

2 DEC 1949

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

IN D.O.

Date of completion of report

24th November, 1949

Port of

Gothenburg

No. 17082

Survey held at

Gothenburg

Date First Survey

6th April

Last Survey

3rd November

1949.

On the

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

Single Screw Motor Tanker

"A N G L O

M A E R S K"

(Machinery fitted aft)

State Type

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

Full scantling

State Type of Erections and Forecastle

Poop, Bridge

TONNAGE under Tonnage Deck

10556.01

CLASS

+100A1

State if with freeboard as condition of Class

No

Built at

Gothenburg

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 526' - 0"

Launched 25th August, 1949 Yard No. 388

Total

Breadth (greatest moulded)

B 69' - 9"

Builders Eriksbergs Mek. Verkstads A-B.

Gross Tonnage

11647.33

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

D 39' - 3"

Owners A/S D/S Svendborg & D/S af 1912 A/S

Register Tonnage

6824.76

Depth corrected for normal sheer

38' - 5"

1st Longitudinal Number (L x D)

= 20209

Managers A. P. Möller

(Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D)

= 56897

Residence Copenhagen

REGISTERED DIMENSIONS.

FEET.

Length

516.2 531.5

Breadth

67.8 69.8

Depth

35.8 36.9

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

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

13.4

Port of Registry Copenhagen

If surveyed while building, afloat, or in dry dock

Do. Long Bridge to top of keel

Draught Moulded

30' - 4"

While building, afloat and on floating dock.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	MM. IN SHIP.	Any Departure from Approved Plans to be Noted.		MM. IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	Longitudinal framing. See attached sheet.	✓	Bracket Floors, Frame		
" " from $\frac{3}{8}$ length to Collision bulkhead			" " Reversed Frame		
" " in peaks	610	✓	" " Vertical Struts		
SIDE FRAMING.			After part	2597 12.5	✓
Frame Amidships, Angle, [or]			Centre Girder, depth and thickness amidships	1250 14.5	✓
" " Extends up to			" " top XXXX Welded	5.5 5.5	✓
Reversed Frame Amidships, Angle	Longitudinal		" " bottom XXXX Welded	5.5 5.5	✓
" " Extends up to	framing. See attached sheet	✓	Side Girders, No. each side and thickness	Two. 20 & 15	
Depth of Framing Girder			Margin Plate depth (excl. of flange) and thickness	Tank top flush 14.5	✓
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem		
" " Second 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem		
" " Third from $\frac{1}{2}$ L. fwd to $15\frac{1}{2}$ L. fr. Stem	9 4 49	✓	" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		
Framing in Peaks, Angle XXXX 1	229 102 12.5	✓	" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	229 102 11.0	✓	Tank Side Brackets, height above base line at toe of Frame and thickness		
State if Frame Joggled	No	✓	INNER BOTTOM PLATING, in eng. room.		
Are the scantlings and arr. in the PANTING ARRANGEMENTS SCANTLING AREA in acc. with the Rules and/or as approved?	Yes	✓	XXXXXX thickness of Middle Line Strake	14.5	✓
Are the scantlings and arr. in way of STRENGTHENING OF BOTTOM FORWARD. XXXXXX in acc. with the Rules and/or as approved?	Yes	✓	Thickness of remainder XXXXXX	14.5 & 15.5	✓
SINGLE BOTTOM.			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	✓
Floors, Depth and thickness at mid-line in Holds			BEAMS.		
Height of Brackets at side above base line at toe of frame			Uppermost Continuous Deck, amidships in Wells, Angle, [or]	Long. framing	
Middle Line Keelson, on Floors, Angles, [or]			" " in way of Bridge, Angle, [or]	See attached sheet.	✓
" " Through Plate or Intercostal Plate			Spacing		
" " Foundation Plate on Floors			Second Deck, amidships, Angle, [or]		
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side			Third Deck, amidships, Angle, [or]		
" " thickness of Intercostal Plate			Spacing		
" " Angles			Fourth Deck, amidships, Angle, [or]		
DOUBLE BOTTOM, in engine space.			Spacing		
Solid Floors, thickness and spacing	12.5 á 875		Poop Deck, Angle, [or]		
" " Are Frame and Reversed Frame joggled?	No	✓	Spacing		
Bracket Floors, breadth and thickness at middle line	None	✓	Bridge Deck, Angle, [or]	Longitudinal	
" " breadth and thickness at margin plate			Spacing	framing. See attached sheet.	✓
			Forecastle Deck, Angle, [or]		
			Spacing		

