

RETAIN

STEEL STEAMER OR MOTORSHIP.

Received at London Office 30 NOV 1949

IN D.O.

State of Report has been sent on the Freeboard of the Vessel YesState of Report is sent on the Machinery of the Vessel Yes - NOW

Date of completion of report

Port of NEWCASTLE-ON-TYNENo. 106768Survey held at Walker on TyneDate First Survey 25-9-47Last Survey 16-11

1949

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

single screw "BRITISH ARDOUR" (Machinery fitted aft)

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

Full Scantling

State Type of Erections

Poop, Bridge & Forecastle.

TONNAGE under Tonnage Deck ...

7499.91

CLASS

+100A1State if with freeboard as condition of Class No

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)

463.46

Breadth (greatest moulded)

B 61.75

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

D 34.08

1st Longitudinal Number (L x D)

15795

2nd Numeral L x (B + D)

44413

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

13.6

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

13.6

Do. Long Bridge to top of keel

Draught Moulded

27' 6"Built at Walker on Tyne.Launched 12-4-49Yard No. 1866Builders Swan Hunter & WighamRichardson & Co. Ltd.Owners 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

Building afloat & in dry dock.

FRAMES, DOUBLE BOTTOM AND BEAMS.

Long th framing as per page 5	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	
in way of Fore Hold etc.	27		Reversed Frame	
from 1/2 length amidships to Collision bulkhead	24		Vertical Struts	
in peaks			Centre Girder, depth and thickness	<u>Machin' 63 3/4 x 54/46</u>
SIDE FRAMING.			Space	<u>double 3 1/2 3 1/2 48/44</u>
Frame Amidships, Angle <u>E or C</u>	10 3 1/2 40		top Angles	<u>double 4 4 50</u>
Extends up to	<u>Upper Deck</u>		bottom Angles	<u>double 4 4 50</u>
Reversed Frame Amidships, Angle	<u>none</u>		Side Girders, No. each side and thickness	<u>2 continuous 62</u>
Extends up to			additions below Eng.	
Depth of Framing Girder	10		Margin Plate depth (excl. of flange) and thickness	<u>Tank Top level</u>
Frames in Uppermost Continuous 'tween Decks, Angle <u>E or C</u>	8 3 1/2 38	<u>44 Aft Forward</u>	Vertical Angle to Tank side	<u>54</u>
Fore Hold Space	8 3 1/2 46		Bracket abaft 1/2 len. from stem	
Second 'tween Decks, Angle <u>E or C</u>			Vertical Angle to Tank side	
Third			Bracket from forward 1/2 len. from stem to Panting Area	
in way of Forward Deep Tanks	11 3 1/2 47		Gussets, spacing and scantling abaft 1/2 len. from stem	
from 1/2 len. for'd. to 15% len. from Stem	8 3 1/2 46		Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	
in Peaks, Angle or <u>C</u>			Tank Side Brackets, height above base line at toe of Frame and thickness	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	1 1/2 5 1/2		INNER BOTTOM PLATING under Engines	
State if Frame Joggled	<u>Yes</u>		Breadth and thickness of Middle Line Strake	<u>1.25</u>
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<u>Yes</u>		Thickness of remainder in Hds of Eng. Room	<u>52</u>
Are the scantlings and arrangements in way of the Bottom Forward 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. & B. space and framing in Bunkers and Boiler Room?	<u>as app'd</u>
SINGLE BOTTOM.			BEAMS. See also page 5.	
Floors, Depth and thickness at mid-line in Deep Tank Hds for'd. & of Bunker	42 x 42		Uppermost Continuous Deck, amidships in way of Poop	10 3 1/2 40
Height of Brackets at side above base line at toe of frame	69		Wells, Angle <u>E or C</u>	8 3 1/2 40
Middle Line Keelson, on Floors, Angles, <u>E or C</u>			in way of Forecastle	8 3 40/35
Centre Line B'd. Through Plate or Inter-coastal Plate	44 37.34		Spacing	<u>every frame</u>
Stiffs Foundation Plate on Floors	11 3 1/2 50 BA.		Second Deck, amidships, Angle <u>E or C</u> Aft	8 3 1/2 44 8 x 3 x 44
double	4 4 56		Spacing	<u>every frame</u>
Flat Plate Keel Angles			Deep Tank Top forward	8 3 1/2 35
Side Keelsons, No. each side	<u>1 full length & 1 part length</u>		Third Deck, amidships, Angle <u>E or C</u>	<u>every frame</u>
thickness of Intercoastal Plate	42		Spacing	
vertical	3 3 42		Fourth Deck, amidships, Angle <u>E or C</u>	
shell	3 1/2 3 1/2 42		Spacing	
top (continuous)	8 3 1/2 50 BA 7 x 3 1/2 x 50		Poop Deck, Angle <u>E or C</u>	9 3 1/2 50
DOUBLE BOTTOM. in Engine Room			Spacing	8 3 44
Solid Floors, thickness and spacing	<u>62 to 42 every frame</u>		Bridge Deck, Angle <u>E or C</u>	<u>every frame</u>
Are Frame and Reversed Frame joggled?	<u>frames only</u>		Spacing	7 3 33
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle <u>E or C</u>	<u>every frame</u>
breadth and thickness at margin plate			Spacing	9 3 1/2 38

