

Rpt. 1
RECEIVED
11 JAN 1945

STEEL STEAMER ~~OR~~ MOTORSHIP.

Received at London Office

01 JAN 1945

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*

Glasgow 69150.

Date of completion of report *4th JAN 1945*

Ports of *Belfast and Glasgow*

No. *13803*

Survey held at *Belfast and Glasgow*

Date First Survey *19th Oct 1943*

Last Survey *1st Sept (BELFAST) 1944*

20th DECEMBER, (GLASGOW) 1944

On the (State if Machinery *Full* and if Single, Twin or Triple Screw)

Single Screw motor tanker N150

machinery aft

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

Full Scantling

State Type of Erections *Prop. Br. Y'de*

TONNAGE under Tonnage Deck *7231.65*

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

Total *7231.65*

Gross Tonnage *8273.02*

Register Tonnage *4777.13*

CLASS *+100A1 carrying Petroleum in bulk*

State if with freeboard as condition of Class *No*

Built at *Belfast*

Launched *3rd August 1944* Yard No. *1198*

Builders *Harland & Wolff Ltd*

Owners *Anglo-Saxon Petroleum 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 (BELFAST) & IN DRY DOCK & Afloat AT GLASGOW

REGISTERED DIMENSIONS.

FEET

465.6

59.5

33.85

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

FEET

460

Breadth (greatest moulded)

B *59*

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*

1st Longitudinal Number (L x D)

15640

2nd Numeral L x (B + D)

42780

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

✓

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

13.52

Do. Long Bridge to top of keel

✓

Draught Moulded

27-11/4

FRAMES, DOUBLE BOTTOM AND BEAMS.

LONGITUDINAL FRAMING, PAGE 5.

INCHES IN SHIP.

Any Departure from Approved Plans to be Noted.

INCHES IN SHIP.

Any Departure from Approved Plans to be Noted.

MES, Spacing amidships

31 1/2

full cargo tank
from length amidships to Collision bulkhead

27

in peaks

24

FRAMING.

Same Amidships, Angle, *E or [*

forward

Extends up to

10 3 1/2 7/16

11 3 1/2 7/16

upper deck

Reversed Frame Amidships, Angle

✓

Extends up to

✓

Depth of Framing Girder

10", 11"

Frames in Uppermost Continuous 'tween Decks, Angle, *[or [*

Second 'tween Decks, Angle, *[or [*

Third

full cargo tank to coll. BH
from 1/2 len. for'd. to 15% len. from Stem

10 3 1/2 4 1/2 Ba

9 3 1/2 7/16 Ba

above fore deck

in Peaks, Angle or *[*

8 3 1/2 7/16 Ba

7/8 @ 4 7/8

Diameter and Spacing of Rivets through Frame and Shell Plating amidships

Yes

State if Frame Joggled

as app

Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?

as app

Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?

SINGLE BOTTOM.

Floors, Depth and thickness at mid-line in Holds

Height of Brackets at side above base line at toe of frame

See

Middle Line Keelson, on Floors, Angles, *[or [*

Reg. framing

Through Plate or Inter-costal Plate

plain

Foundation Plate on Floors

Flat Plate Keel Angles

Side Keelsons, No. each side

thickness of Inter-costal Plate

Angles

DOUBLE BOTTOM. in motor space

Solid Floors, thickness and spacing

46 @ 3 1/4, 30 3/4

Are Frame and Reversed Frame joggled?

Yes

Bracket Floors, breadth and thickness at middle line

floor welded

breadth and thickness at margin plate

to tank top

Bracket Floors, Frame

✓

Reversed Frame

✓

Vertical Struts

✓

Centre Girder, depth and thickness amidships

59 1/4 x 54

top Angles

welded to T.T

bottom Angles

4 4 7/16

2 @ 60

1 @ 42

Side Girders, No. each side and thickness

Margin Plate depth (excl. of flange) and thickness *lank. top draught*

54

Vertical Angle to Tank side Bracket abaft 1/2 len. from stem

6 6 50

Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area

✓

Gussets, spacing and scantling abaft 1/2 len. from stem

✓

Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area

✓

Tank Side Brackets, height above base line at toe of Frame and thickness

46 ft 3"

INNER BOTTOM PLATING.

Breadth and thickness of Middle Line Strake

62"

Thickness of remainder in Holds

1 1/4"

Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. *space and framing in*

welded and function under eng. pres. as app.

