

RECEIVED

STEEL STEAMER OR MOTORSHIP.

Received at London Office

1951

10 JUL 1951

IN D.O.

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YES from HplDate of completion of report 2nd July 1951Port of SUNDERLANDNo. 35611Survey held at SUNDERLANDDate First Survey 30 January 1950Last Survey 29th JUNE

1951

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

SINGLE SCREW "CALLISTO"MACHINERY AMIDSHIPS

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

TONNAGE OPENING AFT.REVISED RULESState Type of Erections FORECASTLE ON C.S.S.

TONNAGE under Tonnage Deck ...

5219

CLASS

100 A1State if with freeboard as condition of Class ✓

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

Total

Gross Tonnage 5844Register Tonnage 3373

REGISTERED DIMENSIONS.

FEET

Length 441.42Breadth 58.74Depth 26.08

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

435.0'

Breadth (greatest moulded)

58.5'

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

38.0'

1st Longitudinal Number (L x D)

2nd Numeral L x (B + D)

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

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

11.44

Do. Long Bridge to top of keel

Draught Moulded (to top of keel)

25-9 1/2"Built at SUNDERLANDLaunched 8.12.50Yard No. 506Builders MESSRS SHORT BROS LTDOwners MESSRS HUDIG & VEDER N.V

Managers

(Where necessary to be entered in Reg. Book)

Residence 23 WILLEMSKADE Post Box 520 ROTTERDAM, HOLLANDPort of Registry ROTTERDAM

If surveyed while building, afloat, or in dry dock

BUILDING, AFLOAT AND IN DRY DOCKDRY DOCKING DATE 28/6/51

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" ✓		Bracket Floors, Frame	7 x 3 1/2 x 43 B.A.	
" " from 1/2 length amidships to Collision bulkhead.....	27" ✓		" " Reversed Frame.....	7 x 3 x 34 B.A.	
" " in peaks	24" ✓		" " Vertical Struts	2 @ 8 x 3 1/2 x 3 1/2 x 40 B.A.	
SIDE FRAMING. FRAMES IN MACHINERY SPACE.	12 3 1/2 x 67 B.A. AND WEB FR.		Centre Girder, depth and thickness amidships IN MACHINERY SPACE	44 1/2 x 53	
Frame Amidships, Angle, [or]	12 3 1/2 x 73 B.A. (IN BR)		" " top Angles	DOUBLE 3 1/2 x 3 1/2 x 47-48	
" " IN DEEP TANK.	15 x 4 x 4 x 41 1/2		" " bottom Angles.....	DOUBLE 5 x 5 x 50-48	
" " Extends up to.....	2ND DEK UPPER DEK AT STRONG BEAMS		Side Girders, No. each side and thickness.....	ONE @ 37	
Reversed Frame Amidships, Angle	✓		Margin Plate depth (excl. of flange) and thickness	37 1/2 x 52	
" " Extends up to	✓		" " Vertical Angle to Tank side	3 1/2 x 3 1/2 x 48	
Depth of Framing Girder.....	12" AND 15"		" " Bracket abaft 1/2 len. from stem	3 1/2 x 3 1/2 x 48	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	6 3 1/2 x 28 B.A.		" " Vertical Angle to Tank side	3 1/2 x 3 1/2 x 48 + 49	
" " Second 'tween Decks, Angle, [or]	✓		" " Bracket from forward 1/2 len. from stem to Panting Area	CONTINUOUS GUSSET 14" x 48	
" " Third " " " " " "	✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	CONTINUOUS GUSSET 48 + 49	
" " from 1/2 len. for'd. to 15% len. from Stem IN PANTING AREA.	15 x 4 x 4 x 41 1/2 APPROVED 15"		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	74 x 48 4 1/2 FL. - 49 FORD	
" " in Peaks, Angle, [or]	12 x 4 x 4 x 46 AND REV. 6 x 3 1/2 x 40 A.		" " Tank Side Brackets, height above base line at toe of frame and thickness IN MACHINERY SPACE + DEEP TANK.	95 x 48 4 1/2 FL.	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" RIV. @ 5 3/4"		INNER BOTTOM PLATING.		
State if Frame Joggled.....	YES ✓		Breadth and thickness of Middle Line Strake.....	44" PLATED TRANSVERSELY. 52" IN WAY OF HATCHWAYS 44" 52" " " "	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES ✓		Thickness of remainder in Holds		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES ✓		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 ✓	
ANGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds.....			Uppermost Continuous Deck, amidships in	9 3 1/2 x 38 B.A.	
Height of Brackets at side above base line at toe of frame.....			" " in way of Bridge, Angle, [or]	✓	
Middle Line Keelson, on Floors, Angles, [or]			" " Spacing	30" ✓	
" " Through Plate or Inter-costal Plate			Second Deck, amidships, Angle, [or]	9 x 3 1/2 x 39 B.A.	
" " Foundation Plate on Floors			" " Spacing	30" ✓	
" " Flat Plate Keel Angles			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.			Poop Deck, Angle, [or]	✓	
Solid Floors, thickness and spacing	41" @ 10.0"		" " Spacing.....	✓	
" " Are Frame and Reversed Frame joggled?	FRAMES ONLY ✓		Bridge Deck, Angle, [or]	✓	
Bracket Floors, breadth and thickness at middle line	33" x 41 3" FL		" " Spacing.....	8 x 3 x 37 B.A.	
" " breadth and thickness at margin plate.....	33" x 41 3" FL		Forecastle Deck, Angle, [or]	7 x 3 x 45 B.A.	
			" " Spacing.....	27 + 24	

