

STEEL STEAMER OR MOTORSHIP.

Received at London Office

23 MAR 1946

RECEIVED

27 MAR 1946

IN D.O.

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 20th MARCH 1946Port of NEWCASTLE-ON-TYNENo. 103570Survey held at HEBBURN-ON-TYNEDate First Survey (1943) Dec. 15thLast Survey March 14th 1946On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) MOTOR TANKER "NEAERA" (MACHY AFT SING. SC.)State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLINGState Type of Erections POOP, BRIDGE & FORECASTLETONNAGE under Tonnage Deck ... 7235CLASS 100 A1 CARRYINGCLASS PETROLEUM IN BULK State if with freeboard as condition of Class NoDo. 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 460.0 ✓Breadth (greatest moulded) B 59.0 ✓Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 34.0 ✓1st Longitudinal Number (L × D) 15640 ✓2nd Numeral L × (B + D) 42780 ✓Framing Depth "d," at middle of length. See Sec. 3 (1d) 13.52 ✓Proportions—Depth to Length—Uppermost continuous deck to top of keel Do. Long Bridge to top of keelDraught Moulded 27.35Built at HEBBURN-ON-TYNELaunched 19th NOVEMBER 1945 Yard No. 670Builders A. W. HAYTHORN LESLIE & CO. LD.Owners ANGLO SAXON PETROLEUM CO. LD.Managers ✓ (Where necessary to be entered in Reg. Book)Residence ✓Port of Registry LONDON