O.F. Bunkers and Boiler Room?

Yes

BEAMS.

Uppermost Continuous Deck, amidships in way of *poop*

8 3 1/2 7/16

Wells, Angle, *E or [*

8 3 1/2 7/16

in way of *bridge*, Angle, *E or [*

8 3 1/2 7/16

Spacing

every

Second Deck, amidships, Angle, *E or [*

8 3 1/2 437

9 3 1/2 437

Spacing

every

Third Deck, amidships, Angle, *E or [*

8 3 1/2 7/16

Spacing

every

Fourth Deck, amidships, Angle, *[or [*

✓

Spacing

✓

Poop Deck, Angle, *E or [*

8 3 1/2 35

Spacing

every

Bridge Deck, Angle, *E or [*

8 3 1/2 437

Spacing

every

Forecastle Deck, Angle, *E or [*

10 3 1/2 7/16

Spacing

every

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	Two		Stringer Plate, breadth and thickness in way of Bridge	36	✓
" in 'tween Decks, Size and Spacing	long		Thickness of Plating abreast Deck openings in way of Wells	36	✓
" " " " " " " "	bulkheads	✓	Thickness of Plating abreast Deck openings in way of Bridge	34	✓
" in Holds " " " "			Thickness of Plating within line of openings...	✓	
" " " " " " " "			If Sheathed, material and thickness	✓	
Long Centre Line Bulkhead. 11 ft P13			Third Deck. deep tank top		
Stiffeners and Spacing B-a	10 3 1/2 7/16	✓	Stringer Plate, breadth and thickness	42	✓
2 hor. girders 30x42; 26x40	3 1/2	✓	If Plated, state thickness	38	✓
Plating, thickness of	42 vert	✓			
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness	✓	
Stringer Plate, breadth and thickness in Wells	97x91, 84	✓	If Plated, state thickness	✓	
" " " " in way of Bridge	97x91	✓	Poop Deck.		
" Angle in Wells	stringer welded to scantake	✓	Stringer Plate, breadth and thickness	34	✓
Thickness of Plating abreast Deck openings in way of Wells	76	✓	Plating, Sheathing, material and thickness ...	30 esp. 26 within deckhouse	✓
Thickness of Plating abreast Deck openings in way of Bridge	58	✓	Bridge Deck.		
Thickness of Plating within line of openings...	✓		Stringer Plate, breadth and thickness	43	✓
If Sheathed, material and thickness	No	✓	Plating, Sheathing, material and thickness ...	34	✓
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells	40	✓	Stringer Plate, breadth and thickness	37	✓
			Plating, Sheathing, material and thickness...	36	✓

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				EDGES.		BUTTS.		
	AMIDSHIPS.		FORWARD.	AFT.	SINGLE OR DOUBLE.	RIVETS.	No. of Rows of Rivets.	RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.
Flat Plate Keel	57	96	78	78	double	1 4	five	1 1/8	4 1/2 lapped
" Dblg. (if any)									
Bottom Plating, No. of Strakes	67	64	74	50, 53	double	7/8 3 1/2	four	7/8 3 1/2	lapped
Bilge Plating, No. of Strakes	64	50	50		double	7/8 3 1/2	four	7/8 3 1/2	lapped
Side Plating, No. of Strakes	64	50	50		double	7/8 3 1/2	four	7/8 3 1/2	lapped
Upper Deck, Sheer-strake in Wells	67	107	50	50	-	-	five	1 1/8 5	lapped
Upper Deck, Sheer-strake in Bridge ...	67	107			-	-	five	1 1/8 5	lapped
Strake below Sheer-strake in Wells	84	76	50	50	double	1 4	four	1 4	lapped
Strake below Sheer-strake in Bridge ...	84	76			double	1 4	four	1 4	lapped
Poop Side Plating				40	one strake		two	3/4 2 7/8	lapped
Bridge Side Plating		43			one strake		two	3/4 2 7/8	lapped
Forecastle Side Plating			43		single	3/4 3	one	3/4 2 7/8	lapped

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	17
" Deck next below	✓
As per Rule. ordinary cargo	7

