

STEEL ~~STEAMER~~ OR MOTORSHIP.

Received at London Office

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 *28th August 1946* Port of *Sunderland* No. *34524*Survey held at *Sunderland* Date First Survey *8 June 1945* Last Survey *15 August 1946*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *M. V. "BRITISH PRINCESS", Single Screw, Machinery Aft*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling* State Type of Erections *Post, Bridge & Fock.*

TONNAGE under Tonnage Deck ...	<i>7499.91</i>	CLASS <i>+100A.1.</i>	State if with freeboard as condition of Class <i>No.</i>	Built at <i>Sunderland</i>
Do. of space or spaces between Tonnage Dk. and Upper Dk.	<i>-</i>	Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)	<i>463.46</i>	Launched <i>30th April, 1946</i> Yard No. <i>768</i>
Total	<i>-</i>	Breadth (greatest moulded)	<i>61.75</i>	Builders <i>Sir James Laing & Sons, Ltd.</i>
Gross Tonnage	<i>8581.72</i>	Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)	<i>34.08</i>	Owners <i>British Tanker Co., Ltd.</i>
Register Tonnage	<i>4918.41</i>	1st Longitudinal Number (L x D)	<i>15795</i>	Managers <i>-</i>
		2nd Numeral L x (B + D)	<i>44413</i>	(Where necessary to be entered in Reg. Book)
		Framing Depth "d," at middle of length. See Sec. 3 (1d)	<i>-</i>	Residence <i>-</i>
		Proportions—Depth to Length—Uppermost continuous deck to top of keel	<i>13.60</i>	Port of Registry <i>London</i>
		Do. Long Bridge to top of keel	<i>-</i>	If surveyed while building, afloat, or in dry dock
		Draught Moulded	<i>27'-6"</i>	<i>During Construction</i>

REGISTERED DIMENSIONS.

