSIGN.

		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.	Inches.	Number.	Diameter. Inches.
BOTTOM LONGS. OF CHANNEL SECTION.													
TRANSVERSE AS PER 1 ST ENTRY.													
TRANS. FRAMING AT SIDES.													
2													
3													
4													
5													
6													
7													
8													
9													
10 17" x 48" x 4" x 4" x 68 C ✓													
11 do. ✓													
12 17" x 48" x 4" x 4" x 68 C ✓													
13 -do- ✓ TRANSVERSE													
14 -do- ✓ FRAMING AT ENDS.													
15 -do- ✓													
16 -do- ✓													
2'-6" ✓													
TRANSVERSE FRAMING TRANS. TRANS. BHD.													
BHD. 10'-1" 10'-1" 10'-1"													
Tank Top Longitudinals													
Bottom													
Amidships TRANSVERSE FRAMING AT ENDS ✓													
At ends...													
Transverses.													
Side (between Decks)													
Depth and Thickness													
Face Angles													
Lugs to Shell*													
Side (in Hold)													
Depth and Thickness													
Face Angles													
Lugs to Shell*													
CENTRE TANK 54" x 48" ✓													
WING TANK 36" x 44" ✓													
8" x 3 1/2" x 50 BA. ✓													
3 1/2" x 3 1/2" x 44 O.A. SINGLE ✓													
6" x 6" x 48 JOGGLED ✓													
6" x 6" x 44 JOGGLED SINGLE ✓													
3 1/2" x 3 1/2" x 48 ✓													
NONE ✓													
6" x 6" x 6" x 3" x 48-5 FL ✓													
8" x 9" x 7" x 6" x 44-5 FL TO SIDE SHELL ✓													
TO LONGL. BULKHDS. 5" x 6" x 4" x 0" x 44-3 FL TO SIDE													
Bottom													
Lugs to Shell* SINGLE													
" " Back Bars													
Brackets													
Spacing of Transverse Frames... * State if jogged or liners.													
Transverse Beams.													
Bridge Deck ... TRANSVERSE BEAMS.													
Upper " 8" x 3 1/2" x 42 BA. 8" x 3 1/2" x 42 B.A.													
Second " ✓													
Third " ✓													
Longitudinal Beams of [or]													
Bridge Deck ...													
Upper " ...													
Second " ...													
Third " ...													
Plate. Face Angles. Any departure from Approved Plans to be Noted.													
30" x 42 6" x 3 1/2" x 46 O.A. SINGLE ✓ CENTRE TANKS. ✓													
28" x 42 6" x 3 1/2" x 46 O.A. SINGLE ✓ WING TANKS. ✓													

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.



002889-002867-0008

muchy off. C.L.

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.
50096	1st Bower	Cwts. 82 qrs. 1 lbs. 0	Cwts. qrs. lbs.	Tons. cwt. qrs. lbs.	60 0 0 0	BYERS IMPROVED TYPE CAST STEEL HEAD.	✓	SUNDERLAND 26-10-46 F.W.D. ✓
50095	2nd "	81 3 21	STOCKLESS.	59 10 0 0	232-0-0	do	✓	SUNDERLAND 26-10-46 F.W.D. ✓
50094	3rd "	69 2 21		53 12 2 0		do	✓	SUNDERLAND 26-10-46 F.W.D. ✓
	Collective weight	233 3 14						
62685	Stream	23 3 0	6 0 0	23 13 3 0	23-2-9	ORDINARY FORGED W.I. ANCHOR.	✓	CRADLEY HEATH 31-7-46 J.H. ✓

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.
22402	300 1/2 2 1/2	112 1/2 157 1/2	931-0-5	300 2 1/2	STUD LINK		LOW WALKER 17-3-47 F.W. DOVEY ✓	TOWLINE	130 5 1/2	84.4	12 1/2 5 1/2
INCLUDING 2 SPARE JOINING SHACKLES AND 3 "	18 JOINING SHACKLES AND 2 SPARE JOINING SHACKLES		2-1-14 5-1-21	940-0-0							
22519	FOR 2 1/2 STUD LINK	✓ 112 1/2 157 1/2	7-2-14	TWO LENGTH 3 OPEN LINK PIECES.			LOW WALKER 19-3-47 R.J.V. ✓	HAWSERS & WARPS	32 100 3 1/2	35.2	20 100 2 3/4
Stream Steel Wire	120 4 3/4	64.6				MESSRS HOOD HARRIS & SON LTD NEWCASTLE.			4 100 3	25.7	20 100 2 3/4

22441 FOR 1 1/4 STUD ✓ 34 51 0-1-11 ONE END SHACKLE FOR STOCK ANCHOR LOW WALKER 4-3-47 R.J.V. STEEL BLOCKS AND TACKLES FROM TILLER LED TO CAPSTANS ON POOP DECK

Steering Gear, Type (Power. ~~Electric~~) HASTIES STEAM HYDRAULIC (TELE MOTOR CONTROL) Alternative Means of Steering

Steering Chains (Size and Test) NONE Windlass EMMERSON WALKER STEAM. ✓ 4 STEEL LIFEBOATS. 2 OF THESE FITTED WITH BOATS MOTORS - 4 @ 26-0 ✓

Ceiling in Holds, thickness and material NONE Cargo Battens, thickness, material and spacing

Cargo Hatchways. (Upper Deck) 27 OFF TO MAIN CARGO TANKS 6'0" x 4'0" - 12' x 5'0" COAMINGS - HINGED STEEL W.T. COVERS. Thickness of Hatches

Size of Hatchways No. 1 ✓ No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters ✓

Builder's Signature

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. ☒ YES. ☐ NO. ☒ MOTORSHIP. (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 (where required to be inserted in the Notation).

