

STEEL STEAMER OR ~~MOTORSHIP~~ (TANKER)

6 - JUN 1946

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 *5 June 1946* Port of *Sunderland* No. *34479*Survey held at *Sunderland* Date First Survey *4 May 1945* Last Survey *30 May 1946*On the (State if Machinery fitted & if Single, Twin or Triple Screw) *S.S. "GALEOMMA", Machinery Aft, Twin Screw*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling* State Type of Erections *Peep, Trunk & Fc's.*TONNAGE under Tonnage Deck ... *3516.62*Do. of space or spaces between Tonnage Dk. Upper Dk. *-*Tonnage *5041.63*or Tonnage *2431.87*

REGISTERED DIMENSIONS.

FEET	METRES
<i>383.81</i>	<i>116.98</i>
<i>62.70</i>	<i>19.11</i>
<i>19.10</i>	<i>5.82</i>

CLASS *+100A.1. Carrying Petroleum in Bulk* State if with freeboard as condition of Class *No*

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *383.00*

Breadth (greatest moulded) *62.50*

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *18.75*

1st Longitudinal Number (L x D) *7125*

2nd Numeral L x (B + D) *30780*

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel *20.25*

Do. Long Bridge, to top of keel *-*

Draught—Moulded *16'-7 1/2"*

Built at *Sunderland*Launched *16th January 1946* Yard No. *643*Builders *Messrs J. L. Thompson & Sons, Ltd.**N.Y. Curacaosche Scheepvaart*Owners *Maatschappij, The Hague, Holland*Managers *-*

(Where necessary to be entered in Reg. Book)

Residence *-*Port of Registry *Willemstad*If surveyed while building, afloat, ~~in~~ *AND* in dry dock *Yes*