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.	Number of Certificate.
PILLARS, No. of Rows	STRONG HATCH	END BEAMS AND GIRDERS AS APPROVED	4 x 4 x 38 O.A. 5.0 APART	Stringer Plate, breadth and thickness in way of Bridge	✓	30806
AT CR. LINE.	Size and Spacing	DOUBLE 8 x 3 x 28 AT HATCH ENDS	BRACKETED TOP & BOTTOM AS APPROVED	Thickness of Plating abreast Deck openings in way of Wells	45 + 38	30798
"	"	"	"	Thickness of Plating abreast Deck openings in way of Bridge	38	30805
"	"	"	"	Thickness of Plating within line of openings	30	30632
"	IN HOLDS	12 x 8 x 68 LBS JOIST AS APPROVED	"	If Sheathed, material and thickness	✓	17346
Centre Line Bulkhead.	IN HOLDS	5 x 3 x 29 O.A.	7 x 3 1/2 x 39 47 O.A.	Third Deck.	✓	
Stiffeners and Spacing	AT HATCH ENDS	9 x 3 1/2 x 39 To 10 x 3 1/2 x 43 O.A.	9 x 3 1/2 x 38 O.A. TO 12 x 8 1/2 x 74 O.A. BRACKETED TOP AND BOTTOM.	Stringer Plate, breadth and thickness	✓	
Plating, thickness of	30	"	"	If Plated, state thickness	✓	
STRINGERS AND DECKS.	"	"	"	Fourth Deck.	✓	
Uppermost Continuous Deck.	"	"	"	Stringer Plate, breadth and thickness	✓	
Stringer Plate, breadth and thickness in Wells	73 x 80 - 41	"	"	If Plated, state thickness	✓	
"	"	"	"	Poop Deck.	✓	
"	"	"	"	Stringer Plate, breadth and thickness	✓	
"	Angle in Wells	6 6 76	"	Plating, Sheathing, material and thickness	✓	
Thickness of Plating abreast Deck opening in way of Wells	69 - 34	"	"	Bridge Deck.	✓	
Thickness of Plating abreast Deck openings in way of Bridge	69	"	"	Stringer Plate, breadth and thickness	✓	
Thickness of Plating within line of openings	37 - 34	"	"	Plating, Sheathing, material and thickness	✓	
If Sheathed, material and thickness	2 1/2 WOOD SHEATHING AFT	"	"	Forecastle Deck.	28	
Second Deck.	73 x 38	"	"	Stringer Plate, breadth and thickness	28	
Stringer Plate, breadth and thickness in Wells	"	"	"	Plating, Sheathing, material and thickness	28 50 UNDER WINDLAS	

SHELL PLATING.