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	Longit' B'ds in cargo tanks				
" in 'tween Decks, Size and Spacing		8			
" " " " "		as	✓		
" in Holds		approved			
" " " " "		✓			
Longitudinal Bulkheads	15'0" from c.l.	10 3 1/2 x 40 BA	✓		
Stiffeners and Spacing		every frame	✓		
Plating, thickness of	bottom strake 51 remainder 50 with 2 horiz strgs 29 x 50	51 50 29 x 50	✓		
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells		74 x 72	✓		
" " " in way of Bridge		74 x 88	✓		
" " " "Front & End Poop Front		90	✓		
" Angle in Wells		7 x 7 x 72	✓		
Thickness of Plating abreast Deck openings in way of Wells		70 x 58	✓		
Thickness of Plating abreast Deck openings in way of Bridge		58 x 93	✓		
Thickness of Plating within line of openings		✓			
If Sheathed, material and thickness		✓			
Second Deck.					
Stringer Plate, breadth and thickness in Wells		38	✓		
Stringer Plate, breadth and thickness in way of Bridge		✓			
Thickness of Plating abreast Deck openings in way of Bridge		✓			
Thickness of Plating within line of openings		✓			
If Sheathed, material and thickness		✓			
Third Deck. Deep Tank Top forward					
Stringer Plate, breadth and thickness		40	✓		
If Plated, state thickness		36/44 below hatch.	✓		
Fourth Deck.					
Stringer Plate, breadth and thickness		✓			
If Plated, state thickness		✓			
Poop Deck.					
Stringer Plate, breadth and thickness		72 x 38	✓		
Plating, Sheathing, material and thickness		30/28; 2 1/2" teak exposed & composition inside.	✓		
Bridge Deck.					
Stringer Plate, breadth and thickness		72 x 40	✓		
Plating, Sheathing, material and thickness		32; 2 1/2" teak exposed & composition inside.	✓		
Forecastle Deck.					
Stringer Plate, breadth and thickness		38	✓		
Plating, Sheathing, material and thickness		36	✓		

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.				
	AMIDSHIPS.		FORWARD.	AFT.					
	Breadth.	Thickness.	Thickness.	Thickness.					
Flat Plate Keel "A"	51	1.01	.82	.82					
" Dblg. (if any)	✓								
Bottom Plating, No. of Strakes	4	.65	.51	.53					
Bilge Plating, No. of Strakes	1	.66	.51	.54					
Side Plating, No. of Strakes	3	.64	.48	.48					
Upper Deck, Sheer-strake in Wells	63 1/2	.98	.57	.48	63"				
Upper Deck, Sheer-strake in Bridge	Poop End 1.18 Bridge Ends 1.18	.98							
Strake below Sheer-strake in Wells	81	.82	.52	.48					
Strake below Sheer-strake in Bridge	81	.82							
Poop Side Plating	1 & 2 strakes			50/40					
Bridge Side Plating	2	.44							
Forecastle Side Plating	2		.44						

WATERTIGHT BULKHEADS.