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>28</i>	<i>✓</i>	Bracket Floors, Frame	<i>✓</i>	
IN FORE HOLD from 1/2 length amidships to Collision bulkhead	<i>27</i>	<i>✓</i>	Reversed Frame	<i>✓</i>	
in peaks (SEE ALSO LONG FRAMING RPT. 1 st ATTACHED)	<i>24</i>	<i>✓</i>	Vertical Struts	<i>✓</i>	
E FRAMING. 9 3 1/2 42	<i>9 3 1/2 42</i>	<i>✓</i>	Centre Girder, depth and thickness amidships	<i>56 x 55 1/2 45</i>	
Frame Amidships, Angle, <i>7 3 1/2 36</i>	<i>7 3 1/2 36</i>	<i>✓</i>	top Angles	<i>3 1/2 3 1/2 49 3 x 3 1/2 49</i>	
with side girder & two beams as approved	<i>Harbour Deck</i>	<i>✓</i>	bottom Angles	<i>3 1/2 3 1/2 49</i>	
Extends up to	<i>Harbour Deck</i>	<i>✓</i>	Side Girders, No. each side and thickness	<i>3 @ 44 1/2 34</i>	
Reversed Frame Amidships, Angle	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>✓</i>	
Extends up to	<i>✓</i>		Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>✓</i>	
Depth of Framing Girder	<i>7</i>	<i>✓</i>	Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	<i>✓</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, <i>8 3 1/2 44</i>	<i>8 3 1/2 44</i>	<i>✓</i>	Gussets, spacing and scantling abaft 1/2 len. from stem	<i>✓</i>	
Second 'tween Decks, Angle, <i>✓</i>	<i>✓</i>		Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	<i>✓</i>	
Third	<i>✓</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	
IN FORE HOLD (EX. TO TRUNK DECK) from 1/2 len. for'd. to 15% len. from Stem	<i>7 3 40</i>	<i>✓</i>	INNER BOTTOM PLATING. (AFT)	<i>52 1/2 42</i>	
in Peaks, Angle, <i>7 3 33</i>	<i>7 3 33</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>52 1/2 42 1/2 38</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>3/4 @ 4 1/8</i>	<i>✓</i>	Thickness of remainder <i>1/2</i>	<i>1/2</i>	
State if Frame Joggled	<i>1/2</i>	<i>✓</i>	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bankers and Boiler Room?	<i>1/2</i>	<i>✓</i>
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>1/2</i>	<i>✓</i>	BEAMS. (AFT)		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>1/2</i>	<i>✓</i>	Uppermost Continuous Deck, amidships in	<i>7 3 40</i>	<i>✓</i>
DOUBLE BOTTOM.			Well, Angle, <i>8 3 36</i>	<i>8 3 36</i>	<i>✓</i>
Floors, Depth and thickness at mid-line in <i>56 x 48</i>	<i>56 x 48</i>	<i>✓</i>	Spacing	<i>Every frame</i>	<i>✓</i>
with FACE BARS <i>9 3 1/2 50 B.A. (DOUBLE)</i>	<i>9 3 1/2 50 B.A. (DOUBLE)</i>	<i>✓</i>	Second Deck, amidships, Angle, <i>✓</i>		
DEPTH AND THICKNESS IN SIDE TANKS <i>32 x 36 WITH</i>	<i>32 x 36 WITH</i>	<i>✓</i>	Spacing	<i>✓</i>	
Height of Brackets at side above base line at toe of frame <i>3 1/2 3 1/2 36 FACE BAR</i>	<i>3 1/2 3 1/2 36 FACE BAR</i>	<i>✓</i>	Third Deck, amidships, Angle, <i>✓</i>		
Middle Line Keelson, <i>6 3 40</i>	<i>6 3 40</i>	<i>✓</i>	Spacing	<i>✓</i>	
Through Plate <i>36 x 40</i>	<i>36 x 40</i>	<i>✓</i>	Fourth Deck, amidships, Angle, <i>✓</i>		
Inter-costal Plate	<i>✓</i>		Spacing	<i>✓</i>	
Foundation Plate on Floors	<i>✓</i>		Poop Deck, Angle, <i>8 3 42</i>	<i>8 3 42</i>	<i>✓</i>
Flat Plate Keel Angles <i>4 4 52 (DOUBLE)</i>	<i>4 4 52 (DOUBLE)</i>	<i>✓</i>	Spacing	<i>Every frame</i>	<i>✓</i>
Side Keelsons, No. each side	<i>✓</i>		Bridge Deck, Angle, <i>✓</i>		
thickness of Inter-costal Plate	<i>✓</i>		Spacing	<i>✓</i>	
Angles	<i>✓</i>		Forecastle Deck, Angle, <i>8 3 40</i>	<i>8 3 40</i>	<i>✓</i>
DOUBLE BOTTOM. (AFT)			Spacing	<i>Every frame</i>	<i>✓</i>
Solid Floors, thickness and spacing <i>44 1/2 34 (EVERY FRAME)</i>	<i>44 1/2 34 (EVERY FRAME)</i>	<i>✓</i>			
Frame and Reversed Frame joggled?	<i>YES - FLOORS WELDED TO T. TOP</i>	<i>✓</i>			
Bracket Floors, breadth and thickness at middle line	<i>✓</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 Rows <i>One, in way of transverse.</i>			<i>GIRDER</i> Plate, <i>FACE BAR (O.A.)</i>	5 3 .36 ✓
" in 'tween Decks, Size and Spacing	✓		<i>GIRDER PLATE CONNECTING ANGLE TO</i>	3 1/2 3 .36 ✓
" " " " " "			<i>TRUNK DK.</i>	
<i>C.S. TANKS</i> ✓	<i>10 x 3 1/2 x 3 1/2 x 3/16</i>	✓	Thickness of Plating abreast Deck openings in way of Bridge	✓
" in Hold	<i>DOUBLE CHANNELS</i>	✓	Thickness of Plating within line of openings	✓
" " " " " "			If Sheathed, material and thickness	✓
<i>LONGITUDE</i> Bulkhead <i>S. (2OFF - 1R & 1S.)</i>	<i>8 3 .44</i>	✓	Third Deck.	
Stiffeners and Spacing	<i>@ 28" SPACING</i>	✓	Stringer Plate, breadth and thickness	✓
Plating, thickness of	<i>AT TRUNK SIDE 96" x .60"</i>	✓	If Plated, state thickness	✓
	<i>BELOW HARBOUR DK. LEVEL. .40</i>	✓	Fourth Deck.	
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness	✓
Uppermost Continuous Deck. (<i>HARBOUR DK.</i>)			If Plated, state thickness	✓
Stringer Plate, breadth and thickness	<i>75 1/2" x .48</i>	✓	Poop Deck.	
" " " " " "			Stringer Plate, <i>thickness</i>	<i>.44</i> ✓
" " " " " "			Plating, Sheathing, material and thickness	<i>.50" x .34"</i> ✓
Thickness of Plating abreast Deck openings in way of <i>HARBOUR DK.</i>	<i>.48"</i>	✓	Bridge Deck.	
Thickness of Plating <i>TRUNK DK.</i>	<i>.64"</i>	✓	Stringer Plate, breadth and thickness	✓
Thickness of Plating within line of openings	✓		Plating, Sheathing, material and thickness	✓
If Sheathed, material and thickness	✓		Forecastle Deck.	
<i>C.L. GIRDER UNDER TRUNK DK</i>			Stringer Plate, <i>thickness</i>	<i>.34</i> ✓
<i>GIRDER</i> Plate, <i>DEPTH</i> and thickness	<i>54 x .36 (INTERCOSTAL)</i>	✓	Plating, Sheathing, material and thickness	<i>.34</i> ✓