SCANTLINGS.				RIVETING.			
STRAKES.	AS IN VESSEL.			EDGES.		BUTTS.	
	AMIDSHIPS.		ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.
	Breadth.	Thickness.					
Flat Plate Keel	58 1/2	84	84	DOUBLE	7/8 3 3/4	WELDED	
" Dblg. (if any)							
Bottom Plating, No. of Strakes A, B, C, D	63	47	49	DOUBLE	7/8 3 3/4	3R.	7/8 3 3/4 LAPPED
Bilge Plating, No. of Strakes	63	47	49	DOUBLE	7/8 3 3/4	3R.	7/8 3 3/4
Side Plating, No. of Strakes	61	47	47	DOUBLE	7/8 3 3/4	3R.	7/8 3 3/4
Upper Deck, Sheer-strake in Wells	76	42	38	DOUBLE	7/8 3 3/4	4R.	1" 4
Upper Deck, Sheer-strake in Bridge							
Strake below Sheer-strake in Wells	61	47	47	DOUBLE	7/8 3 3/4	3R.	7/8 3 3/4
Strake below Sheer-strake in Bridge							
Poop Side Plating							
Bridge Side Plating							
Forecastle Side Plating							

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—
 Extending to Upper Deck (Sec. 3 c) 1.
 " Deck next below 6.
 As per Rule 7.

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper	Nº 39 BHD	12 x 3 1/2 x 69 45 O.A.	24 + 30	✓	✓
" " Second	Nº 71 BHD	10 x 3 1/2 x 80 O.A.	24 + 30	✓	✓
" " Third	"	9 x 3 1/2 x 53 O.A.	24 + 30	✓	✓
" " Holds	Nº 139 BHD	12 x 3 1/2 x 45 O.A.	30"	✓	✓
" " (in Hold)	"	10 x 3 1/2 x 40 O.A.	30"	✓	✓
COLLISION	"	7 x 3 x 35 O.A.	24	✓	✓
AFTER PEAK	"	12 x 3 1/2 x 66 O.A.	30 +	✓	✓
	"	12 x 3 1/2 x 45 O.A.	24	✓	✓
	"	10 x 3 1/2 x 44 O.A.	24	✓	✓
	"	8 x 3 x 54 O.A.	24	✓	✓
	"	5 x 3 x 27 O.A.	24	✓	✓
	"	9 x 3 1/2 x 48 O.A.	24	✓	✓
	"	10 x 3 1/2 x 36	24	✓	✓

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	✓			
STEM	MS.	10" x 2 1/4"		
STERN FRAME	Propeller Post	OPEN HEARTH FABRICATED AS PER APPROVED		
	Rudder	"		
Speed of Vessel	12 KNOTS			
RUDDER—Type	ORDINARY			
" A x D.	515			
" Diam. of head	10 1/2"			
" Mainpiece at top pintle	✓			
" " heel	✓			
" how constructed	FABRICATED			
" double or single plate coupling, vertical or horizontal	DOUBLE			
	VERTICAL.			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) OPEN HEARTH
 APPLEBY FRODINGHAM STEEL CO. SOUTH DURHAM; DOORMAN LONG & CO. SKINNINGROVE IRON CO. L.; CONSETT IRON CO. L.
 STEEL COMPANY OF SCOTLAND LTD.
 Has the Steel been tested as required by the Rules? YES.