Oil cargo is carried in 9 main centre tanks and 18 wing tanks. Oil fuel is carried in Fore Deep Tank P&S. - "Oil Fuel Bunker" abaft after cofferdam and "Settling Tank" at centre. - "Double Bottom Tank" in engine space.

The ship has been built in conformity with the Society's Rules and Regulations for Oil Tankers and the Secretary's letter. The scantlings and arrangements are in accordance with or equivalent to those as shown on approved plans. The workmanship and materials are good.

Main cargo tanks, ballast tanks, cofferdams, oil fuel tanks, double bottoms and peaks have been pressure tested to Rule Requirements and found good. The weather decks clear of the oil tanks, watertight doors, superstructure bulkheads etc. have been tested with water from a hose and found tight. The main and auxiliary steering gears, windlass, and anchors and cables have been tested at sea under working conditions and found satisfactory. Freeboard markings have been verified and cut in on ship's sides.

The amount of Entry Fee. £ 11:0:0 Fees applied for, 21:5:19 19 1/2
FREEBOARD FEE. £ 19:0:0
Special Survey Fee. £ 627:13:6
Travelling Expenses, if any. £ -:-: Received by me, 19

WE ARE of opinion the Vessel should be Classed + 100A1. CARRYING PETROLEUM IN BULK. LONGITUDINAL FRAMING AT BOTTOM AND AT DECK.

State whether the Vessel has been built under Special Survey YES. Signature E. Flynn and A. P. Scott. Surveyors to Lloyd's Register of Shipping.

Certificate to be sent to MIDDLESBROUGH OFFICE } Date of issue 18/6/47 in duplicate

Committee's Minute

Character assigned + 100A1 Carrying Petroleum in bulk

5.47 tuck.

Lloyd's A.C.P.

tucky off.

Wills tuck.

+ LMC 5.47.

C.L.

2 D.B. 150 lb.

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Lloyd's Register Foundation

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.)

This vessel is the third to be completed of five sisterhips being built by Messrs Furness S.B. Co.
This report refers to Yard No 393 the Yard Nos 390 and 391 now being in service.
The remaining Yard Nos are 394 and 412.

SISTERSHIP M.V. BRITISH ADMIRAL — FURNESS S.B. CO — YARD No 390 — M.O.B. REPORT No 18205
" M.V. BRITISH EMPRESS — FURNESS S.B. CO — YARD No 391 — M.O.B. REPORT No 18249.

PARTICULARS OF ELECTRIC WELDING (if employed) SHELL:— KEEL BUTTS THROUGH — SEAMS AND BUTTS OF BOSS PLATING — RUDDER PART E.W. TRANSVERSE AND LONG. BULKHEADS — UNION-MELT PANELS IN WAY OF MAIN CARGO TANKS P.S. AND P.R.'s:— LONG. BULKHEADS TO DECK AND TRANS. BHDS (EXCEPT TO SHELL) INCLUDING TOP AND BOTTOM STIFF BRKTS. — STRINGERS AND VERTICAL WEBS TO BULKHEADS — TRANSVERSE BULKHEADS TO DECK AND LONG. BULKHEADS INCLUDING TOP AND BOTTOM BRACKETS, STRINGERS AND VERTICAL WEBS. CENTRE GIRDER:— BRACKETS AND STIFFS ON GIRDER — TOP AND BOT. GIRDERS TO KEEL AND DECK AND TO TRANS. BHDS. DOCKING BRACKETS TO KEEL AND CENTRE GIRDER. UPPER DECK — UNION MELT PANELS:— BUTTS AND SEAMS OF PANELS FUSARC WELDED ON SHIP BRIDGE DECK AND POOP DECK:— PLATING BUTTS ONLY E.W. O.T. HATCHES:— TO MAIN CARGO TANKS, COFFERDAMS, O.F. BUNKERS, SETTLING OIL FUEL BUNKER:— CENTRE LINE BULKHEAD. FORD DEEP TANK:— CENTRE LINE BULKHEAD. TANK TOP IN MACHINERY SPACE:— E.W. TO SHELL AND BULKHEADS AND ALSO BUTTS AND SEAMS OF TANK TOP PLATING CLEAR OF ENGINE BED PLATES. AUX. ENGINE SEATINGS — E.W. BOTTOM SHELL LONGS IN Nos 3 TO 9 CARGO TANKS:— HEELS E.W. 4" AT EACH END FROM BULKHEADS. HAWSE PIPES — E.W. FABRICATED. U.M. = UNIONMELT = AUTOMATIC WELDING. ALL ELECTRODES OF APPROVED MAKE.