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.		SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	STRAPPED OR LAPPED.
Flat Plate Keel	55	.66	.55	.52	✓	Double	7/8 3/16	Butts welded	✓
" Dblg. (if any)	✓	✓	✓	✓		✓			
Bottom Plating, No. of Strakes <i>FOUR</i>	<i>A, B, E, C. D</i>	<i>.50</i>	<i>.55</i>	<i>.42</i>	✓	Double	3/4 2 5/8	Butts welded	✓
Bilge Plating, No. of Strakes <i>ONE</i>	✓	<i>.52</i>	<i>.48</i>	<i>.50</i>	✓	Double	3/4 2 5/8	Butts welded	✓
Side Plating, No. of Strakes	✓	✓	✓	✓		✓			
Upper Deck, Sheer-strake	93	.48	.42	.42	✓	Double	3/4 2 5/8	Butts welded	✓
Upper Deck, Sheer-strake in Bridge	✓	✓	✓	✓		✓			
Strake below Sheer-strake	93	.48	.42	.42	✓	Double	3/4 2 5/8	Butts welded	✓
Strake below Sheer-strake in Bridge	✓	✓	✓	✓		✓			
Poop Side Plating	✓	✓	✓	.38	✓	Single	3/4 3	Butts welded	✓
Bridge Side Plating	✓	✓	✓	✓		✓			
Forecastle Side Plating	✓	✓	.40	✓		Single	3/4 3	Butts welded	✓

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	<i>Ten (10)</i> ✓
" Deck next below	✓
As per Rule	<i>Six (6)</i>

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, <i>UPPER - MILD STEEL FASHION PLATE.</i>				
STEM <i>LOWER - ROLLED BAR.</i>				
STERN FRAME	Propeller Post		<i>C.S. AS The Wolseley & Co., Ltd.</i>	
	Rudder			
Speed of Vessel		12		✓
RUDDER—Type		<i>Simplex</i>	<i>Palmer & Hephum Co. Ltd.</i>	✓
A x D.		508		✓
Diam. of head		11 5/8"		✓
Mainpiece at top pintle		9 1/2"		✓
" heel		9"		✓
how constructed		<i>Fabricated as per plan</i>		
double or single plate coupling, vertical or horizontal		<i>.50"</i>		✓

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, <i>IN CENTRE TANK</i>	✓	<i>.38" x 8" x 3" x .46"</i>	<i>28 3/4"</i>	<i>2 GIRDS 35" x .40" & 24" x .36"</i>	✓
" <i>IN SIDE TANKS</i>	✓	<i>.38" x 8" x 3" x .40"</i>	<i>28 3/4"</i>	<i>FACE BARS 8" & 6" B.A.</i>	✓
" Third	✓			<i>21 GIRDER 23" x .36" - 3 1/2" FLANGE</i>	✓
" Holds	✓				
COLLISION (in Hold)	<i>FR. 158</i>	<i>.34" x 8" x 3" x .42"</i>	<i>30"</i>	<i>FLAT ON FORE SIDE</i>	✓
AFTER PEAK	<i>FR. 9</i>	<i>.42" x 7 1/2" x .38"</i>	<i>30"</i>	<i>N.T. FLAT.</i>	✓

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

(AT BOTTOM IN CENTRE TANK, UPPER DECK & TRUNK DECK & SIDES.)

1m, 11, 42. T.

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EQUIPMENT No. 33476											LETTER 4		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.							
48311	1st Bower	60	3	0	✓	-	-	48	15	0	0	✓	60	✓	Stockless	-	L.P.H.S., 10-9-45, F.W.D.	
48052	2nd "	60	0	0	✓	-	-	48	7	2	0	✓	60	✓	"	-	L.P.H.S., 13-7-45, F.W.D.	
48348	3rd "	50	2	4	✓	-	-	42	15	1	7	✓	50 1/2	✓	"	-	L.P.H.S., 12-9-45, F.W.D.	
	Collective weight	171	1	4	✓	-	-					✓	170 1/2	✓				
61637	Stream	16	1	14	✓	4	1	0	17	14	0	7	✓	16 1/4	✓	Iron Stock	-	L.P.H.-CH., 24-45, W.V.N.