If surveyed while building, afloat, or in dry dock

BUILDING AFOAT & IN DRY DOCK

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	31½ ✓		Bracket Floors, Frame		
" " from ¼ length amidships to Collision bulkhead	27 ✓		" " Reversed Frame	NONE ✓	
" " in OIL BUNKERS	27¾ ✓		" " Vertical Struts		
" " in MACHY. SPACE	30¾ ✓		Centre Girder, depth and thickness amidships	60 × 54 × 50 ✓	
" " in peaks	24 ✓		" " top Angles	NONE WELDED ✓	
SIDE FRAMING.			" " bottom Angles	DOUBLE 4 4 56 ✓	
Frame Amidships, Angle, E or [	TANKS 1-6 10 3½ 44 ✓ SEE ATTACHED SKETCH 1* " 7-9 11 3½ 44 ✓ (FORD DEEPER)		Side Girders, No. each side and thickness	30 60 ✓ 10 42 ✓	
" " Extends up to	UPPER DK. ✓		Margin Plate depth (excl. of flange) and thickness	54 ✓	
Reversed Frame Amidships, Angle	10 3½ 44 ✓		" " Vertical Angle to Tank side Bracket abaft ¼ len. from stem		
" " Extends up to	2 ND DK. ✓		" " Vertical Angle to Tank side Bracket from forward ¼ len. from stem to Panting Area		
Depth of Framing Girder	-		" " Gussets, spacing and scantling abaft ¼ len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, E or [	8 3 38 ✓		" " Gussets, spacing and scantling from forward ¼ len. from stem to Panting Area		
" " POOP	8 3 38 ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	37" × 46 ✓	
" " Second 'tween Decks, Angle, E or [	5 3 38 ✓		INNER BOTTOM PLATING.		
" " ALTERNATE WITH ANGLE	-		Breadth and thickness of Middle Line Strake	NONE 54 ✓	
" " Third	-		Thickness of remainder in Hold	MACHY. SPACE UNDER ENGINES ✓	
" " from ¼ len. for'd. to 15% len. from Stem	AS ABOVE ✓		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 ✓	
" " in Peaks, Angle or [	9 3½ 36 ✓ 8 3½ 46 ✓		BEAMS.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 4 7/8 ✓		Uppermost Continuous Deck, amidships in	8 3 42 ✓	
State if Frame Joggled	YES ✓		" " Wells, Angle, E or [	7 3 42 ✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES ✓		" " in way of Bridge Angle	8 3 46 ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES ✓		" " POOP	8 3 36 ✓	
SINGLE BOTTOM.			" " FORD	27 24 ✓	
Floors, Depth and thickness at mid-line in Holds			Spacing	30¾ 24 ✓	
Height of Brackets at side above base line at toe of frame			Second Deck, amidships, Angle, E or [	10 3½ 40 ✓	
Middle Line Keelson, on Floors, Angles, [or [			Spacing	30¾ 24 ✓	
" " Through Plate or Inter-costal Plate			SECON		
" " Foundation Plate on Floors			Third Deck, amidships, Angle, E or [	7 3 38 ✓	
" " Flat Plate Keel Angles			Spacing	24 ✓	
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, [or [
" " thickness of Inter-costal Plate			Spacing	8 3 46 ✓ 8 3 40 ✓	
" " Angles			Poop Deck, Angle, E or [	7 3 40 ✓	
DOUBLE BOTTOM. IN MACHINERY SPACE			Spacing	30¾ 24 ✓	
Solid Floors, thickness and spacing	EVERY FRAME 42 4 50 ✓		Bridge Deck, Angle, E or [	7 3 42 ✓	
" " Are Frames and Reversed Frame joggled? (No REV. FRAMES)	YES ✓		Spacing	31½ ✓	
Bracket Floors, breadth and thickness at middle line	NONE ✓		Forecastle Deck, Angle, E or [	8 3 36 ✓ 9 3½ 54 ✓	
" " breadth and thickness at margin plate	NONE ✓		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.	
PILLARS, No. of Rows		2 LONG BHDS. (1 P. 1 S)									
in 'tween Decks, Size and Spacing		11'-0" FROM CENTRE									
in Holds											
LONGITUDINAL											
Centre Line Bulkhead		(1 P. 1 S)									
Stiffeners and Spacing		5 @ 31 1/2"									
Plating, thickness of		.42									
STRINGERS AND DECKS.											
Uppermost Continuous Deck.											
Stringer Plate, breadth and thickness in Wells		90 3/4 x .77									
in way of Bridge		90 3/4 x .94									
Angle in Wells		7 7 .70									
Thickness of Plating abreast Deck openings in way of Wells		.58 .74 .58 PORT									
Thickness of Plating abreast Deck openings in way of Bridge		.74 .74 .58 STBD									
Thickness of Plating within line of openings		.58 .74 .58 PORT									
If Sheathed, material and thickness											
Second Deck.											
Stringer Plate, breadth and thickness in Wells		44 TO 36									
Stringer Plate, breadth and thickness in way of Bridge											
Thickness of Plating abreast Deck openings in way of Wells											
Thickness of Plating abreast Deck openings in way of Bridge											
Thickness of Plating within line of openings											
If Sheathed, material and 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											
Plating, Sheathing, material and thickness											
Bridge Deck.											
Stringer Plate, breadth and thickness											
Plating, Sheathing, material and thickness											
Forecastle Deck.											
Stringer Plate, breadth and thickness											
Plating, Sheathing, material and thickness											

SHELL PLATING.

SCANTLINGS.					RIVETING.									
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>NO</i>	SINGLE OR DOUBLE.	RIVETS.		No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.		
	Inches.	Inches.	Inches.	Inches.										
Flat Plate Keel.....	87 ✓	.86 ✓	.78 ✓	.78 ✓		DOUBLE ✓	1	4 ✓						
„ Dblg. (if any)	NONE													
Bottom Plating, No. of Strakes 3.....	A B C	.67 ✓ .86 ✓ .64 ✓	.74 .74 .70	.53 .54 .58	STRAKES A+C DOUBLED IN WAY OF TRANS. BHDS. 5'-0" x 60" AS APPROVED ✓	DOUBLE ✓	7/8	3 1/2 ✓						
Bilge Plating, No. of Strakes 2.....	D	.64 ✓	.54	.64		„	7/8	3 1/2 ✓						
Side Plating, No. of Strakes 4.....	EFG H	.64 ✓	.50	.52 .52/64 .50 .50		„	7/8	3 1/2 ✓						
Upper Deck, Sheer-strake in Wells.....	M. 56	1/20 AT BIDGE ENDS & POOP FRONT ✓												
Upper Deck, Sheer-strake in Bridge ...	M. 62 1/2	.90 ✓				DOUBLE ✓	1	4 ✓						
Strake below Sheer-strake in Wells.....	J 83 3/4	.76 ✓	.50 ✓	.50 ✓		„	1	4 ✓						
Strake below Sheer-strake in Bridge ...	83 3/4	.76 ✓				„	1	4 ✓						
Poop Side Plating.....				.44 ✓ 1/40 ✓		SINGLE ✓	3/4	3 ✓						
Bridge Side Plating.....		.43 ✓												
Forecastle Side Plating			.43 ✓			SINGLE ✓	3/4	3 ✓						