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

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
Centre Tanks					
MIDSHIP BULKHEAD, Upper 'tween decks	51 x 50	10 x 3 1/2 x 40	30"	1.30 x 50	2"
" " Second	51 x 50	10 x 3 1/2 x 40	30"	1.30 x 50	2"
Wing Tanks					
Third	51 x 50	10 x 3 1/2 x 40	31 1/4"	1.30 x 50	2"
" " (in Holds)	51 x 50	10 x 3 1/2 x 40	31 1/4"	1.30 x 50	2"
COLLISION	32 x 26	6 x 3 x 30 BA	24"	Main Deck	✓
AFTER PEAK	75 at 60	6 x 3 x 30 BA	24"	Boiler Flat	✓

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM				
STERN FRAME				
Propeller Post	casting as		Wolsingham	
Rudder	app plans		Steel Co. Ltd.	
Speed of Vessel		11 1/2 knots		
RUDDER—Type		Simplex	Wolsingham	
" A x D.		387	Steel Co. Ltd.	
" Diam. of head		Forging 11"	-do-	
" Mainpiece at top pintle				
" " heel		Simplex type		
" how constructed				
" double or single plate		double plate		
" coupling, vertical or horizontal		horizontal - 8 2 3/4 bolts.		

STEEL.

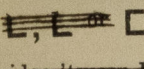
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth

Consett Iron Co., Dorman Long, Appleby Frodingham Ltd., Colvilles Ltd., Steel Co. of Scotland, Skinningrove Iron Co., Cargo Fleet & South Durham S. & L. Co. Ltd.

Has the Steel been tested as required by the Rules? Yes.

"BRITISH ARDOUR" NEWCASTLE-ON-TYNE, No.

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.	Speng.		Number.	Diameter.
									Ins.	Ins.	Inches.		Inches.
Framing of  Bottom.		Note: Transverse Framing at sides & in Poop, Bridge & Forecastle. ✓											
Frames in Bridge between Decks													
Frames from Uppermost Continuous Deck Centre Girder.		No. 1	17x48x4x4x68 ✓			17x48x4x4x68 ✓							
Centre Tanks		" 2	-Do- ✓			-Do- ✓			7/8" 5/4" except in No. 1 tank where 1/8" 3/16" 10 rivets at 18" long' 16 to stiff' 1/8" 14 to Tbar' 1/8" rivs. at 3 1/2" stiff to b'hd. ✓				
		" 3	-Do- ✓			-Do- ✓							
		" 4	-Do- ✓			-Do- ✓							
		" 5	-Do- ✓			-Do- ✓							
		" 6	-Do- ✓			-Do- ✓							
		" 7	17x48x4x4x68 ✓			17x48x4x4x68 ✓							
Wing Tanks		" 8	-Do- ✓			-Do- ✓			Longitudinal ends welded heel & toe for 2' 6" from bulkheads elsewhere. ✓				
		" 9	-Do- ✓			-Do- ✓							
		" 10											
		" 11											
		" 12											
		" 13											
		" 14											
		" 15											
		" 16											
Spacing of Longitudinal Frames		Amidships	30" in centre tanks ✓			3 1/4" in wing tanks ✓							
		At Ends	-Do- ✓			-Do- ✓							
Double Bottoms		Tank Top Longitudinals											
or		Bottom											
Spacing of Longitudinals		Amidships	Double Bottom in Machinery Spaces framed transversely. ✓										
		At ends...											
Transverses.		Depth and Thickness	24 x .40 ✓			24 x .40 ✓			Webs in centre tanks to Long th Bulkheads 10'-0" apart. ✓				
Side		Face Angles	3 1/2 x 3 1/2 .40 ✓			3 1/2 3 1/2 .40 ✓							
between Decks		Conn. to Long th B'hd	6 1/2 6 1/2 .45 ✓			6 1/2 6 1/2 .45 ✓							
the Tanks		Lugs to Shell	6 6 .44 ✓			6 6 .44 ✓							
Bottom		Depth and Thickness	36 x .44 ✓			36 x .44 ✓							
Side		Face Angles	3 1/2 3 1/2 .44 ✓			3 1/2 3 1/2 .44 ✓							
(in Hold)		Lugs to Shell	6 6 .44 ✓			6 6 .44 ✓			7/8 3 1/2 3 1/16 ✓				
g Tanks		Depth and Thickness	54 x .48 ✓			54 x .48 ✓							
		Face Angles	9 3 1/2 .60 BA ✓			9 3 1/2 .60 BA ✓							
Bottom		Lugs to Shell	6 6 .48 ✓			6 6 .48 ✓			7/8 3 1/2 3 1/16 ✓				
in		" " Back Bars	3 1/2 3 1/2 .48 ✓			3 1/2 3 1/2 .48 ✓			7/8 3 1/2 3 1/16 ✓				
the Tanks		Brackets	.48 ✓			.48 ✓							
Spacing of Transverse Frames			10'-0" apart ✓			10'-0" apart ✓							
		* State if joggled or liners.											
Longitudinal Beams of		Bridge Deck							Spacing.				
		Centre Tanks	8 3 1/2 .40 ✓			8 3 1/2 .40 ✓			30" ✓				
		Wing Tanks	8 3 1/2 .44 ✓			8 3 1/2 .44 ✓			31 3/4" ✓				
		Third							Transverse Beams.				
									Plate. Face Angles. Any departure from Approved Plans to be Noted.				
									28x42 6x3 1/2x50 in centre & wing tanks spaced 10'-0" apart. ✓				

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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.

