

RECEIVED

10 APR 1951

IN D.O.

APR - 3 1951

STEEL STEAMER OR MOTORSHIP

Received at London Office 6 APR 1951

State if Report has been sent on the Freeboard of the Vessel. ☒ YESState if Report is sent on the Machinery of the Vessel. ☒ YESDate of completion of report 2ND APRIL 1951

Port of SUNDERLAND

No. 35541

Survey held at SUNDERLAND

Date First Survey 25 November 1949 Last Survey 21 March 1951

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

M.V. "BRITISH BUILDER" MACHY AFT. SINGLE SCREW.

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

TANKER

State Type of Erections POOP: BRIDGE: FCL.

TONNAGE under Tonnage Deck ... 7499.91

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

Gross Tonnage 8699.37

Register Tonnage 5077.56

REGISTERED DIMENSIONS.

FEET

Length 469.6

Breadth 62.05

Depth 34.23

CLASS ~~LISSAL CARRYING PET.~~ IN BULK, LONG FRAMING 8TH, AND DKS. 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) L 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) ☒

Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.60

Do. Long Bridge to top of keel ☒

Draught Moulded 27-6 1/2

Built at SUNDERLAND

Launched 14.6.50 Yard No. 782

Builders W^M DOXFORD & SONS LTD.

Owners THE BRITISH TANKER CO.

Managers ☒

(Where necessary to be entered in Reg. Book)

Residence ☒

Port of Registry LONDON

If surveyed while building, afloat, or in dry dock

DURING CONSTRUCTION AND 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.
IN OIL TANKS			IN MACHY SPACE AFT.		
FRAMES, Spacing amidships IN MOTOR ROOM	28" 30" <input checked="" type="checkbox"/>		Bracket Floors, Frame	NONE FITTED	
IN FORWARD O.F. DEEP TANK from 1 length amidships to Collision bulkhead	27" <input checked="" type="checkbox"/>		" " Reversed Frame	<input checked="" type="checkbox"/>	
" " in peaks	24" <input checked="" type="checkbox"/>		" " Vertical Struts	<input checked="" type="checkbox"/>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	63" x 46"	
Frame Amidships, Angle, E or [(IN OIL TANKS) WITH 2 SIDE STRINGERS.	10" 3 1/2" 40" <input checked="" type="checkbox"/>		" " top Angles	WELDED TO T.T.	
" " Extends up to	UPPER DECK	<input checked="" type="checkbox"/>	" " bottom Angles	WELDED TO KEEL	
Reversed Frame Amidships, Angle	<input checked="" type="checkbox"/>		Side Girders, No. each side and thickness	TWO 62"	
" " Extends up to	<input checked="" type="checkbox"/>		Margin Plate depth (excl. of flange) and thickness	FLAT TANK TOP	<input checked="" type="checkbox"/>
Depth of Framing Girder	10" <input checked="" type="checkbox"/>		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<input checked="" type="checkbox"/>	
Frames in UPPERMOST CONTINUOUS TWEEN DECK, Angle, E or [	10" 3 1/2" 40" <input checked="" type="checkbox"/>		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	<input checked="" type="checkbox"/>	
" " BRIDGE	8" 3" 38" <input checked="" type="checkbox"/>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<input checked="" type="checkbox"/>	
" " Second TWEEN DECK, Angle, E or [	8" 3 1/2" 40" <input checked="" type="checkbox"/>		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	<input checked="" type="checkbox"/>	
" " FORWARD CARGO HOLD, " [	8" 3 1/2" 40" <input checked="" type="checkbox"/>		Tank Side Brackets, height above base line at toe of Frame and thickness	96" x 46"	
" " IN WAY OF O.F. BUNKER FORWARD from 1/2 len. for d. to 150% len. from Stem	11" 3 1/2" 47" <input checked="" type="checkbox"/>		INNER BOTTOM PLATING. (AFT.)		
" " in Peaks, Angle or [	8" 3 1/2" 40" <input checked="" type="checkbox"/>		Breadth and thickness of Middle Line Strake	42" x 52" <input checked="" type="checkbox"/>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" 5 1/4" <input checked="" type="checkbox"/>		Thickness of remainder in Holds	1.25" AND 54" x 52" <input checked="" type="checkbox"/>	
State if Frame Joggled	YES <input checked="" type="checkbox"/>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing	YES <input checked="" type="checkbox"/>	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES <input checked="" type="checkbox"/>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing	MOTOR VESSEL <input checked="" type="checkbox"/>	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES <input checked="" type="checkbox"/>		BEAMS (LONGITUDINAL IN WAY OF CARGO TANKS)	8" x 3 1/2" x 40" 30" apart	
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships	8" x 3 1/2" x 44" 3 1/4" apart	
Floor, Depth and thickness at mid line in Hold	LONGITUDINAL		" " in way of Bridge, Angle, E or [	10" x 3 1/2" x 40" <input checked="" type="checkbox"/>	
Height of Brackets at side above base line at toe of frame	FRAMING ON BOTTOM	<input checked="" type="checkbox"/>	" " in way of AFTER PUMP RM. Spacing CENTRE	10" x 3 1/2" x 40" <input checked="" type="checkbox"/>	
Middle Line Keelson, on Floors, Angles, [or [	IN WAY OF CARGO TANKS.		UP. OK BEAMS IN WAY OF POOP.	8" x 3 1/2" x 40" <input checked="" type="checkbox"/>	
" " Through Plate or Inter-costal Plate	54" x 42" <input checked="" type="checkbox"/>		Second Deck, amidships, Angle, E or [	AND AS APP. <input checked="" type="checkbox"/>	
" " Foundation Plate on Floors FACE FLAT	7" x 50" <input checked="" type="checkbox"/>		Spacing	30" <input checked="" type="checkbox"/>	
" " Flat Plate Keel Angles	C.G. WELDED TO KEEL	<input checked="" type="checkbox"/>	UP. OK BEAMS IN WAY OF FCL.	8" x 3" x 40" <input checked="" type="checkbox"/>	
Side Keelsons, No. each side	<input checked="" type="checkbox"/>		Third Deck, amidships, Angle, E or [	AND AS APP. <input checked="" type="checkbox"/>	
" " thickness of Inter-costal Plate	<input checked="" type="checkbox"/>		Spacing	27" <input checked="" type="checkbox"/>	
" " Angles	62" AND AS APP. <input checked="" type="checkbox"/>		Fourth Deck, amidships, Angle, [or [<input checked="" type="checkbox"/>	
DOUBLE BOTTOM. (AFT.)			Spacing	10" x 3 1/2" x 40" <input checked="" type="checkbox"/>	
Solid Floors, thickness and spacing	EVERY FRAME FLOORS WELDED TO T.T. & SHELL	<input checked="" type="checkbox"/>	Poop Deck, Angle, E or [	AND AS APP. <input checked="" type="checkbox"/>	
" " Are Frame and Reversed Frame joggled?	NO <input checked="" type="checkbox"/>		Spacing	28" AND AS APP. <input checked="" type="checkbox"/>	
Bracket Floors, breadth and thickness at middle line	<input checked="" type="checkbox"/>		Bridge Deck, Angle, E or [	7" x 3" x 33" <input checked="" type="checkbox"/>	
" " breadth and thickness at margin plate	<input checked="" type="checkbox"/>		Spacing	30" <input checked="" type="checkbox"/>	