WATERTIGHT BULKHEADS.

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

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM	PLATE CONSTRUCTION	50.76.64		
STERN FRAME	Propeller Post			
	Rudder			
Speed of Vessel	12 KNOTS			
RUDDER—Type	SIMPLEX BALANCED			
A x D.	38 x			
Diam. of head	11"			
Mainpiece at top pintle	12"			
heel	11"			
how constructed	DOUBLE PLATE ELECT. WELDED			
double or single plate	AS APPROVED			
coupling, vertical or horizontal	HORIZONTAL			

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks					
Second					
Third					
Holds					
COLLISION (in Hold)					
AFTER PEAK					

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) OPEN HEARTH PROCESS


Appleby, Fiddlingham Steel Co. Consett Iron Co. Dorman Long & Co. So. Durham & Co. Craggs Fleet Iron Co. Middlesbrough Iron Co. Colville & Co. Lancashire Steel Co. Steel Co. of Scotland

Has the Steel been tested as required by the Rules? YES

23 MAR 1946

M.V. "NEERA"

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING. (BOTTOM)		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.
Framing of 													
Frames in Bridge 'tween Decks ...													
Frames from Uppermost Continuous Deck No. 1													
" 2													
" 3													
" 4													
" 5													
" 6													
" 7													
" 8													
" 9		17x4x4x 54/68 ✓			17x4x4x 54/68 ✓			CENTRE LINE GIRDER IN CARGO TANKS ON BOTTOM.	7/8 5 1/4 ✓		3 3/8 FOR 11 RIVETS	18-7/8 TO BHD. ✓	
WING TANKS { " 10		Do ✓			Do ✓			PLATE 40x42 ✓	" " ✓		EACH SIDE OF	T BAR. ✓	
" 11		Do ✓			Do ✓			TOP ANGLES DOUBLE 3 1/2 x 3 1/2 x 44 ✓	" " ✓		TRANSVERSES &	18-7/8 GUSSET TO LONG. ✓	
" 12		Do ✓			Do ✓			BOTTOM " " 4x4x50 ✓	" " ✓		O.T. BHDS. ✓	✓	
" 13		LONGITUDINAL			BULKHEAD ✓			VERTICAL " " 6x6x42 ✓					
CENTRE TANKS { " 14		17x4x4x 54/68 ✓			17x4x4x 54/68 ✓			AS APPROVED ✓	7/8 5 1/4 ✓		3 3/8 FOR 11 RIVETS	EACH ARM OF BRACKET FROM GUSSET TO BHD. STIFFENER ✓	
" 15		Do ✓			Do ✓			AS APPROVED ✓	7/8 5 1/4 ✓		TRANSVERSES AND		
" 16		Do ✓			Do ✓				7/8 5 1/4 ✓		O.T. BHDS. ✓		
Spacing of Longitudinal Frames		Amidships ... CENTRE TANKS 33 ✓			AND								
		At Ends ... WING " 30 ✓											
Double Bottoms { Tank Top Longitudinals													
L, L or C { Bottom													
Spacing of Longitudinals { Amidships													
		At Ends...											
Transverses.													
Side { Depth and Thickness													
(in 'tween Decks) { Face Angles													
{ Lugs to Shell*													
Side { Depth and Thickness													
(in Hold) { Face Angles													
{ Lugs to Shell*													
Bottom { Depth and Thickness		37x44 ✓			WING TANKS			CENTRE TANKS.	WING TANKS		CENTRE		
{ Face Angles SINGLE.		6 3 1/2 64 ✓			40x44 ✓			DOUBLE 6x3 1/2 x 64 ✓	7/8 5 1/4 ✓		7/8 @ 5 1/4 ✓		
{ Lugs to Shell* INTERCOSTAL BETWEEN LONGS.		6 6 44 ✓			DITTO. ✓			6x6x44 ✓	7/8 3 1/2 4 ✓		7/8 @ 4 1/4 3/8 ✓		
{ " Back Bars ...		NONE ✓						FOR 2 SPACES	- -		7/8 @ 4 3/8 ✓		
{ " SHELL 7' LONG. BHDS.		7'0" ABOVE BASE x 4'0" x 44 ✓						3 1/2 x 3 1/2 x 44 AT LONG. BHDS. ✓					
{ Brackets		4'0" x 3'1" x 44 ✓						5'0" x 5'6" x 44 1/2" FLANGE ✓					
Spacing of Transverse Frames		10'-6" ✓						STIFF 3 1/2 x 3 1/2 x 44 ✓					
* State if joggled or liners.								10'-6" ✓					
Longitudinal Beams of { Bridge Deck ...		TRANSVERSE BEAMS (SEE PAGE 1.) ✓						Spacing.	Plate.		Face Angles.		
{ Upper		9 3 1/2 43 ✓			9 3 1/2 43 ✓			30" WINGS ✓	29x42 ✓		6x3 1/2 x 43 O.A. SINGLE ✓		
{ GIRDER ON CENTRE LINE BELOW UPPER DK.		60" x 40" PLATE WITH 6x3 1/2 x 50 FACE ANGLE.			AS APPROVED ✓			33" CENTRE ✓			AS APPROVED ✓		
{ Second													
{ Third													
		STIFFENERS 5x3 1/2 x 40 O.A. SPACED 3'-6" ✓											