EQUIPMENT No. 42834.4

LETTER 64

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, IN 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.			
30806	1st Bower	73	1	14	✓	✓	✓	55	10	0	0	72 1/2		STOCKLESS ANCHOR	✓	L.P.H. LOW WALKER R.T.V. ✓ 30-5-50
30798	2nd "	72	3	14	✓	✓	✓	55	5	0	0	72 1/2		" "	✓	L.P.H. LOW WALKER R.T.V. ✓ 23-5-50
30805	3rd "	62	3	0	✓	✓	✓	49	17	2	0	62		" "	✓	L.P.H. LOW WALKER R.T.V. ✓ 26-5-50
	Collective weight	209	0	0								207				
30632	Stream	21	1	7	✓	✓	✓	2	14	21	18	0	14	STEEL STOCK ANCHOR	✓	L.P.H. LOW WALKER R.T.V. ✓ 24-2-50

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.	For	Length.	Diam.					Length.	Ins.	Tons.	Length.	Ins.
7346	300	2 1/16	107 1/10	149 9/10	697.2	21	844 1/4	300	2 1/16	FLORYT STD LINK	NORTH BRITISH ELECT. WELDING Co. L2	L.P.H. GLASSOW. 26-6-50 W.W.W.	TOWLINE	130	5	70.9	130	5
										W.I. CABLE			HAWSERS & WARPS	40	2 3/4	15.2	40	2 3/4
	120	5						120	5	6/12 S.W.R.	MESSRS WEBSTER & Co. L2							

Steering Gear, Type (Power $\frac{1}{2}$ hand) DONKINS & CO. L² STEAM TELE MOTOR STEERING GEAR. Alternative Means of Steering BLOCK & TACKLE TO AFTER WINCH.
Steering Chains (Size and Test) 3" THK. W.W. CEILING AT BILGES & SHAFT TUNNEL. Windlass STEAM BY CLARKE, CHAPMAN. 10 27.5 x 8.5 x 3.5 (MOTOR)
Ceiling in Holds, thickness and material 2 1/2 THK. W.W. CEILING THROUGHOUT ON TANK TOP Cargo Battens, thickness, material and spacing 6" x 2" W.W. 9" APART

Hatchways.—(Upper Deck) STEEL PLATES AND ANGLES EFFICIENTLY STIFFENED. Thickness of Hatches 3" W.W.
Hatchways No. 1 (Fwd.) 33' 9" x 23' 0" No. 2 35' 0" x 23' 0" No. 3 35' 0" x 23' 0" No. 4 35' 0" x 23' 0" No. 5 35' 0" x 23' 0" No. 6 5' 0" x 23' 0"
No. of Shifting Beams } 5 OFF 5 OFF 5 OFF 5 OFF 5 OFF

Builder's Signature.

FOR SHORT BROTHERS, LIMITED.

SECRETARY.

RAL 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 MOTORSHIP.
(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).