003252-003262-0129 1/3

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.
CENTRE LINE DECK GIRDER.							
PILLARS, No. of Rows	DEPTH AND THKS.	60" x 50" FL 7"		Stringer Plate, breadth and thickness in way of Bridge AT LONGITUDINAL BHD.		29" x 50" FL 3"	INCLUDING OWNERS
"	DECK CONN. in 'tween Decks, Size and Spacing	WELDED		Thickness of Plating abreast Deck openings in way of Wells		✓	
"	"	✓		Thickness of Plating abreast Deck openings in way of Bridge		✓	
"	in Holds	✓		Thickness of Plating within line of openings		✓	
"	"	✓		If Sheathed, material and thickness		✓	
2 LONGITUDINAL Centre Line Bulkhead S.				Third Deck. LOWER STRINGER.			
Stiffeners and Spacing	30" APART	10" x 3 1/2" x 40"	INCLUDING 10" OWNERS	Stringer Plate, breadth and thickness AT SHELL		29" x 50" FL 3"	INCLUDING OWNERS
Plating, thickness of		50" VERT. 51" BOT.		If Plated, state thickness AT LONG. BHD.		29" x 50" FL 3"	INCLUDING OWNERS
STRINGERS AND DECKS.				SECOND Fourth Deck. (FORD)			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness		38" - 34"	
Stringer Plate, breadth and thickness in Wells		74" x 72"		If Plated, state thickness		34"	
"	"	88"		Poop Deck.			
"	"	90"		Stringer Plate, breadth and thickness		72" x 38"	
"	Angle in Wells	7 1/2" x 7 1/2" x 72"		Plating, Sheathing, material and thickness		26" PLATING	
Thickness of Plating abreast Deck openings in way of Wells		70" x 68"		Bridge Deck.			
Thickness of Plating abreast Deck openings in way of Bridge		70" x 68"		Stringer Plate, breadth and thickness		72" x 40"	
Thickness of Plating within line of openings		58"		Plating, Sheathing, material and thickness		32" PLATING	
If Sheathed, material and thickness		NOT SHEATHED		Forecastle Deck.			
Second Deck. UPPER STRINGER.				Stringer Plate, breadth and thickness		38"	
Stringer Plate, breadth and thickness in Wells		29" x 50" FL 3"	INCLUDING OWNERS	Plating, Sheathing, material and thickness		36" PLATING	
						UNSHEATHED	