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.	
	Fathoms.	Diam.	Statu-tory.	Break-ing.	Supplied.	Per Rule.			Fathoms.	Diam.					Fathoms.	Ins.		Fathoms.	Ins.
4782	135	2 3/8	86 2 1/2	120 1/2	330-1-0	645 3/4			270	2 3/8	Stud Link	Hingley & Sons	L.P.H.N., 20-12-45, J.A.R.	TOWLINE	120	4 3/4	47-0	120	4 3/4
4783	135	2 3/8	86 2 1/2	120 1/2	330-3-0						Stud Link	Hingley & Sons	L.P.H.N., 20-12-45, J.A.R.	HAWSEWS & WARPS	40	3	18-6	20 90	2 3/4
	270				661-0-0													20 90	2 1/2
Stream	90	4 3/4	-	47-0	(6x12)	-			90	4 3/4	G.S.W.R.	British Refrigo, Ltd.	-						

Steering Gear, Type (Power or hand) *J. Hastie's Steam Hydraulic with telemotor control.* *Efficient arrangement of blocks & tackle led to after warping winch.*

Steering Chains (Size and Test) *-* Windlass *Steam, 10" x 12 1/2"* Boats *2 STEEL MOTOR BOATS 30-1' x 9-5' x 4-0' DINGHY 18-0' x 5-9'*

Ceiling in Holds, thickness and material *-* Cargo Battens, thickness, material and spacing *-*

Cargo Hatchways. (Upper Deck) *Steel Coatings 4'-0" x .40" thk. welded to deck* Thickness of Hatches *.40" steel O.T. Covers.*

Size of Hatchways No. 1 (Lower) *8 off 4'-0" dia.* No. 2 *✓* 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 *[Signature]*
GENERAL MANAGER

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*
(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 and 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, watertight doors, steering gear, 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 bunkers (p.s.s.) forward of machinery space, and in double bottom tanks (port & starboard, frames 28-40) under boilers. The flash point of oil is not lower than 150°F; Section 20 of the Rules has been complied with.

The vessel between the cofferdam forward and the pump room aft is divided into 15 cargo & W.B. tanks, viz, 7 centre and 2 wing tanks (p.s.s.) for the carriage of petroleum in bulk, (P.T.O. for continuation)

The amount of Entry Fee *£ 9* Fees applied for *June 19 46*
Special Survey Fee *£ 489 1-6* Received by me, *19*
Freeboards 16
Travelling Expenses, if any *£ :*

(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. Millar & Self J. Forsyth
Signature *[Signature]* Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey *Yes*

Certificate to be sent to *SUNDERLAND* Date of issue *5/7/46*
Committee's Minute *FRI. 5 JUL 1946*
Character assigned *+100A1 "Carrying Petroleum in Bulk"*
5,46 Sld. Fitted for oil fuel 5,46 F.P. above 150°F
Lloyd's A+C.P. + LMC 5,46
Machy aft. F.D. C.H. O.G.
White Sld. 2 W.T.B. 220/6.

The Surveyors are requested not to write on or below the Committee's Minutes.

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0066 3/3

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.)

and two wing tanks (p.e.s.), Nos 1 & 4, suitable for the carriage of water ballast only. The cofferdam forward separates the No 7 Cargo tank from the hold space, and the pump room is situated aft between the oil fuel cross bunker tanks and the No 1 Cargo oil tanks. Complete pumping arrangements have been fitted for dealing with the cargo oil, also for dealing with the fore peak tank, chain locker, hold and cofferdam forward and the No 4 wing ballast tanks (p.e.s.), and also the after peak tank, D.B. tanks, well and tank top bilge hats at after end, and the No 1 wing ballast tanks (p.e.s.).

This ship is the first of this type to be built by Messrs J.L. Thompson & Son, Ltd, Sunderland.

The vessel was also placed in drydock, shell plating and rudder, cleaned, examined & coated.

The following Casting Certificates are enclosed:— Sternframe, Shaft brackets (p.e.s.), Rudder head, Main tiller and spar, and for Simplex Rudder.

NOTE:—

Whilst the vessel was being towed on the 13th February, 1946, from the Builder's fitting out berth at Manor Quay to Messrs G. Clarke's Engine works for machinery installation the fore & mainmasts struck the Monkwearmouth Railway Bridge, and damage sustained as follows:—

Foremast set back and trunk deck in way of mast heel somewhat buckled and torn, and structure locally in way (Nos 6 & 7 C. Cargo tanks) damaged in varying degree. Mainmast somewhat buckled and collapsed on to after deckhouse front (S.S.); trunk deck in way of mast heel somewhat buckled and torn, and structure locally in way (Nos 1, & 2 C. Cargo tanks) damaged in varying degree, and similar to that at foremast. After deckhouse front plating (top edge) locally buckled.