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

EQUIPMENT No. 44787												LETTER	C+	ANCHORS.	
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.		Makers.	Where and when tested, and Superintendent.
8050	1st Bower	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	HALL'S IMPROVED TYPE		WHITINGLEY & SONS LTD	LPHN 10.12.45 J.A. Relf
1951	2nd "	74	-	-	-	-	-	55	15	-	-	Do		Do	" 29.9.45 "
2950	3rd "	73	3	21	-	-	-	55	15	-	-	Do		Do	" 29.9.45 "
	Collective weight	222	1	21								22-10-0			
2949	Stream	22	1	14	5	2	14	22	13	-	14	RODGERS IRON STOCK		Do	" 29.9.45 "

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.	Cir.		Length.	Cir.	Length.	Cir.
	Fathoms	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms	Ins.					Fathoms	Ins.	Tons.	Fathoms	Ins.		
6109	120 1/2	2 1/2	106.9	49.6	357	2	7				STUD LINK	WHITINGLEY & SONS LTD	LPHN 6.10.45 J.A. Relf	TOWLINE	SW 130	5 1/2	77.5	130	5 1/2		
6110	120 1/2	2 1/2	106.9	49.6	357	0	7	890 1/4	300	2 1/2	Do	Do	" " "	HAWSERS & WARPS S.W.	40/100	3 1/2	21.7	40/100	2 3/4		
6242*	60	2 1/2	106.9	49.6	179	2	14				Do	Do	" 13.12.45 "	MANKERS:-	BRITISH ROPES		CERTS. DATED				
		Cir.			894	1	-			Cir.				TOWLINE	6x24						
from Stream Chain Steel Wire	120	5	52.8	-	-	-	-	-	120	5	6x12	BRITISH ROPES	14.7.45	HAWSERS & WARPS	6x12			14.7.45			