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? No.	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.			Inches.	Inches.		Inches.	Inches.		
Flat Plate Keel.....	53	.99	.80	.80	APP. .77" AT ENDS.	DOUBLE	✓	4	✓	WELOED			
„ Dblg. (if any) ✓													
Bottom Plating, No. of Strakes } 2 @ A.B.		.65	.51	.53		✓	7/8	3 1/2	✓	WELOED			
„ „ } 2 @ A.B.		.66	.51	.54	APP. .51" AT ENDS.	✓	7/8	3 1/2	✓	WELOED			
Bilge Plating, No. of Strakes } 1 @ F		.66	.57	.57	APP. .51" AT ENDS.	✓	7/8	3 1/2	✓	WELOED			
„ „ } 1 @ F		.64	.48	.52		✓	7/8	3 1/2	✓	WELOED			
Side Plating, No. of Strakes } 4 H. 2 @		.64	.48	.48	APP. .48" AT ENDS.	✓	1	4	✓	WELOED			
Upper Deck, Sheer-strake in Wells } 63		.98	.57	.48	APP. .48" AT ENDS.	✓	1	4	✓	WELOED			
Upper Deck, Sheer-strake in Bridge } ✓													
Strake below Sheer-strake in Wells } 81		.82	.48	.48		✓	1	4	✓	WELOED			
Strake below Sheer-strake in Bridge } ✓				.48		✓	7/8	3 1/2	✓	WELOED			
Poop Side Plating.....						✓	7/8	3 1/2	✓	WELOED			
Bridge Side Plating.....		.44				✓	7/8	3 1/2	✓	WELOED			
Forecastle Side Plating			.44			✓	7/8	3 1/2	✓	WELOED			

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 18
Extending to Upper Deck (Sec. 3 c)..... 18 ✓
" Deck next below..... ✓
As per Rule..... AS APPROVED.

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
KEEL, Box FLAT PLATE		53" x 99"		
STEM ROLLED STEEL PLATES AND ANGLES.		16" x 16" A.P.P.	STEEL CO. OF SCOTLAND LTD.	
STERN FRAME { Propeller Post	C.S.			
{ Rudder	AS PER	APPROVED PLAN.		
Speed of Vessel		11½ KNOTS.		
RUDDER—Type		Simplex.		
" A x D		378		
" Diam. of head		11" ✓		
" Mainpiece at top pintle		AS PER APPROVED		
" " heel		PLAN. ✓		
" how constructed		C.S. FRAME AND WELDED PLATES.		
" double or single plate		DOUBLE 60" ✓		
" coupling, vertical or		HORIZONTAL.		
" horizontal				

				STIFFENERS.				
				Plating Thickness.	VERTICAL.		HORIZONTAL.	
					Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D,	(IN CENT. TANKS)	Upper 'tween decks	✓	0.50" 0.31"	10"x3 1/2"x406	30" ✓	25 STRINGERS 31"x42 FL 5" 37"x42 FL 5"	✓
"	(IN WING TANKS)	Second	✓	0.50" 0.31"	10"x3 1/2"x406	31 1/4" ✓	25 STRINGERS 26"x40 FL 5" 30"x40 FL 5"	✓
"		Third	✓					
"		Holds	✓					
COLLISION		(in Hold)	✓	30"-53" 34"-46"	10"x44" BP AND AS APP. 8"x3 1/2"x40 L	24" ✓	35 STRINGERS 48"x36" 10"x3 1/2"x38 FACE BULKHEAD	✓
AFTER PEAK			✓			24" ✓		

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Sement's patent process.*
Appleby's Loid: Carruth: Cargo Fleet: Colvilles: Johnson & Co. Skinningham.
Smith Durham: Steel Co of Scotland
Has the Steel been tested as required by the Rules? *Yes*