Repairs effected:— The fore & mainmasts lifted ashore, checked, repaired as necessary and refitted in position. G. & deckplate (Trunk deck) at foremast renewed & at mainmast part renewed. Necessary repairs effected to transverse

Nos 132 & 162, angle connections longitudinal and G. girders in way. Deckhouse front plate renewed as necessary. All necessary removals replaced in good condition, and on completion these repairs the Nos 1, 2, 6 & 7 C. Cargo tanks tested satisfactory. The foregoing repairs & work incidental thereto were carried out satisfactorily so as to place the vessel in as good condition as before the damage.

PARTICULARS OF ELECTRIC WELDING (if employed) Butts of keel & shell plating throughout & of the upper, (was sustained) trunk & poop deck plating (in way oil tanks) welded. Upper deck at fore & after ends and F.P. tank top welded to shell & upper deck also welded to trunk sides. Butts & seams of E.R. tank top plating, fore & after peak tank & stiffeners throats welded. Side girders in E.R. double bottom tanks & in fore hold welded. In cargo tanks transverse bars welded to longitudinal bars & longitudinal bars to shell; horizontal girders welded to shell and bulkheads, and transverses in C. tanks welded to shell. Hatch & vent coaming, part rudder & 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;

Fitted for oil fuel 5,460, F.P. above 150°F.; Longitudinal Framing at Bottom in Centre Tanks, and at Upper Deck and Trunk Deck; Shell and Deck butts welded; Cruiser Stern.

INTS. - QRS - LBS.

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

1st Bower.
2nd "
3rd "

37-1-7 ✓ J.H.J. 6929 27-4-45
37-3-14 ✓ J.H.J. 6968 25-5-45
33-1-25 ✓ A.E.G. 7373 17-4-45

TRUNK 241'

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98.5 ft., R.Q.D. — ft., Bridge — ft., Forecastle 46.25 ft.

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

Official No. 6724 Signal Letters P.E.F.N. Extreme Breadth over Belting 62.90' (OVER MOULDINGS) No belting Over-all Length 399.9' (Circ. 1611) (Circ. 1703)
No. and Material of Decks One (1) Steel Deck (upper) — Forecastle, Trunk & Poop Decks, steel.

Parts of Bottom of Vessel coated with cement, or approved composition. Fore & After Peak tanks cemented on bottom shell, D.B. fed water tank

under engine, cement fillers on bottom shell & elsewhere in these tanks, cement washed E.R. bilge, cemented at bottom, all tanks cemented as required to carry oil or cargo.

Particulars of composition (if fitted) and of approval E.E.B. Room structure (incl. ceiling) below floor level, chain locker bottom & in way domestic ref. chamber coated with bituminous solution & enamel.

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, (OIL FUEL ONLY) FRS 28-40	27.00	153.0	Fore peak tank,	18.0	46.9
Double bottom, under Engines and Boilers (WATER) FRS 11-27	36.00	77.0	After peak tank,	18.00	108.8
Double bottom, if under Engines only, COFFERDAM, (FRS 27-28)	2.25	10.0	Deep tank, aft, NO 1 WING TANKS (PES) FRS 48-62	32.67	411.8
Double bottom, if under Boilers only,			Deep tank, forward, NO 4 " " (") FRS 118-146	65.33	843.2
Double bottom, forward,			Other tanks, if fitted, FOR COFFERDAM, (FRS 146-147)	3.00	98.5
Total length (if continuous) and Capacity.	65.25	240.0	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 6160
Date 9.1.45
Dates of Surveys held while building
1945: May 1, 17, 18, 30 June 4, 12, 19, 20, 21, 25, 26 July 9, 12, 13, 17, 18, 19, 23, 25, 27 Aug 1, 21, 22, 31
Sep 10, 13, 18, 20, 21, 25, 27 Oct 2, 5, 8, 12, 15, 16, 17, 18, 19, 22, 25, 26, 30, 31 Nov 1, 2, 5, 6, 8, 9, 17, 18, 19, 23
21, 22, 25, 26, 28, 29, 30 Dec 3, 4, 5, 6, 7, 10, 14, 17, 18, 21, 27, 28, 1946: Jan 3, 9, 11, 14, 16, 17, Feb 1, 4, 9, 13, 14, 17, 21, 24, 28, 29, 30, 31, 1947: Jan 1, 8, 14, 15, 22, 23, 27, 29, 30

Total No. of Visits 103