VESSEL HAS BEEN BUILT UNDER SPECIAL SURVEY IN CONFORMITY WITH THE SOCIETY'S RULES AND REGULATIONS AND SECRETARY'S LETTERS. THE SCANTLING AND ARRANGEMENTS OF THE VESSEL ARE AS GIVEN IN THE REPORT, AND AS SHOWN AND ENDED ON THE APPROVED PLANS NOW FORWARDED. ALL MODIFICATIONS OR ADDITIONS TO THE ORIGINAL APPROVED ARRANGEMENTS DURING CONSTRUCTION HAVE BEEN INDICATED ON THE PLANS AND HAVE BEEN APPROVED AS BEING IN ACCORDANCE WITH OR STANDARDS EQUIVALENT TO THE RULE REQUIREMENTS. THE PLANS OF MIDSHIP SECTION AND PROFILE AND DECKS SHOWING THE VESSEL AS BUILT HAVE BEEN CHECKED WITH THE APPROVED ARRANGEMENTS AND FOUND IN ORDER.
MATERIALS AND WORKMANSHIP ARE GOOD. OIL FUEL, FLASH POINT ABOVE 150°F IS CARRIED IN N^o 2, 3, 4 + 6 D.B. TANKS. REQUIREMENTS OF SECTION N^o 20 OF THE RULES SO FAR AS APPLICABLE HAVE BEEN COMPLIED WITH.
DOUBLE BOTTOM TANKS, COFFERDAMS, PEAK, DEEP AND SETTLING TANKS HAVE BEEN TESTED UNDER WATER PRESSURE AND FOUND SATISFACTORY. THE UPPER, 2ND AND FORECASTLE DECKS, THE BULKHEADS, SHAFT TUNNEL AND W.T. DOORS HAVE BEEN TESTED AND FOUND GOOD. THE STEERING GEAR, SECONDARY MEANS OF STEERING, WINDLASS AND BILGE SUCTIONS, HAVE BEEN TESTED AND FOUND SATISFACTORY UNDER WORKING CONDITIONS. THE FREEBOARD MARKINGS HAVE BEEN VERIFIED AND CUT IN ON VESSEL'S SIDE.

The amount of Entry Fee..... £765 - -

Fees applied for,
JUL - 4 1951

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

Special Survey Fee..... £28 : 0 : 0
FREE BOARD ASSIGNMENT

Received by me,

Travelling Expenses, if any £ : :

I am of opinion the Vessel should be Classed **100A1**State whether the Vessel has been built under Special Survey **YES.**Certificate to be sent to **SUNDERLAND**Date of issue **7/8/51.**Signature **James H. Long**
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 31 JUL 1951

amended cert re Owners issued 3/9/51

Character assigned

+100A1**6,51 Sld.****Lloyd's A & C.P.****+LMC 6,51 Oil Eng****C.L.****2 DB 150 lb.**CLASSIFICATION
CERTIFICATES WRITTEN

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Lloyd's Register
Foundation

Note for S.R.L.

0156 212

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.)

THE FOLLOWING APPROVED PLANS ARE FORWARDED

PROFILE AND DECKS

MIDSHIP SECTION

RUDDER + STERN FRAME

RUDDER + STERN FRAME AS FITTED

DECK GIRDERS

STRENGTHENING OF BOTTOM FORWARD

" " " IN MACHINERY SPACE

CASINGS

STRONG BEAMS AT HATCH ENDS

SHELL EXPANSION

TANK TOP PLATING

AFTER END FRAMING AND CRUISER STERN

FORE " "

MIDSHIP DECK HOUSES

W.T. BULKHEADS

DETAIL OF STERN FRAME BOSS

FLATS IN MACHINERY SPACE

AUXILIARY STEERING GEAR

CARGO BATTEN CLEATS

BILGE AND BALLAST ARRANGEMENT

W.T. HATCH TO DEEP TANK

FORGING CERTIFICATES

TARPAULIN "

NOTE PLANS OF PROFILE + DECKS AND MIDSHIP SECTION AS FITTED WILL BE FORWARDED IN A FEW DAYS TIME.

NOTE THE "DEPTH D" GIVEN ON THE REPORT CORRESPONDS TO THAT SHOWN ON THE APPROVED PLANS, AND IS MEASURED TO THE TOP OF THE GARBOARD STRAKE IN ACCORDANCE WITH THE BUILDERS PRACTICE, AND NOT TO THE TOP OF KEEL. THE DRAFT MOULDED REPORTED IS THAT GIVEN BY THE BUILDERS TO THE TOP OF THE GARBOARD STRAKE.