PILLARS AND DECKS.			
		IN SHIP. MM.	Any Departure from Approved Plans to be Noted.
PILLARS , No. of Rows.....			
" in 'tween Decks, Size and Spacing			
" " " " "			
" in Holds " "			
" " " " "			
Longitudinal Transverse Bulkheads, Stiffeners and Spacing. Horizontal corrug.			
Plating, thickness of		12.0/ & 14.0/	
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness.....		3050. 23+3	
" " " " in way of Bridge		Angle 45°	
" Angle in Wells		12.0	
Thickness of Plating		22.0	
Thickness of Plating abreast Deck openings in way of Bridge			
Thickness of Plating within line of openings...			
If Sheathed, material and thickness			
Second Deck.			
Stringer Plate, breadth and thickness in Wells...			
Stringer Plate, breadth and thickness.....			
If Plated, state thickness.....			
Third Deck.			
Stringer Plate, breadth and thickness.....			
If Plated, state thickness.....			
Fourth Deck.			
Stringer Plate, breadth and thickness.....			
If Plated, state thickness			
Poop Deck.			
Stringer Plate, breadth and thickness.....		9.0	
Plating, Sheathing, material and thickness		7.0-9.0. Oregon pine 3"	
Bridge Deck.			
Stringer Plate, breadth and thickness.....		11.0	
Plating, breadth and thickness ..		9.5	
Forecastle Deck.			
Stringer Plate, breadth and thickness.....		10.0	
Plating, breadth and thickness ..		9.5 19.0	

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETING.						
	AMIDSHIPS.		FORWARD.	AFT.		EDGES. State if jogged?		BUTTS.				
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	MM.	MM.	MM.	MM.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	2000	26.0+1.5	22.0	22.0	26.0 amidships							
„ DBLG. (if any)	--	Flat part	23.5	fwd 1/2.								
BOTTOM PLATING, No. of Strakes 2	A & B	20.5	13.5, 14.5	14.5								
	C	20.0	14.5	15.0								
BILGE PLATING, No. of Strakes 2	--	19.0+1.5	16.0	17.0	19.0 amidships							
SIDE PLATING, No. of Strakes 3	--	17.5	13.5	12.5								
UPPER DECK, Sheer-strake in Wells.....	--	--	--	--								
UPPER DECK, Sheer-strake in Bridge ...	2200	26.5	14.0	12.5								
STRAKE BELOW Sheer-strake in Wells.....	--	--	--	--								
STRAKE BELOW Sheer-strake in Bridge ...	--	--	--	--								
POOP SIDE PLATING	--	--	--	11.0								
BRIDGE SIDE PLATING ...	--	11.5	--	--								
FOREC'TLE SIDE PLATING	--	--	11.5	--								

Total No. of W.T. BULKHEADS in Vessel— } 12 for record.

Extending to Upper Deck (Sec. 3 c) } 11. 4 add. bhd.s. in ctr tanks. ✓

" Deck next below } ---

As per Rule } 8

FURNACINGS AND CASTINGS.				
	Castings or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Flat plate keel.	✓		
STEM	Rolled steel plate.		✓	
STERN (Propeller Post)	Cast.	As pr	Skoda	

		Plating Thickness.		VERTICAL.		HORIZONTAL.	
				Scantlings.	Spacing.	Scantlings.	Spacing.
				MM.	MM.		
HULLSHIP BULKHEAD, Upper tween decks		--	--	Corrugated			
"	" Second	--	--				
"	Centre & Side	9.0	105				
"	MANHOLE Tanks	11.5	135			(2) ✓	
"	Holds				
COLLISION		(in Hold)	Fr. 9	85-120	178x89x51	610	3 stringers
			Fr. 9		As per approved		plan,
AFTER PEAK		"	Fr. 13	80-85	152x89x41	610	Stringer ✓

Speed of Vessel	Knots	15.5	works
RUDDER —Type.....		Balanced streamline	
" A x D x 100.....		1573 M	
" Diam. of head <u>MM</u>		329	
" Mainpiece at top pintle	}	As pr	
" " heel ..		appd.	
" " " "	}	plan	
" how constructed		Welded	
" double or single plate		15 mm.	
" coupling, vertical or			
" horizontal		Horizontal	

EQUIPMENT No 58621										LETTER h+		ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		cwts.	qrs.	lbs.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				
4590	1st Bower	96	1	7	--	--	--	66	2	2	0	✓	Britannic Cast Steel Head	Richard Sykes & Son	LPH - N
4572	2nd "	95	1	0	✓	--	--	66	15	0	0	✓	" "	" "	31.48 - W.V.Norman
4573	3rd "	93	3	0	✓	--	--	65	0	0	0	✓	" "	" "	" "
	Collective weight.	285	1	7	✓							285:0:0	✓	" "	" "

M/T "ANGLO MAERSK", of Copenhagen, Gothenburg First Entry Report No. 17082.