EQUIPMENT No. 46598										LETTER	dt ✓	ANCHORS. 3-1			
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.				
53380	1st Bower	82	-	-	✓	-	-	59	10	-	-	✓ 81 1/4 ✓	stockless	✓	Sunderland 9.2.49 W.D. Stone ✓
53303	2nd "	81	2	21	✓	-	-	59	10	-	-	✓ 81 1/4 ✓	-do-	✓	Sunderland 9.1.49 W.D. Stone ✓
52752	3rd "	69	2	-	✓	-	-	53	10	-	-	✓ 69 1/2 ✓	-do-	✓	Sunderland 13.8.48 J. Hibbs ✓
	Collective weight	233	-	21	✓	-	-					232 ✓			Sunderland 30.12.48 W.D. Stone ✓
53262	Stream	30	1	21	✓	-	-	29	-	-	-	✓ 29 5/8 ✓	-do-	-	
															HAWSERS AND WARPS.

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.	Statutory.	Break-ing.	Supplied.		Per Rule.	Length.	Diam.	Length.					Cir.	Tons.		Fathoms.	Ins.			
					Cwts.	qrs. lbs.														Cwts.	Fathoms.	Ins.
12123	300	5/8	2 1/2	112 1/2	157 1/2	951.0.14	940	300	2 1/2	stud	✓	Netherton 25.2.49 W.V. Norman.	TOWLINE	130	5 1/2	84 2/5	130	5 1/2				
													HAWSERS & WARPS	2/100	3	25 7/10	Owners Extras					
														3/100	3 1/2	35 1/5	do					
														8/120	8	man.	4/120	8				
Iron Chain or Steel Wire	120	1 1/4	✓	64 3/5	✓	-	-	120	1 1/4	6 x 24 Blue Strand Preformed	✓	British Ropes Co. Gateshead 24.8.49 L. Pringle		8/120	8	man.	40 Exts.					

Steering Gear, Type (Power ~~or hand~~) Steam Hydraulic - Hastie & Co. Alternative Means of Steering Blocks & tackle to capstan.

Steering Chains (Size and Test) none Windlass Steam - E. Walker Boats 4-26'0 steel.

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

Hatchways.—(Upper Deck) Steel plates welded to deck except Fore Hold - steel plates & angles. Thickness of Hatches steel plates.

of Hatchways ~~No. 4~~ (Fwd.) 6'-9" x 10'-0" No. 4 Oil Cargo O.F. Bunkers 3'-0" x 3'-0" No. 4 No. 5 No. 6

ber of Shifting Beams } none
Fore and Afters }

Builder's Signature [Signature] TECHNICAL 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 motorship

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo 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).

tanker has been built in conformity with the Society's rules & regulations & Secretary's letters.

cantlings & arrangements are in accordance with or equivalent to those shown on the

ved plans. The materials & workmanship are good.

oil tanks, oil fuel bunkers, forward & after cofferdams, deep tank forward, fore & after peak tanks,

water tanks, D.B. tanks & cofferdams, pump rooms, bulkheads & decks tested to rule requirements

argo hatches & W.T. doors on deck hose tested & all found satisfactory.

teering gear & windlass tried under working conditions & found satisfactory.

uctions & hand pumps tried & found satisfactory.

ceboards verified & marks cut in on sides of vessel.

1. F.P. above 150°F, is carried in oil bunkers aft, deep tank forward & D.B. tank in machinery

Section 20 of the rules has been complied with.

Amount of Entry Fee..... £1238 0 0 Fees applied for, **29 NOV 1949** (Special notations, where part of class, to be stated.)

Freeboard Assignment Special Survey Fee..... £34 0 0 Received by me, _____

Travelling Expenses, if any £ : : _____

Whether the Vessel has been built under Special Survey Yes I am of opinion the Vessel should be Classed + 100 A1

in duplicate Longitudinal framing at bottom & deck. Carrying Petroleum in bulk.

ificate to be sent to NEWCASTLE-on-TYNE Date of issue 21/3/50 Signature W.A. Robinson

Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 20 DEC 1949

Character assigned +100A1 Carrying petroleum in bulk

10.49 Nuc.

Lloyds ATCP.