Length	<i>469.60</i>
Breadth	<i>62.05</i>
Depth	<i>33.95</i>

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>	<i>✓</i>	Bracket Floors, Frame	<i>✓</i>	
IN FORE HOLD			Reversed Frame	<i>✓</i>	
from 1/2 length amidships to Collision bulkhead	<i>27</i>	<i>✓</i>	Vertical Struts	<i>✓</i>	
in peaks	<i>24</i>	<i>✓</i>	Centre Girder, depth and thickness	<i>63" x .54" 6.46"</i>	
SEE ALSO LONG ⁴ FRAMING RPT. 1 st ATTACHED.			top Angles	<i>3 1/2 3 1/2 .48 6.44"</i>	
Frame Amidships	<i>10 3/2 .40</i>	<i>✓</i>	bottom Angles	<i>4 4 .50</i>	<i>✓</i>
with side girders & tie beams as approved	<i>upper deck</i>	<i>✓</i>	Side Girders, No. each side and thickness	<i>2 @ .62</i>	<i>✓</i>
Extends up to			Margin Plate depth (excl. of flange) and thickness	<i>Flat Tank top</i>	<i>✓</i>
Reversed Frame Amidships, Angle	<i>✓</i>		Horizontal Angle to Tank side	<i>6 6 .50</i>	<i>✓</i>
Extends up to	<i>✓</i>		Bracket abaft 1/2 len. from stem		
Depth of Framing Girder	<i>10"</i>	<i>✓</i>	Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	<i>✓</i>		Bracket from forward 1/2 len. from stem to Panting Area		
Second 'tween Decks, Angle, [or]	<i>✓</i>		Gussets, spacing and scantling abaft 1/2 len. from stem		
Third	<i>✓</i>		Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
IN FORE HOLD			Tank Side Brackets, height above base line at toe of Frame and thickness	<i>.46</i>	<i>✓</i>
from 1/2 len. forward to 1/2 len. from stem	<i>11 3/2 .47 8 as approved</i>		INNER BOTTOM PLATING. (AFT.)		
in Peaks	<i>8 3/2 .46</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>55 x .52</i>	<i>✓</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 @ 5 1/2 dia.</i>		Thickness of remainder	<i>1.25 @ .54</i>	<i>✓</i>
State if Frame Joggled	<i>Yes</i>	<i>✓</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>	<i>✓</i>
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>Yes</i>	<i>✓</i>	BEAMS.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>Yes</i>	<i>✓</i>	Uppermost Continuous Deck, amidships in	<i>10 3/2 .38</i>	<i>✓</i>
SINGLE BOTTOM. (IN CARGO TANKS)			FORWARD	<i>E AS APPROVED</i>	
Floors, Depth and thickness at mid-line in Holds	<i>Long⁴ Framing See also Rpt 1st Attached</i>		Spacing	<i>Every frame</i>	
Height of Brackets at side above base line at toe of frame			Second Deck, amidships, Angle, [or]	<i>✓</i>	
Middle Line Keelson, Top Angles	<i>3 1/2 3 1/2 .50</i>	<i>✓</i>	Spacing	<i>✓</i>	
Through Plates or Inter-costal Plate	<i>54 x .42</i>	<i>✓</i>	Third Deck, amidships, Angle, [or]	<i>✓</i>	
Foundation Plate on Floors	<i>✓</i>		Spacing	<i>✓</i>	
Flat Plate Keel Angles	<i>4 4 .50</i>	<i>✓</i>	Fourth Deck, amidships, Angle, [or]	<i>✓</i>	
Side Keelsons, No. each side	<i>✓</i>		Spacing	<i>✓</i>	
thickness of Inter-costal Plate	<i>✓</i>		Poop Deck, Angle, [or]	<i>10 3/2 .40 9 x 3 1/2 .38 AT</i>	<i>✓</i>
Angles	<i>✓</i>		Spacing	<i>E as approved For² END</i>	
DOUBLE BOTTOM. (AFT.)			Bridge Deck, Angle, [or]	<i>7 3 .33</i>	<i>✓</i>
Solid Floors, thickness and spacing	<i>.62, .50 & .42 @ 30" & 28"</i>	<i>✓</i>	Spacing	<i>Every frame</i>	
Are Frame and Reversed Frame joggled?	<i>Yes</i>		Forecastle Deck, Angle, [or]	<i>9 3 1/2 .38 E as approved</i>	<i>✓</i>
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		Spacing	<i>Every frame</i>	
breadth and thickness at margin plate	<i>✓</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.
PILLARS, No. of Pillars 2 DECK GIRDER	60" x 50" x 1/2" (+.08" OWNERS)		Stringer Plate, breadth and thickness 29 x 50 x 1/2" (+.08" OWNERS)	
in 'tween Decks, Size and Spacing	3 1/2 3 1/2 40"		Thickness of Plating abreast Deck openings in way of Wells	
" " " " " "	DOUBLE CORR. TO OK.		Thickness of Plating abreast Deck openings in way of Bridge	
" " " " " "			Thickness of Plating within line of openings	
2" LONG			If Sheathed, material and thickness	
Centre Line Bulkhead 5.			LOWER STRINGERS	
Stiffeners and Spacing	10 3 1/2 40		Stringer Plate, breadth and thickness 29 x 50 x 1/2" (+.08" OWNERS)	
Plating, thickness of	.51 x .50 (+.08" OWNERS)		Thickness of Plating within line of openings	
STRINGERS AND DECKS.			Fourth Deck.	
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness	
Stringer Plate, breadth and thickness	74 x 72		If Plated, state thickness	
" " " " IN WAY OF POOP FRONT	.90		Poop Deck.	
" " " " in way of Bridge ENDS	.88		Stringer Plate, breadth and thickness	
" Angle	7 7 72		Plating, Sheathing, material and thickness	
Thickness of Plating CLEAR OF Deck openings	.70		Bridge Deck.	
Thickness of Plating IN WAY OF Deck openings	.58		Stringer Plate, breadth and thickness	
Thickness of Plating within line of openings			Plating, Sheathing, material and thickness	
If Sheathed, material and thickness			Forecastle Deck.	
UPPER STRINGERS.			Stringer Plate, breadth and thickness	
Stringer Plate, breadth and thickness	29 x 50 x 1/2" (+.08" OWNERS)		Plating, Sheathing, material and thickness	