FRAMING.			AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.			Welds		Welding		Rivets in Brackets to Bulkheads.	
In Ship.			In Ship.			In Ship.			In Ship.			Longitudinal Frames.		on each side of Transverses and Bulkheads.		Number. Diameter Inches.	
In Ship.			In Ship.			In Ship.			In Ship.			Longitudinal Frames.		on each side of Transverses and Bulkheads.		Number. Diameter Inches.	
Framing of L, L or C			F 153 89 10.0			F 153 89 10.0			F 153 89 10.0			F 150 75 9		F 150 75 9		F 150 75 9	
Superstructures			F 153 102 10.0			F 153 102 10.0			F 153 102 10.0			F 153 102 10.0		F 153 102 10.0		F 153 102 10.0	
Frames in Bridge Deck			F 203 102 10.0			F 203 102 10.0			F 203 102 10.0			F 178 102 11.0		F 178 102 11.0		F 178 102 11.0	
Frames from Uppermost Continuous Deck			F 203 102 10.0			F 203 102 10.0			F 203 102 10.0			F 178 102 11.0		F 178 102 11.0		F 178 102 11.0	
(26) No. 1			F 203 102 10.0			F 203 102 10.0			F 203 102 10.0			F 178 102 11.0		F 178 102 11.0		F 178 102 11.0	
(25) 2			F 203 102 10.0			F 203 102 10.0			F 203 102 10.0			F 178 102 11.0		F 178 102 11.0		F 178 102 11.0	
(24) 3			F 203 102 10.0			F 203 102 10.0			F 203 102 10.0			F 178 102 11.0		F 178 102 11.0		F 178 102 11.0	
(23) 4			F 203 102 10.0			F 203 102 10.0			F 203 102 10.0			F 178 102 11.0		F 178 102 11.0		F 178 102 11.0	
(22) 5			F 203 102 10.0			F 203 102 10.0			F 203 102 10.0			F 178 102 11.0		F 178 102 11.0		F 178 102 11.0	
(21) 6			F 203 102 10.0			F 203 102 10.0			F 203 102 10.0			F 178 102 11.0		F 178 102 11.0		F 178 102 11.0	
(20) 7			F 203 102 10.0			F 203 102 10.0			F 203 102 10.0			F 178 102 11.0		F 178 102 11.0		F 178 102 11.0	
(19) 8			F 203 102 10.0			F 203 102 10.0			F 203 102 10.0			F 178 102 11.0		F 178 102 11.0		F 178 102 11.0	
(18) 9			F 203 102 10.0			F 203 102 10.0			F 203 102 10.0			F 178 102 11.0		F 178 102 11.0		F 178 102 11.0	
(17) 10			F 203 102 10.0			F 203 102 10.0			F 203 102 10.0			F 178 102 11.0		F 178 102 11.0		F 178 102 11.0	
(16) 11			F 203 102 10.0			F 203 102 10.0			F 203 102 10.0			F 178 102 11.0		F 178 102 11.0		F 178 102 11.0	
(15) 12			F 203 102 10.0			F 203 102 10.0			F 203 102 10.0			F 178 102 11.0		F 178 102 11.0		F 178 102 11.0	
(14) 13			F 203 102 10.0			F 203 102 10.0			F 203 102 10.0			F 178 102 11.0		F 178 102 11.0		F 178 102 11.0	
(13) 14			F 203 102 10.0			F 203 102 10.0			F 203 102 10.0			F 178 102 11.0		F 178 102 11.0		F 178 102 11.0	
(12-8) 15-19			F 203 102 10.0			F 203 102 10.0			F 203 102 10.0			F 178 102 11.0		F 178 102 11.0		F 178 102 11.0	
(7) 20			F 203 102 10.0			F 203 102 10.0			F 203 102 10.0			F 178 102 11.0		F 178 102 11.0		F 178 102 11.0	
(6-1) 21-24			F 203 102 10.0			F 203 102 10.0			F 203 102 10.0			F 178 102 11.0		F 178 102 11.0		F 178 102 11.0	
Long. Bhd.			F 203 102 10.0			F 203 102 10.0			F 203 102 10.0			F 178 102 11.0		F 178 102 11.0		F 178 102 11.0	
Spacing of Longitudinal Frames			F 203 102 10.0			F 203 102 10.0			F 203 102 10.0			F 178 102 11.0		F 178 102 11.0		F 178 102 11.0	
Amidships			F 203 102 10.0			F 203 102 10.0			F 203 102 10.0			F 178 102 11.0		F 178 102 1			