+ LMC 11.49 Oil Cuy.

2 DB 150 lb. C.L.

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.)

Sister vessel - "BRITISH EARL" - Newcastle Report No 104073.

Plans - Midship Section (as fitted)
Profile & Decks (-do-)
Transverses in Machinery Spaces.
Stringers -do-
Waterboxes in Cofferdams & Pump Rooms,
Waterbox in Machinery Spaces,
Stiffening at ends of Poop, Bridge & Fore,
Aluminium in Wheelhouse,
Fore End Pumping,
After End Pumping.

Forging Reports - Nos 4266 & 4042 (1 cent.) & 4249.

Vessel undocked - 19th October 1949.

PARTICULARS OF ELECTRIC WELDING (if employed) Keel & shell butts, upper deck butts, poop, bridge, forecastle, 2nd deck & after stringer & oil tight flat forward butts & seams, cargo & bunker tank stringer plates to shell & transverse & fore & aft bulkheads, tank top plating, rudder, bilge keel connection to shell & minor items.

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 & deck, cruiser stern, 1 deck & 2nd deck in fore hold steel, radar, wireless, direction finder, E.S.D. Lloyds A&C.P. Machinery aft, oil engine, part electric welded, Gyro compass.

RADAR Equipment (State if fitted) Yes
State Type or Pattern No. Marconi
"Radiolocator"
State } Maker
Name } and/or
of } Supplier

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

1st Bower	46.3.16/16	JHJ,	10364	19.11.48.
2nd "	46.0.22	JMT,	10132	15.9.48.
3rd "	40.2.19	AEG,	366	25.5.48.
Stream A.	17.0.22	JHJ,	10289	27.10.48.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98.12 ft., R.Q.D. ft., Bridge 47.0 ft., Forecastle 46.5 ft. at side at side at centre.

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

Official No. 183137 Signal Letters GFCL Extreme Breadth over Belting Over-all Length 490.0 (Circ. 1611) (Circ. 1703)

No. and Material of Decks Upper Deck & 2nd deck in fore hold steel.

Parts of Bottom of Vessel coated with cement or approved composition Fore & after peaks, tween deck fresh water & double bottom feed water tanks cement washed

Particulars of composition (if fitted) and of approval Chain Locker bottom coated with bituminous cement.

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 Feet	Length Feet	Water Capacity Tons	Where Fitted.	Length Feet	Water Capacity Tons
Double bottom, aft, Feed Water	32.5	37.5	33	Fore peak tank,	24.2	129
Double bottom, under Engines and Boilers,	7.5	2.5		After peak tank,	16.0	74
Double bottom, if under Engines only, C.F.	24.0	24.0	71	Deep tank, aft, F.W. tween decks	12.0	93 F.W.
Double bottom, if under Boilers only,				Deep tank, forward,	31.5	384
Double bottom, forward,				Other tanks, if fitted, After Cofferdam	3.5	186
Total length (if continuous) and Capacity	64.0	64.0	104	(If necessary furnish further information by sketch, Fore Cofferdam	3.5	175

Order for Special Survey No 5249

Date 2.10.47

Dates of Surveys held while building

SEPT. 35
(1947) Oct. 2.15. Nov. 14.25. Dec. 5.10.18.22.29.31. (1948) JAN. 6.8.14.16.21.23.29. FEB. 2.3.4.12.16.23.24. MAR. 1.3.4.8.9.16.30. APR. 2.12.15.20.22.23.26. MAY 6.10.11.13.26. JUN 8.21. JUL 12.19. AUG 14.15. SEPT 14.15. NOV 1.2.3.4.5.10.15.16.17.19.23.25.26.29. DEC 6.7.9.13.15.16.20. 21.22.23.29.30. (1949) JAN 4.5.9.10.11.12.13.14.17.18.19.20.21.24.25.28.31. FEB 1.2.3.4.7.8.9.10.11.14.15.16.17.19.21.22.23.25.28. MAR 3.4.11.14.21. APR 1.6.11.12. MAY 14.26. JUN 2.28. JUL 6.8.12.13.22. AUG 9.9.10.11.22. SEPT 13.29. OCT 4.14.17.18.19. 25.27.28. Nov. 14.15.16. Total No. of Visits 151.