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			
	AMIDSHIPS.		FORWARD.	AFT.		No		BUTTS.	
	Breadth.	Thickness.	Thickness.	Thickness.		State if jogged?	RIVETS.	No. of Rows of Rivets.	RIVETS.
Flat Plate Keel	51	1.01	.83	.83	Added 53 x .99 See Letter 31/1/45	Double	1 4		
" Dblg. (if any)									
Bottom Plating, No. of Strakes (FOUR)	A.B. C&D.	.65	.72	.51	.76 IN WAY OF FOR. DEEP TANK.	Double	7/8 3 1/2		
Bilge Plating, No. of Strakes (ONE)	E	.66	.73	.51		Double	7/8 3 1/2		
Side Plating, No. of Strakes (THREE)		.64	.48	.48		Double	7/8 3 1/2		
Upper Deck, Sheer-strake in Well	63	.98	.48	.48		Double	1 4		
Upper Deck, Sheer-strake in Bridge									
Strake below Sheer-strake in Well	81	.82	.48	.48		Double	1 4		
Strake below Sheer-strake in Bridge									
Poop Side Plating				.40		Single	3/4 3		
Bridge Side Plating		.44				Single	3/4 3		
Forecastle Side Plating			.44						

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	17
" Deck next below	
As per Rule	7

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, UPPER PORTION	Flat plate			
STEM LOWER	M.S. Fashioning Plate			
STERN FRAME	Propeller Post			
	Rudder			
Speed of Vessel		11 1/2 knots		
RUDDER—Type		Simplex		
" A x D.		387		
" Diam. of head		11" (incl.)		
" Mainpiece at top pintle		43-44		
" Fore C.D. heel		66-68		
" DISC OF BUNKER FOR				
" how constructed		Fabricated as per plan		
" double or single plate coupling, vertical or horizontal		.60"		

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, IN WAY CS TANKS	.51 x .50	10 x 3 1/2 x 40	30"	2 GIRDELS 30" x 50" F.I. 4"	
" IN WAY WING TANKS	.51 x .50	10 x 3 1/2 x 46	31 3/4"	2 GIRDELS 30" x 50" F.I. 3"	
" " Third					
" " Holds					
COLLISION (in Hold)	Nº 179	.53 x .26	10 x 3 1/2 x 40	2 DECKS & 3 S.B. BEAMS	
AFTER PEAK	Nº 9	.46 x .30	9 x 3 1/2 x 37 1/2	2 PLATE	

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	Dorman Long & Co., Ltd., Consett Iron Co., Ltd., Skinningrove Iron Co., Ltd., Lanarkshire Steel Co., Ltd., Appleby-Frodingham Steel Co., Ltd., South Durham Steel & Iron Co., Ltd., Cargo Fleet Iron Co., Ltd., Colvill & Co., Ltd., Has the Steel been tested as required by the Rules? Yes.

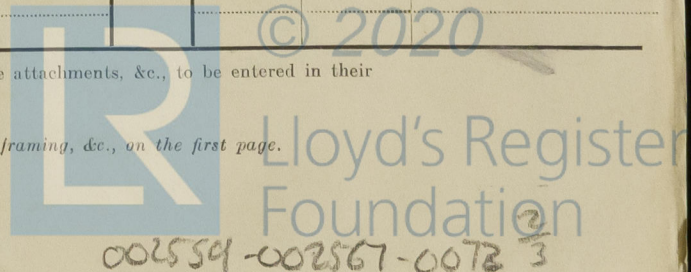
M.Y. "BRITISH PRINCESS" SUNDERLAND RPT N° 34524

PARTICULARS OF LONGITUDINAL FRAMING.

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												
Spacing of Longitudinal Frames												
Amidships												
At Ends												
Tank Top Longitudinals												
Bottom												
Amidships												
At ends												
Transverses. (BOTTOM)												
TANK Side												
Depth and Thickness												
Face Angles												
Lugs to Shell												
WING TANKS Side												
Depth and Thickness												
Face Angles												
Lugs to Shell												
Bottom												
Depth and Thickness												
Face Angles												
Lugs to Shell												
Back Bars												
Brackets												
Spacing of Transverse Frames												
Longitudinal Beams 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.