PARTICULARS OF ELECTRIC WELDING (if employed) KEEL AND CENTRE GIRDER BUTTS; TANK TOP SEAMS AND BUTTS; TANK MARGIN PLATES TO TANK TOP; FLOORS IN MOTOR ROOM TO GIRDERS; DEEP TANK BULKHEADS; BULKHEAD STIFFENER BRACKETS TO TANK TOP; GUSSET PLATES TO MARGIN AND FRAME BRACKETS; STERN FRAME; BUTTS OF 2ND DECK PLATING; 2ND DECK PLATING TO SHELL; 2ND DECK GIRDERS TO DECK; DECK GIRDER BUTTS; HATCH CORNER DECK DOUBLERS; CENTRE LINE BULKHEAD TO TANK TOP; AUXILIARY ENGINE SEATS; SETTLING TANKS AND OTHER MINOR PARTS OF STRUCTURE

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book
"CRUISER STERN"; "LLOYDS A+C.P."; "OIL ENG."; "1 DECK + SHELTER DECK"
PT ELECT WELDED ✓ D.F. E.S.D. G.Y.C. RADAR

RADAR Equipment (State if fitted) YES ✓
State Type or Pattern No. TYPE 103, SERIAL NO 50367
State Make RADIO MARINE CORPORATION OF AMERICA.
Name and/Supplier

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

1st Bower	46-3-7	A.E.G. N° 1535	14/4/50
2nd "	46-3-7	A.E.G. N° 1534	14/4/50
3rd "	38-2-7	A.E.G. N° 3749	30/3/50

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 40.5' ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓
Official No. ✓ Signal Letters P.D.I.K. Extreme Breadth over Belting 58.71 Over-all Length 461.29' (Circ. 1611) (Circ. 1703)
No. and Material of Decks 1 DECK (STEEL) AND SHELTER DECK (STEEL)
Parts of Bottom of Vessel coated with cement or approved composition N° 1, 5 + 7 D.B. TANKS; COFFERDAMS; UNDER BOILERS; FORE + AFTER PEAK TANKS AND BILGES
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.
Double bottom, aft, N° 6 + 7 D.B.	132.5'	409	Fore peak tank,	25.75'	195
Double bottom, under Engines and Boilers, N° 4 + 5	45.0'	154	After peak tank,	22.0'	184
Double bottom, if under Engines only, N° 4 TANK ONLY, N° 5 E.W.		68	Deep tank, (if fitted),	32.5'	1434
Double bottom, if under Boilers only,			Deep tank, forward,	—	—
Double bottom, forward, N° 1, 2 + 3	195.25'	869	Other tanks, if fitted,	—	—
Total length (if continuous) and Capacity	372.75'	1498.5 TONS	If necessary, furnish further information by sketch.)		

Order for Special Survey No. 6327

Date 20-10-49

Dates of Surveys held while building

1950 Jan 30.31 Feb 1.2.6.7.9.15.16.17.19.21.22.23.24 Mar 1.2.3.6.7.9.10.13.15.17.20.22.23.29.30 Apr 3.4.5.6.12.13
27 May 1.3.4.9.10.11.15.18.19.23.30 Jun 2.7.8.9.12.13.16.19.20.22.23.26.28.29.30 Jul 3.4.6.10.11.12.13.14.17.19.21.22
26.27.28 Aug 8.9.10.11.14.15.17.18.19.21.22.23.24.25.28.29.30 Sep 1.4.5.6.7.8.11.12.14.15.18.20.21.22.25.26.27.28.29
Oct 3.5.6.9.10.11.12.16.17.18.23.24.27 Nov 1.13.14.16.17.20.21.22.23.27.28.30 Dec 4.7.8.11.12.13.14.15.18.19.20.21.27/1951 Jan 1.2.3.4.5.6.7.8.9.10.11.12.13.14.15.16.17.18.19.20.21.22.23.24.25.26.27.28.29.30
5.9.10.15.16.19.24.26.30.31 Feb 2.5.6.9.12.14.15.16.23.28 Mar 9.13.20.27.29 Apr 13.16 Jun 5.7.8. Total No. of Visits 19