* LENGTHS OF THIS CABLE ARE IN 2 LENGTHS OF 10 & 15 FMS. EACH

Steering Gear, Type (Power or hand)	STEAM-HYDRAULIC BY HASTIE & CO.	Alternative Means of Steering	STEEL WIRE & BLOCKS OPERATED BY STEAM WINCH ON POOP DEK.
Steering Chains (Size and Test)	TELE MOTOR CONTROL	Windlass	STEAM (EYERSON WALKER)
Ceiling in Holds, thickness and material	NONE	Cargo Battens, thickness, material and spacing	NONE
Cargo Hatchways.-(Upper Deck)	27 @ 4'-0" DIA. OIL TIGHT. 1 ON FLE W.T. 8'-0" x 8'-0" TRUNNED TO HOLD	Thickness of Hatches	O.T. COAMINGS 7/8" COVERS 4R
Size of Hatchways No. 1 (Fwd.)	✓	No. 2	✓
No. 3	✓	No. 4	✓
No. 5	✓	No. 6	✓
Number of Shifting Beams and/or Fore and Afters	✓		

Builder's Signature *C. Stephenson*
FOR R. & W. HAWTHORN, LESLIE & CO. LIMITED.

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. ✓ 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 & the Secretary's letter. The scantlings and arrangements are in accordance with or equivalent to those shown on the approved plans. ✓

The material & workmanship are good. ✓

The weather decks clear of tanks & the W.T. bulkhead above the fore peak tank have been hose tested & found satisfactory. ✓

The cargo tanks, cofferdams, peaks, oil fuel bunkers, deep tank forward, lubricating oil tanks, F.W. tanks & double bottom tanks have been tested as required by the Rules & found satisfactory. ✓ The requirements of Section 20 of the Rules where applicable for carriage of oil fuel having a flash point above 150°F have been complied with. ✓ The oil fuel is carried in the cross bunker forward of the machinery space, in the fore deep tank & in part of the double bottom under the engines. ✓

The windlasses, main & auxiliary steering gears & emergency control of steering gear have been tried under working conditions & found satisfactory. ✓

The assigned freeboards have been marked on the sides of the vessel, verified, cut in & painted. ✓

The amount of Entry Fee.....	£ 11 : - : -	Fees applied for,	18-3. 19 1/2	(Special notations, where part of class, to be stated.)
Special Survey Fee.....	£ 609 : 10 : 6	Received by me,	19 - - -	
FREEBOARD DAMAGE	19 - - -			
Travelling Expenses, if any	£ : : -	19		
State whether the Vessel has been built under Special Survey	YES. ✓			
Certificate to be sent to	Newcastle-on-Tyne	Date of issue	18/4/46	
Committee's Minute				
Character assigned	+100A1 "Carrying Petroleum in bulk"			
	3.46 hwe. Lloyd's A.C.P.			
	Machy. aft. +LMC 3.46 Oil Eng.			
	C.L.			
	White X hwe.			
	2 D.B. 180/16.			

Signature *A. Hunter*
Surveyor to Lloyd's Register of Shipping.

I am of opinion the Vessel should be Classed **100 A1*
CARRYING PETROLEUM IN BULK ✓

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.)

LATEST SISTER VESSELS	NWC RAT N°	NAME
	100.491	M.V. NICANIA
	100.736	" NICULANA
	101.017	" NATICINA
	102.182	" SAN VELIND
	102.254	" NAVICELLA
	103.126	" EMPIRE NEPTUNE

Copies of approved plans as per attached list are enclosed. When approved plans were forwarded with Newcastle Report N° 103.126 (Empire Neptune) & these plans should be returned for reference in building sister vessels.

Reports for sternframe, rudder coupling, upper & lower beamings & tiller are enclosed.

This vessel is fitted with a bronze propeller & without zinc anti-corrosion plates.

DAMAGE. Stated due to contact with H.M.S. "LEANDER" on 23rd February 1946 while vessel (NEAERA) was fitting out at Builders quay. Damage report made by Underwriters Surveyor. Our services offered but not required.

Now Done. Repairs. Damage. Vessel placed in dry dock. Shell Port—(in way of No. 1 & 2 wing tanks) Plates numbered from aft.