002554-002567-0078 3

2 D.B. 150 lbs

EQUIPMENT No. 46725

LETTER *df*

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.						
48590	1st Bower	92	2	0	✓	✓	✓	60	0	0	0	✓	81 1/4	✓	Stockless	✓	LPH-S, 24/10/45, F.W.D	
48856	2nd "	81	3	0	✓	✓	✓	59	10	0	0	✓	81 1/4	✓	"	✓	LPH-S, 29/12/45, F.W.D	
48906	3rd "	69	1	21	✓	✓	✓	53	10	0	0	✓	69 1/2	✓	"	✓	LPH-S, 16/1/46, F.W.D	
	Collective weight	233	2	21									232					
48912	Stream	29	2	14	✓	✓	✓	28	6	3	14	✓	23 1/2		Stockless	✓	LPH-S, 16/1/46, F.W.D	

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.	Statu- tory.	Break- ing.	Supplied.		Cwts.	Per Rule.					Length.	Diam.		Length.	Cir.	Fathoms.	Ins.	Tons.	Fathoms.	Ins.
					Cwts.	qrs.																
21335	300 ³ / ₄	2 ¹ / ₂	112 ¹ / ₂	157 ¹ / ₂	945-3-7	940	300	2 ⁸ / ₁₆	Stud link	✓	LPH-L.W., 1/2/45, R.V.	TOWLINE	130	5 ¹ / ₂	84.4	130	5 ¹ / ₂					
21338	2 open link attachment piece	"	"	"	7-2-7	✓					LPH-L.W., 1/2/45, R.V.	HAWSERS & WARPS	2@100	3	25.7	2@100	8"					
					953 1-14								4@100	8	Manilla	2@100	8"					
Stream Steel Wire	120	4 ³ / ₄	✓	64.6			120	4 ³ / ₄	G.S.W.H. (4/24)	British Rope, Ld.			4@100	3 ¹ / ₂	(NOTE: - INCREASES FOR OWNERS' REQUIREMENTS)							

Steering Gear, Type (Power or hand)

Hastie's Steam Hydraulic

Efficient arrangement of blocks & tackle led to Alternative Means of Steering after Captain

Steering Chains (Size and Test)

Telemotor Control

Windlass *Emerson Walker 12 1/2 x 14* Boats *2 steel motor boats & 2 " lifeboats*

Ceiling in Holds, thickness and material

TO FORE HOLD - Strong steel plates & stiffeners, welded to deck

Cargo Battens, thickness, material and spacing

TO FORE HOLD - .50" thick, efficiently stiffened

Cargo Hatchways (Upper Deck)

TO CARGO TANKS - Steel coaming 12" x .50", welded to deck

Thickness of Hatches *TO CARGO TANKS - .64" O.T. covers*

TO CARGO TANKS THROUGHOUT 6'-0" x 4'-0"

TO FORE HOLD - 6'-9" x 10'-0"

Size of Hatchways No. 1 (End)

No. 2

No. 3

No. 4

No. 5

No. 6

Number of Shifting Beams and/or Fore and Afters

Builder's Signature

James Lang & Sons Limited

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 arrangement are in accordance with or equivalent to those shown on the approved plans. The material 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 & secondary means of steering, hand pump and 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 two settling tanks, and in double bottom under engines. The flash point of oil is not less than 150°F. Section 2 of the Rules has been complied with. The vessel between the forward & after cofferdams, Frs. 164-165 and Frs. 43-44 respectively is divided into 27 Cargo tanks; viz:- 9 centre and 9 wing tanks (p.e.s) for the carriage of petroleum in bulk. The pump rooms are arranged between the Nos 2 & 3 tanks & the Nos 6 & 7 tanks. (P.T.O. for continuation)

The amount of Entry Fee.....	£ 11 : : :	Fees applied for, 20 Aug 1946
Special Survey Fee.....	£ 621 : 16	
Travelling Expenses, if any.....	£ 19 : : :	
		Received by me, 19

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

I am of opinion the Vessel should be Classed *+ 100 A.1.*

Carrying Petroleum in Bulk

For *W. C. Miller & Son* Signature *W. C. Miller*

Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey

Yes

Certificate to be sent to

WANDERLAND

Date of issue

16/9/46

Committee's Minute

FRI. 13 SEP 1946

Character assigned

+ 100 A1 Carrying petroleum in Bulk
Lloyds A.P.C. Mcky. aft
+ L.M.C. 8-46 Oil Eng.
C.L.