SPECIAL NOTATIONS:— Either as part of the vessel's class or for record in the Register Book. CRUISER STERN — WIRELESS DIRECTION FINDING APPARATUS — ECHO — SOUNDING DEVICE — GYRO — COMPASS — PART ELEC. WELDED — LONGITUDINAL FRAMING AT BOTTOM AND AT DECK — (FITTED FOR OIL FUEL, FLASH POINT ABOVE 150°F) — RADAR EQUIPMENT, TYPE 268 — SUPPLIERS W. SMITH MANCHESTER. — MACHINERY AFT — ONE DECK — 2ND DECK IN FORE HOLD. No. FOR RECORDS.

Particulars of Drop Test of Cast Steel Anchors, viz.: Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	46-1-26 — JHJ — 7439 — 23-1-46
	2nd "	46-1-18 — JHJ — 7553 — 1-3-46
	3rd "	41-3-20 — JHJ — 8030 — 28-8-46

PARTICULARS FOR RECORD in the REGISTER BOOK.— Length of Poop 98.75 ft., R.Q.D. — ft., Bridge 47.5 ft., Forecastle 58.92 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 181615 Signal Letters G.W.J.F. Extreme Breadth 62.0 Over-all Length 490.833
(Circ. 1611) (Circ. 1703)

No. and Material of Decks ONE DECK — SECOND DECK IN FORE HOLD.

Parts of Bottom of Vessel coated with cement or approved composition BOTTOM SHELL OF FORE PEAK, AFTER PEAK, FEED WATER, ENGINE ROOM WELLS AND COFFERDAMS IN ENGINE SPACE D.B. TANK ALL CEMENTED. REMAINDER OF STRUCTURE IN THESE SPACES CEMENT WASHED. CEMENT FILLETS FITTED IN WAY BOTTOM SHELL PLATE EDGES IN MAIN CARGO TANKS, COFFEDAMS AND PUMP ROOMS.

Particulars of composition (if fitted) and of approval TWO COATS "BITUMASTIC" COMPOSITION ON ENGINE SPACE TANK TOP. (APPROVED COMP.)

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, FRAME 178 TO FP.	25.25	163.0
Double bottom, under Engines and Boilers,			After peak tank, FRAME 9 TO A.P.	16.00	92.5
Double bottom, if under Engines only, 12-39	67.5	98.4	FORD COFFERDAM FRAME 164 TO 165	3.5	183.5
Double bottom, if under Boilers only, (see sketch)			Deep tank, forward, FRAME 165 TO 178	29.25	379.5
Double bottom, forward,			AFTER COFFERDAM		
Total length (if continuous) and Capacity	67.5	98.4	Other tanks, if fitted, FRAME 43 TO 44	3.5	184.7

(If necessary furnish further information by sketch.)

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Date 28.3.45

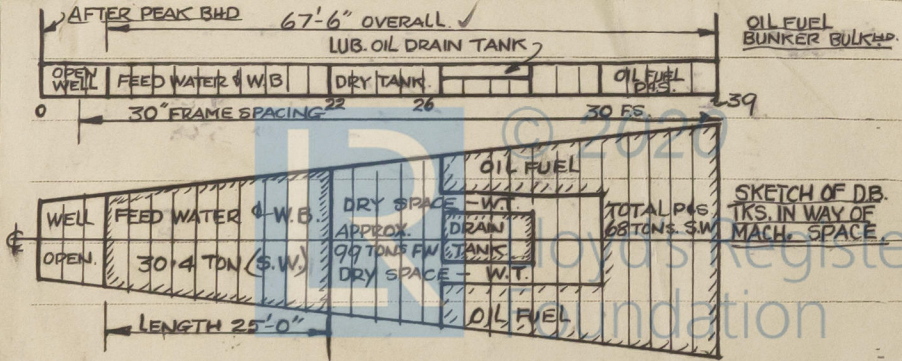
Dates of Surveys held while building

1945 Nov. 23-26-28 Dec. 6-11-12-20-31-27-28-31 (1946) Jan. 7-8-10-11-18-21-24-31 Feb. 5-6-15-16-19-25
27-28 Mar. 6-8-11-12-19 Apr. 1-3-5 May 8-10-13 June 24 July 1-5-22 Aug 8-13-21-26 Sep. 2-6-12-24
Oct. 1-4-7-17-22-28-29-31 Nov. 4-7-8-9-11-13-14-15-16-18-19-20-21-22-25-26-27-28-29 Dec. 2-3-4-6
4-10-11-24 (1947) Jan. 8-13-15-17-28 Feb. 11 Mar. 20-25 Apr. 1-3-11-15-21-22-24-25-28-29 May 2-6
9-10-13

Total No. of Visits 111

PARTICULARS OF WATER BALLAST:—

(Comprising all tanks which include



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surveys
buildin

27.28 Apr: 6.8.11.12.19 Apr: 1.3