'K' Trade (upper deck elevator) No. 8 fished in place

'J' " (1st below " " ") No. 8 renewed

'H' " (2nd " " " ") " 7 "

'G' " (3rd " " " ") " 7 "

'F' " (4th " " " ") " 6 & 7 "

'E' " (5th " " " ") " 7 fished in place.

In way of foregoing. 3 shell frames part renewed & 2 removed, fished & refitted (welded butts in way of large brackets). Bulkhead between wing tanks 1 & 2. P. 1 plate fished in place, shell angles fished in place. In No. 2 wing tank P. Upper & lower side stringers renewed. Transverse strut at lower stringer removed, fished & refitted. Upper deck transverse deep beam. Plate fished in place, face bar removed, fished & refitted, bracket at shell renewed. 3/4 spine bracket at deck renewed. Upper deck stringer plate fished in place.

Repairs tested on completion, found tight & coated. ✓

PARTICULARS OF ELECTRIC WELDING (if employed) Rudder, butts of side & bottom shell plating, butts of upper deck plating, seams of shell plating in wake of anchors, seams & butts of deck houses & boat deck, side stringers in tanks, double bottom structure aft & minor items. The electric welding has been carried out using electrodes approved for the purpose. Electrodes used are in accordance with "Rules for the application of electric arc welding to ship construction" ✓

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 DECK" ✓ "RUDDER ELECTRICALLY WELDED" ✓ "LLOYDS A & C P" ✓ "CRUISER STERN" ✓ "MACHINERY AFT" ✓ "SINGLE SCREW" ✓ "ECHO SOUNDING DEVICE" ✓ "DIRECTION FINDER" ✓ "BUTTS OF DECK & SHELL PLATING ELECTRICALLY WELDED" ✓

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower <u>WT. OF HEAD COMPLETE</u> 47-0-17 (WT. LESS ANCHOR 45-2-22) A.E.G. 7480 18.5.45
	2nd " " " " 46-3-15 (" " " " 45-1-20) " 7399 27.4.45
	3rd " " " " 46-3-2 (" " " " 45-1-7) " 7414 1.5.45

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 93.69 ft., R.Q.D. — ft., Bridge 52.60 ft., Forecastle 51.00 ft.

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

Official No. 180821 Signal Letters MQTG Extreme Breadth over Belting — Over-all Length 483.29 ✓
(Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 DECK (STEEL) 2ND DECK CLEAR OF CARGO TANKS AND FORE HOLD ✓

Parts of Bottom of Vessel coated with cement or approved composition —

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.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers, OIL FUEL	46.46		After peak tank,		138.3
Double bottom, if under Engines only, LUB. OIL	10.25		Deep tank, aft,		85.6
Double bottom, if under Boilers only,			Deep tank, forward,	24.75	265.6
Double bottom, forward, COFFERDAMS EACH	3.00		Other tanks, if fitted,		
Total length (if continuous) and Capacity	59.27		(If necessary furnish further information by sketch.)		

Order for Special Survey No. 5700

Date 29/9/43

Dates of Surveys held while building

(1943) Dec. 15 (1944) Feb. 25, Nov. 24 Dec. 1, 4, 8, 11, 19, 20 (1945) Jan. 2, 11, 12, 16, 24, 31 Feb. 1, 5, 7, 8, 12, 13, 15, 20, 26, 28, Mar. 6, 15, 21, 23, 30 Apr. 5, 12, 18, 24, 26, May 2, 11, 15, 23, 30 June 5, 12, 20, 22, 27 July 6, 20, 23, 25, 26, 31 Aug. 2, 8, 24, 27, 31 Sept. 5, 12, 13, 15, 18, 19, 21, 24, 25, 27, 28 Oct. 1, 2, 4, 5, 8, 9, 10, 11, 12, 15, 16, 17, 18, 19, 22, 23, 24, 25, 27, 31 Nov. 1, 2, 5, 6, 7, 8, 12, 13, 16, 19, 27 Dec. 7, 11, 18, 31 (1946) Jan. 7, 8, 10, 15, 18, Feb. 4, 6, 9, 11, 13, 25, 28 Mar. 5, 6, 9, 11, 14 Total No. of Visits 120