able	{	Tank Top Longitudinals	{	Amidships
oms		Bottom		At ends...
or				
ing of Longitudinals				

Side
Sections
between Decks

Transverses.

Depth and
Face ~~XXXX~~
Weld
~~XXXX~~ to S

Side
(n Hold)

Depth and
Face ~~XXXX~~
Welds
~~XXXX~~ to S

bottom
re tank)

itudinal
ms of
or E

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.

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Write ~~pl~~ (4)

EQUIPMENT No 58621												LETTER	h+	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.				
4590	1st Bower ...	96	1	7	--	--	--	66	2	2	0	Britannic Cast Steel Head	Richard Sykes & Son	LPH - N 31.48 - W.V.Norman		
4572	2nd „ ...	95	1	0	--	--	--	66	15	0	0	- " -	- " -	- " -		
4573	3rd „ ...	93	3	0	--	--	--	65	0	0	0	- " -	- " -	- " -		
	Collective weight.	285	1	7								285:0:0				
4562	Stream	29	2	7	7	3	7	28	6	3	14	29:2:0	Ordinary Stock. Electrically weld.	- " -		

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.	Per Rule.	Length.	Diam.	Length.					Ins.	Length.		Ins.												
8769	330.56	2 7/16	✓	✓	149.14	✓	209.10	✓	1075.3:21	1258	✓	330	2 12/16	✓	Stud link "Tayco" Ltd., Birkeley Hill	✓	Samuel Taylor & Sons, LPH - N 14.31.47 W.V. Norman	✓	6 x 24 TOWLINE...	✓	130	6 1/2	✓	112.3	✓	130	6 1/2		
6 x 24	✓	120	5 1/2	✓	84.4	✓	---	✓	---	---	✓	120	5 1/2	✓	Galv. steel wire	✓	Norsk Staal-taugfabrikk	✓	Makers' works	✓	6 x 12 HAWSERS & WARPS	✓	2x120	2 3/4	✓	15.2	✓	2x120	2 3/4
6 x 24	✓	120	5 1/2	✓	84.4	✓	---	✓	---	---	✓	120	5 1/2	✓	Galv. steel wire	✓	Norsk Staal-taugfabrikk	✓	Makers' works	✓	6 x 12	✓	2x120	2 3/4	✓	15.2	✓	2x120	2 3/4

Steering Gear, Steam Donkin & Co., Ltd., Walkergate / Alt. Means Steering Gear, Hand steering on top of poop deck. (4 boats of which 1 motor) Steering Chains, Size and Test --- Windlass fabrikker, Denmark. 1 dinghy. Lifting in Holds, thickness and material None fitted. Cargo Battens, thickness, material and spacing Not fitted. Cargo Hatchways.-(Upper Deck) Oil-tight hatches Thickness of Hatches --- No. 1 Hatchway (Forward) --- No. 2 --- No. 3 --- No. 4 --- No. 5 --- No. 6 --- Number of Shifting Beams and/or Fore and Afters -----

ERIKSBERGS MEK. VERKSTADS A.B. GÖTEBORG

Builder's Signature

23.11.1949

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, 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.

This ship has been built in conformity with the Society's Rules and Regulations and the Secretary's letters. The fittings and arrangements are in accordance with, or equivalent to, those shown on the approved plans. The workmanship and materials are good. The vessel is constructed to carry petroleum in bulk, and oil fuel in the double bottom tanks under the machinery, in the oil fuel bunkers situated at the forward end of the machinery space, in a tank forward of the after peak and in the forward deep tanks. The flash point of the oil fuel is above 150°F. Lubricating oil is carried in the centre portion of the engine room double bottom. The tanks, cofferdams, bulkheads and decks have been tested in accordance with the requirements of the Rules. The requirements of Section 20 of the Rules have been complied with. The freeboards have been marked and cut in on the vessel's sides. Windlass and steering arrangements have been tested under working conditions on a trial trip.