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	flat keel			✓
STEM	rolled	10 1/4 2 3/4		✓
STERN FRAME { Propeller Post	mild steel			
{ Rudder	fabricated by Builders			
Speed of Vessel	12 knots			13 1/2 on plane
RUDDER—Type	normal type		Darlington	
" A x D.	double plate			
" Diam. of head	fabricated by Builders			
" Mainpiece at top pintle	electric welded			
" " heel	forged coupling			
" how constructed	pintle and gudgeon			
" double or single plate coupling, vertical or horizontal	coupling			
	horizontal			

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	coam 51	10 1/2 7/16	33	9 1/2 7/16	33
" " Second	vert 41			12 1/2 7/16	33
" " Wing tank	coam 50	10 1/2 7/16	30	9 1/2 7/16	33
" " Third	vert 40			12 1/2 7/16	33
" " Holds				3 1/2 3 1/2 7/16	37
COLLISION " (in Hold)	53-34	9 1/2 7/16	34	del same beam beam	
AFTER PEAK "	50-30	9 1/2 7/16	34	baler flat	

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	Boaloville, Smith & Co. Larnarkshire.
	Has the Steel been tested as required by the Rules?
	Yes

Rpt. 1*.
NISO
Hw No 1198

5.

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. Inches.	Rivets in Brackets to Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.
Framing of L, L or C												
Frames in Bridge 'tween Decks ...												
Frames from Uppermost Continuous Deck Int. Centre girder No. 1												
" 2												
" 3												
" 4												
" 5												
" 6												
" 7												
" 8												
" 9												
" 10												
" 11												
" 12												
" 13												
" 14												
" 15												
" 16												
Spacing of Longitudinal Frames												
Double Bottoms L, L or C												
Tank Top Longitudinals												
Bottom " " (Amidships)												
At ends...												
Transverses.												
Side (in 'tween Decks)												
Depth and Thickness												
Face Angles												
Lugs to Shell*												
Side (in Hold)												
Depth and Thickness												
Face Angles												
Lugs to Shell*												
Bottom												
Depth and Thickness												
Face Angles												
Lugs to Shell*												
" " Back Bars												
Brackets												
Spacing of Transverse Frames...												
* State if joggled or liners.												
Longitudinal Beams of L, L or C												
Bridge Deck ...												
Upper " ...												
Second " ...												
Third " ...												

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. 44928										LETTER	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.				
2539	1st Bower	74	2	21	✓			56	5	0	0	✓ 13 1/2	Halls C Shoal	Hingley & Son L ^d	Netherton 22 April 1944 Relf
2538	2nd "	74	2	0	✓			56	0	0	0	✓ 43	do	do	Netherton 22 April 1944 Relf
	3rd "											43			
	Collective weight				✓		✓					219 1/2			
2564	Stream	22	0	0	5	2	22	22	7	2	0	✓ 22	Rogers & Sons W.I.	Hingley & Son L ^d	Netherton 14 June 1944 Relf

CHAIN CABLES.													HAWSELS 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.	Clr.		Tons.	Length.	Clr.	
	Fathoms	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms	Ins.				Fathoms	Ins.	Tons.	Fathoms	Ins.		
3739	120	2 7/16	149 25/32	106 15/32	358-1-10			590 1/2	300	2 7/16	steel	Hingley & Son	Neth. 13 June 44 Bolton	TOWLINE	130	3 3/4	91 10/30	130	5 1/4	
3738	119 1/2	2 7/16	do	do	359-2-17					2 7/16	steel	do	Neth 13 June 44 Bolton	HAWSELS & WARPS }	20ft 100	3 3/4	21 14/30	20ft 100	2 3/4	
	239 1/2				19.3.27										20ft 100	3 3/4	21 14/30	20ft 100	2 3/4	
Iron Stream Chain or Steel Wire }	120	4 3/4		64 12/30					120	5				"						
		6x24								6x12				"						

Steering Gear, Type (Power or hand) Electric Steam Hydraulic Alternative Means of Steering Blocks & tackle to wheel

Steering Chains (Size and Test) tetometer control Windlass steam efficient Boats 4

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

Cargo Hatchways.—(Upper Deck) steel O.T. hatches Thickness of Hatches 40 O.T.

Size of Hatchways No. 1 (Fwd.) 8' x 8' No. 2 27 O.T. hatches to cargo tanks 4ft dia fabricated No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters none

Builder's Signature A. Marshall

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 motor ship

(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).