DOXFORDS YARD NO 782

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. <u>(48,800)</u>												LETTER <u>d+✓</u>		ANCHORS.	
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53. Cwts.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				
<u>30767</u>	1st Bower	<u>82</u>	<u>2</u>	<u>0</u> ✓	✓			<u>60</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>81½</u> ✓	<u>STOCKLESS</u>	<u>W.L. BYERS & Co.</u>	<u>LOW WALKER.</u>
<u>30822</u>	2nd "	<u>82</u>	<u>0</u>	<u>24</u> ✓	✓			<u>60</u>	<u>0</u>	<u>0</u>	<u>0</u>		"	"	<u>B.S. R.T. VOGAN.</u>
<u>30640</u>	3rd "	<u>71</u>	<u>2</u>	<u>0</u> ✓	✓			<u>54</u>	<u>10</u>	<u>0</u>	<u>0</u>		"	"	<u>A.S. R.J. VOGAN.</u>
	Collective weight											<u>232</u> ✓			<u>LOW WALKER.</u>
<u>30643</u>	Stream	<u>29</u>	<u>3</u>	<u>14</u> ✓	✓			<u>20</u>	<u>10</u>	<u>2</u>	<u>14</u>	<u>23½</u> ✓	"	"	<u>LOW WALKER.</u>
															<u>B.S. R.J. VOGAN.</u>

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.	Fathoms.					Ins.	Fathoms.		Ins.	Length.	Cir.	Length.	Ins.
					Cwts.	qrs. lbs.															Cwts.	Fathoms.	Ins.	Fathoms.	Ins.
13090	300 $\frac{3}{8}$	2 $\frac{1}{2}$	112 $\frac{1}{2}$	157 $\frac{1}{2}$	958.2.14	940.	300	2 $\frac{1}{2}$	STUB LINK.	✓	22-5-80 D. MURPHY	5 Stream TOWLINE	130	5 $\frac{1}{2}$	84.4	130	5 $\frac{1}{2}$			
												HAWERS & WARPS	20/100	3	25.7	20/100	2 $\frac{3}{4}$			
													20/100	4 $\frac{1}{2}$	43.3	20/100	2 $\frac{3}{4}$			
1000 Stream Chain or Steel Wire	120	4 $\frac{3}{4}$		646			120	4 $\frac{3}{4}$	4 $\frac{3}{4}$ S.W. 6/24											

Steering Gear, Type (Power or hand) HASTIES (STEAM HYDRAULIC) ✓ Alternative Means of Steering BLOCK & TACKLE TO CAPSTAN AFT. ✓

ag Chains (Size and Test) TELE MOTOR CONTROL FROM BRIDGE ✓ Windlass EMERSON WALKER ✓ Boats 3 L.B. @ 26'-0"
1 M.B. @ 26'-0" ✓

in Holds, thickness and material NONE FITTED. Cargo Battens, thickness, material and spacing ✓

Hatchways.—(Upper Deck) N^o 1 10'-0" x 6'-9" Coaming 30" x 44'-27" Cargo Hatches 4'-0" Dism. ✓ Thickness of Hatches 50" O.T. COVERS.

Hatchways No. 1 (Fwd.) 10'-0" x 6'-9" No. 2 No. 3 No. 4 No. 5 No. 6

er of Shifting Beams } 1 @ 12" x 5 1/2"
~~for Fore and Afters~~ } SEE PLAN.

Builder's Signature. For and on behalf of
WILLIAM DOXFORD & SONS, LIMITED.

WHEEL DOCKING & SONS, LIMITED.
Harvey Gibbs Managing Director.

REAL 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 MOTOR VESSEL ✓
(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).

A vessel has been built under Special Survey in conformity with the Society Rules and Regulations and the
returning letter. The scantlings and arrangements of the ship are as given in the Report and as shown and amended on
ground plans now forwarded. All modifications or additions to the original approved arrangements made during construction
have indicated on the plans and have been approved as being in accordance with or, equivalent to the Rules
in force. The plans of hull, ship section, profile and decks showing the vessel as built now forwarded herewith have
checked with the approved arrangements and found in order. ✓

material and workmanship are good. The freeboards as assigned have been marked on the vessels sides

ed and out in. The Double Bottom Tanks, Cofferdams, Deep Tanks, Peakers, Settling Tanks, Bunkers and main Cargo Tanks have been tested as required by the Rules and found satisfactory.

The Windlass, Steering Gear and Auxiliary means of Steering Pump etc have been tried under working conditions and found to be satisfactory.