Vessel docked on the 14th - 17th October, 1949.

Convention Freeboard The amount of Survey Fee Kr. 720:00 Special Survey Fee.... Kr. 27460:00 Late & Sunday Fees Kr. 360:00 Fees applied for, 24/11 1949 Received by me, --- 19 -

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

I am of opinion the Vessel should be Classed +100A1 Carrying Petroleum in bulk

State whether the Vessel has been built under Special Survey Yes

Signature

Bertrand Lyngren

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Gothenburg Date of issue --- 16/2/50

Committee's Minute TUES. 20 DEC 1949 Character assigned + 100 A1 Carrying Petroleum in bulk 10.49 Sol. 2 LMC 11.49 Oil Eng. 2 D.B. 143 lbs. C.L.

Write (11)



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Lloyd's Register Foundation

0043/3

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.)

Sister vessel: M/T "Marieholm", Eriksbergs Mek. Verkstads A-B. Yard No. 353, Gothenburg First Entry Report No. 15703.

Approved plans, forwarded under separate cover:

Midship section	Wash bulkheads
Longitudinal section and plans	Gangway
Shell expansion	Lower bridge and bulwark
Fore end	Reinforcement of sternframe
After end	Strengthening in way of holes for heating coils
Double bottom	Bilge keel
Pump room amidships	Water inlet openings
Side plating in way of breaks	Reinforcement of holes for rods.

As fitted plans, forwarded under separate cover:

Midship section
Longitudinal section and plans
Shell expansion

Various material certificates

are also being forwarded under separate cover.

PARTICULARS OF ELECTRIC WELDING (if employed) Electrically welded

Electrodes used: OK 47 P, OK 48 P, OK 49 P, OK 50 P, OK 52 P, OK Rapid, Unionmelt, KB 4725, PH 56, Fusarc.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Carrying Petroleum in bulk, Longitudinal framing, Electrically welded, Cruiser stern, Echo sounding device, Gyro Compass and Gyro Pilot, Direction finder, Radar, Machinery aft.

RADAR: Mariners Raytheon Pathfinder, Model 1197 A, Serial 545.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	Head	57:3:8	RL	3862	5.5.49
	2nd		57:2:6	RL	3866	18.5.49
	3rd		58:0:8	RL	3863	5.5.49

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 113.0 ft., R.Q.D. --- ft., Bridge 36.0 ft., Forecastle 68.0 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Extreme Breadth over Belting --- Over-all Length 559' - 0"

No. and Material of Decks 1 deck (steel)

Official No. --- : Signal Letters O W F K Parts of bottom of vessel coated with cement Fore peak, After peak, Counter, Fresh Water tanks.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Salt		Where Fitted.	*Length. Feet.	Salt	
		Water Capacity.	Tons.			Water Capacity.	Tons.
Double bottom, aft,				Fore peak tank,	---	139.1	
Double bottom, under Engines and Boilers,				After peak tanks	26.0	196.1	
Double bottom, if under Engines only,				Wing tanks aft, in machinery space	31.0	784.4	
Double bottom, if under Boilers only,				Deep tank, forward,	34.5	674.6	
Double bottom, forward,				Other tanks, if fitted, Counter	---	80.5	
Total length, (if cont.) and Capacity.	93.0	294.0		(If necessary, furnish further information by sketch.) Cross br	7.9	128.7	

Lubricating oil in centre portion of engine space 37.2' 45.5'

Order for Special Survey No. 428

Date 1.11.1946

Dates of Surveys held while building

1949: April 6, 20, 27, May 4, 6, 9, 27, 31, June 3, 7, 14, 21, 22, 28, July 1, 2, August 3, 4, 6, 8, 11, 12, 16, 17, 18, 19, 22, 23, 24, 24, 25, 25, September 6, 7, 9, 16, 19, 20, 21, 23, 24, 24, 26, 27, 29, 30, October 4, 12, 13, 14, 14, 15, 15, 16, 16, 17, 18, 19, 20, 21, 21, 24, 25, 25, 26, 28, 29, 31, November 2, 3.

Total No. of Visits 70