Write X
Not

2 O.B. 150 lbs



© 2020

Lloyd's Register Foundation

002559-002567-0072 3

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 ship is the first of this type to be built by Messrs Sir J. Laing & Sons, Ltd., but is generally similar to Messrs Wm. Dorriford & Sons, Ltd. Yarn N° 735 - M.V. BRITISH MARQUIS - Sunderland Rpt. N° 34478.

The following casting certificates are enclosed:— Sternframe, Rudder head, Main tiller, Tiller & for Simplex Rudder.

PARTICULARS OF ELECTRIC WELDING (if employed) Butts of keel, shell, upper deck, poop, bridge & forecastle deck plates welded; poop dk, bridge dk, forecastle dk, upper dk, inside poop & forecastle, stringers forward & aft, & tank tops forward welded to shell; transverse bulkheads welded to longl. bulkheads, to deck and to bottom shell; longitudinal bulkheads welded to shell & to deck; bulkhead girders & webs welded to bulkheads; Transverses welded to deck, to longl. bds, & to bottom shell; hatch & ventilator coamings & 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; Longitudinal framing at bottom and decks; Butts of shell and deck electrically welded; Oil engines; Cruiser Stern; Winders; Direction Finder; Echo Sounding; Gyro Compass and Radar (Type 268)

	CWTS.	QES.	LBS		
Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	50 - 1 - 8	A.E.G.	6715	27/10/44
	2nd "	50 - 1 - 7	J.H.S.	7210	24/10/45
	3rd "	45 - 0 - 21	A.E.G.	7890	9/10/45
	STREAM	18 - 2 - 14	J.H.J.	6990	6/6/45

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98.1 ft., R.Q.D. ft., Bridge 47.0 ft., Forecastle 46.5 ft.

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

Official No. 180928 Signal Letters ? Extreme Breadth over Belting No belting Over-all Length 490'-0"

No. and Material of Decks One (1) Steel deck (Upper) - Forecastle, Bridge & Poop decks, steel.

Parts of Bottom of Vessel coated with cement or approved composition F&A. Peak tanks, Feed Water D.B. tank, E.R. after well and D.R. cofferdams in way machinery spaces cemented on bottom shell & elsewhere in these spaces cement washed. Am fillets at seams in oil tanks and Pump rooms.

Particulars of composition (if fitted) and of approval Tank top & sides in way machinery spaces coated with bitumastic solution

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.
Double bottom, aft,	Feet.	Tons.	Fore peak tank,	Feet.	Tons.
Double bottom, under Engines and Boilers,	✓		After peak tank,	24.2	129
Double bottom, if under Engines only, {FEED WATER (12-28) 40.0 37.0	40.0	37.0	Deep tank, aft, AFTER C.D. (43-44) 3.5	16.0	73
Double bottom, if under Boilers only, {OIL FUEL (29-39) 24.0 70.0	24.0	70.0	Deep tank, forward, FOR ² C.D. (164-165) 3.5		185
Double bottom, forward,	✓		Other tanks, if fitted, DEEP OF BUNKER FOR (165-179) 31.5	31.5	175
Total length (if continuous) and Capacity	66.5	107.0	(If necessary furnish further information by sketch.)		383

Order for Special Survey No. 6158

Date 28.12.44

Dates of Surveys held while building

1945 June 8, July 2, Aug 9, 14, 29, Sep 19, 12, 17, 18, 20, 21, 24, 25, 27, Oct 5, 8, 18, 19, 22, 24, 26, 29, 30, 31, Nov 1, 2, 6, 7, 8, 12, 13, 20, 22, 26, 29, 30, Dec 4, 6, 7, 10, 11, 12, 13, 19, 21, 24, 27, 1946 Jan 2, 4, 9, 10, 15, 16, 18, 25, 29, 30, 31, Feb 4, 6, 8, 11, 12, 15, 18, 20, 27, Mar 1, 5, 6, 8, 12, 15, 20, 25, 27, 29, Apr 1, 4, 5, 6, 8, 9, 10, 11, 12, 13, 15, 17, 18, 21, 24, 25, 26, 27, 29, 30, May 8, 11, 12, 13, 14, 15, 16, 18, 19, 24, 27, Jun 1, 4, 15, 19, Aug 8, 12, 13, 14, 15, 2

Total No. of Visits 114