The amount of Entry Fee.....	£290.0.0	Fees applied for,
<i>Insured</i> Special Survey Fee.....	£ 34.0.0	APR - 1951
Travelling Expenses, if any	£ : : :	Received by me,
		19

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

I am of opinion the Vessel should be Classed **+ 100 A!**
Carrying Pet. in Bulk.

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

Certificate to be sent to Sunderland in Dup. Date of issue 16/5/51.

Signature *Paul L. H. Duncan*
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 20 APR 1951

Character assigned

~~+100A1 'Carrying Petroleum in bulk'~~

3,51 Sld.

Lloyd's A & CP

+LMC 3,51 Oil Eng

C.L.

22/3 150/6

White Sld. (h).

© 2020
CLASSIFICATION
CERTIFICATES WRITTEN

ATION
WRITTEN.
Foundation

0129 3/2

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.)

DRY DOCKING:-
Vessel placed in Greenwells Dry Dock Sunderland 9th - 11th MARCH 51 for cleaning and painting
Bottom and Rudder cleaned, examined and re-coated.

Forging Reports etc enclosed
Plans retained in connection with the completion of Sister vessel.
Midship Section; Profile and Decks (as fitted) forwarded.

PARTICULARS OF ELECTRIC WELDING (if employed)

Parts Welded.

Butts of Keel, Shell and decks welded. Lines off Gangway supports welded to deck. Main Bulkhead
Plating and stiffeners welded. Stringers welded to shell and Butts. Rudder plates. Outlying
Seatings. Tank Top in Engine Room and floor in double bottom in way.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Oil Engine: D.F. Echo Sunderland; Gyro Compass:
Radar: Part Welded. Longitudinal framing at Bottom
and Decks; Cruiser Stern; Machinery Aft;

RADAR Equipment (State if fitted) Yes

State Type or Pattern No. R. 148

State } Maker B.T.H.
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 51.2.0 A.E.G. 1500 14.3.50

2nd „ 52.0.3 A.E.G. 1525 4.4.50

3rd „ 45.3.7 A.E.G. 1344 16.12.49

STREAM:- 19.1.7 A.E.G. 1357 23.12.49 78 See letter 23-4-51

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 15.54 ft., R.Q.D. ✓ ft., Bridge 49.0 ft., Forecastle 60.04 ft.

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

Official No. 184397 Signal Letters _____ Extreme Breadth over Belting 62.06 Over-all Length 490.0
(Circ. 1611) (Circ. 1703)

No. and Material of Decks ONE DECK STEEL (UPPER)

Parts of Bottom of Vessel coated with cement or approved composition Cement fillers at seams and Butts in Lie Compartments
and in Cofferdams in Double bottom aft.

Particulars of composition (if fitted) and of approval 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.	Water Capacity. S.W. Tons.	Where Fitted.	Length. Feet.	Water Capacity. S.W. Tons.
Double bottom, aft,	<u>✓</u>		Fore peak tank,	<u>24.2</u>	<u>129</u>
Double bottom, under Engines and Boilers,	<u>66.5</u>	<u>162</u>	After peak tank,	<u>16.0</u>	<u>73</u>
Double bottom, if under Engines only,	<u>✓</u>		Deep tank, aft, <u>O.F. CROSS BUNKER,</u>	<u>9.5</u>	<u>427</u>
Double bottom, if under Boilers only,	<u>✓</u>		Deep tank, forward,	<u>31.5</u>	<u>383</u>
Double bottom, forward,	<u>✓</u>		Other tanks, if fitted, <u>FORW^d COFFERDAM.</u>	<u>3.5</u>	<u>175</u>
Total length (if continuous) and Capacity	<u>66.5</u>	<u>162</u>	<u>AFTER</u> (If necessary furnish further information by sketch.)	<u>3.5</u>	<u>185</u>

Order for Special Survey No. 6276

Date 25-6-48

Dates of Surveys
held while building

1949 Mar 25.30 Dec 6.9.21.23.24 / 1950 Mar 6.9.14.17.21.22.27.30 Apr 6.18.26.27 May 8.9.10.11.15.16.17.18.19.22.23.24
25.26.30.31 Jun 1.5.6.7.8.9.12.13.19.22.23.24.30.31 Oct 11.12.19.23.24.25 Nov 16 Dec 13.22. / 1951 Jan 4.11.17.29 Feb 2.6
12.14.20.21.27 Mar 1.5.6.7.9.10.12.13.19.15.16.17.18.20.21

Total No. of Visits 84

Lloyd's Register
Foundation