Oil fuel is carried in bunkers situated at the fore side of the motor space; in deep tank forward of forward cofferdam and in the double bottom under engines. Oil cargo is carried in 27 compartments between forward and after cofferdams, separated into three groups by two pump rooms.

This vessel has been built in conformity with the Society's Rules and Regulations and the Secretary's letter. The scantlings and arrangements are in accordance with or equivalent to those shown on the approved plans. The material and workmanship are good. All cargo tanks, oil fuel bunkers, deep tank forward, fore and after peak tanks, fresh water tanks, double bottom compartments in machinery space and cofferdams have been tested to Rule requirements and found satisfactory. Steering gear & windlass have been tested under working conditions and found satisfactory. Weather decks and W.T. bulkheads have been satisfactorily tested. Bidge pumping arrangements tried and found in order. Greenboard verified and cut in.

EQUIPMENT: To meet emergency requirements

The amount of Entry Fee..... £ 11 : 0 : 0 } Fees applied for, **9 JAN 1945** (Special notations, where part of class, to be stated.)

BELFAST ACCOUNT }
Special Survey Fee..... £ 610 : 4 : 9 }
GREENBOARD (GLASGOW ACCOUNT) }
Totaling Expenses, if any £ 19 : 0 : 0 } Received by me, 19

We are of opinion the Vessel should be Classed +100 A-1.

State whether the Vessel has been built under Special Survey Yes Carrying Petroleum in Bulk. Long framing at bottom & at deck. Bulkhead electrically welded.

Signature Wm Balfour & W. J. Pyle
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to GLASGOW Date of issue 26/3/45

Committee's Minute GLASGOW 9 JAN 1945

Character assigned -1- 100 A-1 12.44

Carrying Petroleum in Bulk

Longitudinal Framing at Bottom & at Deck

-1- Linc 12.44 Oil Eng.

L SB 150 lb.

Note: Equ.

This vessel is a sister ship to the same Builder No 1173 NARICA, No 1194 NARRICIA
+ No 1195 NASSARUS.

Rudder stock tiller

certificates for masto, demerks etc 4 cts, and certificate of Hatch

- | | | |
|---|---|---|
| 1. MIDSHIP SECTION APPROVED FOR 1173, 94, 95, 98 & 99 | 10. AFT END SECTIONS 1173, 1194/5, 1198/9 | 26. HOUSES ON BRIDGE DECK |
| 1A MIDSHIP SECTION (AS BUILT) FORWARDED 14 TH MARCH 1944, FOR 1194-5 | 11. FORE " " " " " " | 27. POOP DECKHOUSE 1194/5 1198/9 |
| 1B. MIDSHIP SECTION AS BUILT FOR 1198 | 11A. MODIFICATION TO ABOVE 1194/5, 1198/9 | 28. BOAT DECK PLATING 1194/5 1198/9 |
| 1C. " " " " " 1199 | 12. WELDING DETAILS 1194/5, 1198/9 | 29. BRIDGE SIDE PLATING AT AFT END 1194/5 |
| 2. SCANTLING IN WAY OF OIL TANKS 1173, 94, 95, 98 & 99 | 13. STERNFRAME 1173, 1194/5 | 29A. " " " " " " 1198/9 |
| 3. STEEL DECKS, 1173, 94, 95, 98 & 99 | 14. RUDDER 1173, 1194/5 | 30. SHD. AT G9 FORD. AT MAIN DK. 1194/5 1198/9 |
| 3A MAIN DECK FORWARD 94, 95, 98 & 99 | 15. STERN FRAME & RUDDER 1198/9 | 31. WELDING OF GUSSET PLATES TO LONG ^{TS} . AT TRANS. SHD. PROP. H. (ADOPTED) 1198/9 |
| 4. FRAMING IN NO ¹ & 2 OIL TANKS, 1173 ONLY | 16. WEB FRAMES IN MOTOR ROOM 1173 | 32. -- DITTO -- PROPOSAL "B" (NOT ADOPTED) 1198/9 |
| 4A FLY PLAN TO ABOVE FOR 1173 ONLY | 16A " " " " " 1194/5, 1198/9 | 33. STIFFENING IN WAY OF LIFEBOATS AMID ^{SH} 1198/9 |
| 4B FRAMING IN NO ¹ & 2 OIL TANKS 1194, 95, 98, 99 | 17. UPPER BRIDGE DECK 1173 | 34. " " " " " AFT 1198/9 |
| 5. TRANSVERSE BULK ^{HEADS} 1173, 1194/5, 1198/9 | 18. HOUSES ON BRIDGE DECK 1173 | 35. AMENDED PLAN OF STIFF. IN WAY OF FORWARD LIFEBOAT 1198/9 |
| 6. HORIZ. GIRDERS IN CARGO TANKS 1173, 1194/5 1198/9 | 19. HOUSES ABOVE UPPER BRIDGE DECK 1173 | 36. EMERGENCY ESCAPE SCUTTLE 1173, 1194/5 1198/9 |
| 7. AFTER SCARPING AND OIL FUEL BUNKERS 1173, 1194/5, 1198/9 | 20. POOP DECKHOUSE & BOAT DECK 1173 | 37. DETAIL OF BKTS AT CUT FRAMES AT CROWN OF FORE PEAK TANK 1199 ONLY. |
| 8. DEEP TANK 1173 | 21. POOP FRONT BULK ^{HEAD} 1173 1194/5 1198/9 | 38. PUMPING ARRANGEMENT 1198/9. |
| 8A. " " 1194/5, 1198/9 | 22. LONG ^{TS} IN PUMP ROOM 1173, 1194/5 1198/9 | |
| 9. WELDING UNDER ENGINES 1173, 1194/5, 1198/9 | 23. WELDING OF BRACKETS TO KEEL 1173 | |
| 9A DETAIL PLAN OF TANK TOP UNDER ENGINES 1173 | 24A PROFILE, SCUPPERS & DISCHARGES 1194/5, 1198/9 | |
| 9B " " " " " " 1194/5, 1198/9 | 24 " " " " " 1173 | |
| | 25. UPPER BRIDGE DECK 1194/5 1198/9 | |

PARTICULARS OF ELECTRIC WELDING (if employed) upper deck stringer welded to oherstrake; butto of upper deck welded; crown of deep tank welded seams and butts; side stringer welded to shell throughout horizontal girders welded to bulkheads, gussets & brackets part welded; longitudinal bulkheads and transverse bulkheads in centre and transverse in centre welded to shell. Double bottom under main engines is an all welded structure except attachment to shell. Bilge Keel consists of bulb plate, riveted to steel flat, flat welded to shell; angle butts & corners welded for all tightness. Stem frame & truss see page 2

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book at engine, machinery aft, cruiser
stem; D.F., E.S.D. Gray C.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 93 ft., R.Q.D. ✓ ft., Bridge 46 ft., Forecastle 51 ft.

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

Official No. 180029 Signal Letters GBDM Extreme Breadth over Belting no belting Over-all Length 483
(Circ. 1611) (Circ. 1703)

No. and Material of Decks. ^(Arc. 1811) one deck steel and second deck steel clear of oil tanks.

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, UNDER ENGINES	59.27	145	Fore peak tank,	23.29	148.8
Double bottom, under Engines and Boilers,			After peak tank,	16.0	88.3
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	24.75	296
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity	59.27	145	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 930

Date 16.1.45

Dates of Surveys held while building

1943 Oct 19, 26 Nov. 2, 5, 8, 9, 12, 13, 15, 18, 19, 22, 23, 24, 25, 29, 30 Dec 1, 2, 3, 6, 7, 8, 9, 14, 15, 16
1944 Jan 3, 5, 10, 11, 12, 14, 17, 19, 20, 24, 26, 27 Feb 1, 2, 3, 4, 7, 8, 9, 10, 11, 14, 15, 16, 22, 23, 24, 28
Mar 1, 3, 4, 8, 9, 10, 13, 14, 15, 17, 21, 23, 24, 27, 29 Apr 4, 21, 25, 28 May 1, 2, 10, 14, 13, 16, 19, 24, 27, 29
June 1, 2, 5, 6, 19, 26, 27, 28, 29 July 3, 4, 5, 6, 7, 18, 19, 21, 24, 26, 28, 31 Aug 1, 2, 3, 4, 7, 10, 11
14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 25 Sept 1
1945 Jan 19, 26 Feb 4, 17 Nov 1, 8, Dec 8, 11, 14, 15, 18, 19, 20
Total No. of Visits 136