

STEEL STEAMER ~~or~~ MOTORSHIPWRECK
SECTION

No. 853

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.

25 NOV 1953

Date of completion of report 2ND NOV 1953 Port of DUNDEE. No. 9904.
 Survey held at DUNDEE. Date First Survey 25TH DEC 1951. Last Survey OCTOBER 23RD 1953.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) STEEL SINGLE SCREW STEAMER "EDDYREEF" - MACHINERY 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 ... 1544.87.

No. of space or spaces between Tonnage Dk. and Upper Dk. ✓

Total 1544.87.

Gross Tonnage 2219.49

Register Tonnage 900.80

REGISTERED DIMENSIONS.

FEET

Length 273.8

Breadth 44.2

Depth 18.35.

CLASS *100A.1. "CARRYING PETROLEUM IN BULK"

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 270.0

Breadth (greatest moulded) B 44.0

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 18.5

1st Longitudinal Number (L x D) =

2nd Numeral L x (B + D) = 16875

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel 14.59.

Do, Long Bridge to top of keel ✓

Draught Moulded 17'-1.9"

Built at DUNDEE.

Launched 28TH MAY 1953. Yard No. 492.

Builders CALEDON S.B. & E. CO. LTD

Owners THE ADMIRALTY.

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

Residence WHITEHALL, LONDON. S.W.

Port of Registry LONDON.

If surveyed while building, afloat, or in dry dock

BUILDING AFLOAT & IN DRY DOCK. VESSEL UNDOCKED - 12/10/53. (DUNDEE).

FRAMES, DOUBLE BOTTOM AND BEAMS.

OR LONGITUDINAL FRAMING SEE REPORT 1*	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.....	24"	✓	Bracket Floors, Frame	✓
" " from 1/2 length amidships to Collision bulkhead.....	24"	✓	" " Reversed Frame.....	✓
" " in peaks	24"	✓	" " Vertical Struts	✓
SIDE FRAMING.			Centre Girder, depth and thickness amidships	ER. 40 1/2 x 42"
Frame Amidships, angle $\frac{1}{2}$ or $\frac{3}{4}$ [	6 3 .36	✓	" " top Angles	BR. 36 1/2 x 52"
" " Extends up to.....	UPPER DECK.	✓	" " bottom Angles.....	ER. 3 1/2 x 3 .38"
Reversed Frame Amidships, Angle	✓	✓	" " bottom Angles.....	BR. 3 1/2 x 3 .48"
" " Extends up to	✓	✓	" " bottom Angles.....	ER. 3 1/2 x 3 .42"
Depth of Framing Girder.....	6	✓	" " bottom Angles.....	BR. 3 1/2 x 3 .52"
Frames in Uppermost Scantlings 'tween Decks, angle $\frac{1}{2}$ or $\frac{3}{4}$ [	6 3 .28	ON ALT. PRS. ✓	" " bottom Angles.....	ER. 1 - 3 1/2 .50"
POOP & FORECASTLE (ALTERNATE) Second, Third Decks, angle, $\frac{1}{2}$ or $\frac{3}{4}$ [	3 1/2 3 .30	OA. ✓	Side Girders, No. each side and thickness.....	BR. 1 - .42"
DEEP TANK - FORWARD. Plating	8 3 .34	BA. ✓	Margin Plate depth (excl. of flange) and thickness	✓
" " from 1/2 len. for'd. to 15% len. from Stem	✓	✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	✓
" " in Peaks, angle $\frac{1}{2}$ or $\frac{3}{4}$ [	6 3 .30	✓	" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4 AT 4 1/2	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	✓
State if Frame Joggled.....	YES	✓	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES	✓	INNER BOTTOM PLATING (IN E & B. SPACE). Breadth and thickness of Middle Line Strake.....	44" .40 ER. ✓ BR. .50 ✓
SINGLE BOTTOM. (DEEP TANK FOR'D.). Floors, Depth and thickness at mid-line in Holds.....	.41	✓	Thickness of remainder in Holds	ER. .40" ✓ BR. .50" ✓
Height of Brackets at side above base line at toe of frame.....	✓	✓	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 ✓
Middle Line BULKHEAD on Deck Angles $\frac{1}{2}$ or $\frac{3}{4}$ [	.30 - .43	✓	BEAMS.	
" " Through Plate or Inter-costal Plate ST. FR. ✓	7 3 1/2 .44	O.A. INVERTED. ON EVERY FRAME ✓	Uppermost Continuous Deck, FOR'D. OF CARGO TANKS. Width, Angle, $\frac{1}{2}$ or $\frac{3}{4}$ [	4 3 .38 ✓ 5 3 .30 ✓
" " Foundation Plate on Floors	✓	✓	" " Width, Angle, $\frac{1}{2}$ or $\frac{3}{4}$ [ANGLE $\frac{1}{2}$ or $\frac{3}{4}$ [AFT. OF CARGO TANKS.	6 3 .28 ✓
" " Flat Plate Keel Angles	3 1/2 3 1/2 .42	DOUBLE. ✓	Spacing	EVERY FRAME. ✓
Side Keelsons, No. each side.....	ONE	✓	(CARGO FLAT). Second Deck, width, angle, $\frac{1}{2}$ or $\frac{3}{4}$ [	6 3 .30 ✓
" " thickness of Intercoastal Plate. TOP	.31.	✓	Spacing	EVERY FRAME. ✓
" " Angles BOTTOM	3 3 .31 ✓ 5 3 .31.	✓	Third Deck, amidships, Angle, [or [✓
DOUBLE BOTTOM. (IN MACHY SPACE). Solid Floors, thickness and spacing .....	.42" IN BR. } 24" APART. .32, IN ER. }	✓	Spacing.....	✓
" " Are Frame and Reversed Frame joggled?	YES	✓	Fourth Deck, amidships, Angle, [or [✓
Bracket Floors, breadth and thickness at middle line	✓	✓	Spacing.....	✓
" " breadth and thickness at margin plate.....	✓	✓	POOP DECK, Angle, $\frac{1}{2}$ or $\frac{3}{4}$ [	6 3 .28 BA. ✓ 6 3 .28 OA. ✓
			Spacing.....	EVERY FRAME. ✓
			Bridge Deck, Angle, $\frac{1}{2}$ or $\frac{3}{4}$ [	5 3 .35 ✓
			Spacing.....	EVERY FRAME. ✓
			AND Forecastle Deck, Angle, $\frac{1}{2}$ or $\frac{3}{4}$ [	6 3 .28 BA. ✓ 5 3 .40 OA. ✓
			Spacing.....	EVERY FRAME. ✓

PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Approved Plans to be Noted.
PILLARS, No. of Rows	LONG TPL	✓	Stringer Plate, breadth and thickness in way of Bridge	✓
" in 'tween Decks, Size and Spacing	BULK DS.	✓	Thickness of Plating abreast Deck openings in way of Wells	✓
" " " " " "	SEE	✓	Thickness of Plating abreast Deck openings in way of Bridge	✓
" in Holds " " " " " "	" LONG TPL	✓	Thickness of Plating within line of openings .....	.34" ✓
" " " " " " " "	FRAMING	✓	If Sheathed, material and thickness	✓
Centre Line Bulkhead. (DEEP TANK FORP).	7" 3 1/2" x .44 OA.		Third Deck.	
Stiffeners and Spacing	TOP ON .24" APART		Stringer Plate, breadth and thickness	✓
Plating, thickness of	REM. OR .30" x .31"		If Plated, state thickness	✓
	BTM .43"		Fourth Deck.	
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness	✓
Uppermost Continuous Deck.			If Plated, state thickness	✓
Stringer Plate, breadth and thickness is ENDS. .....	.45" x .61" ✓		Poop Deck.	
" " " " in way of Bridge .....	.75" ✓		Stringer Plate, breadth and thickness	40" x .44" ✓
" Angle in Wells	G G .61. ✓		Plating, Sheathing, material and thickness ...	.40" AND AS APP ^d 2 1/2" O.P. WHERE EXPOSED ✓
Thickness of Plating abreast Deck openings in way of Wells .....	.45" ✓		Bridge Deck.	
Thickness of Plating abreast Deck openings in way of Bridge	✓		Stringer Plate, breadth and thickness .....	.25" ✓ .25" ✓
Thickness of Plating within line of openings ...	.45" ✓		Plating, Sheathing, material and thickness ...	2 1/2" O.P. WHERE EXPOSED ✓
If Sheathed, material and thickness	✓		Forecastle Deck.	
Second Deck. (IN WAY OF DRY CARGO HOLD)			Stringer Plate, breadth and thickness	26" x .32" ✓
Stringer Plate, breadth and thickness is .....	.34" ✓		Plating, Sheathing, material and thickness ...	.30" & AS APP ^d ✓

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled? 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.									
Flat Plate Keel.....	44	.69	.71	.71.		DOUBLE	3/4	2 2/3					
„ Dblg. (if any)	✓					✓							
Bottom Plating, No. of Strakes Two.....		.47	.39	.42 .41.		DOUBLE	3/4	2 2/3					
Bilge Plating, No. of Strakes ONE.....		.47	.39	.41.		DOUBLE	3/4	2 2/3					
Side Plating, No. of Strakes ONE.....		.46	.39	.39		DOUBLE	3/4	2 2/3					
Upper Deck, Sheer- strake in Walls	66 1/2	.67	.38	.38		DOUBLE	3/4	2 2/3					
Upper Deck, Sheer- strake in Bridge ...	✓					✓							
Strake below Sheer- strake in Walls	74	.46	.38	.38		DOUBLE	3/4	2 2/3					
Strake below Sheer- strake in Bridge ...	✓			.45 to .31		DOUBLE & SINGLE	3/4	3					
Poop Side Plating.....						SINGLE	3/4	3					
Bridge Side Plating.....		.32				SINGLE	3/4	3					
Forecastle Side Plating			.32										

ALL BUTTS
ELECTRICALLY
WELDED.

FORGINGS AND CASTINGS.

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		12
Extending to Upper Deck (Sec. 3 c)		-
Deck next below		12
As per Plan APPROVED.		

ALL BULKHEAD STIFFENERS NOTED ARE ORDINARY ANGLE WELDED TOE ON.	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
CENTRE TANKS.					
MIDSHIP BULKH'D, <i>Upper Deck 11111</i>	36"	6" x 3" x 36"	26/26 1/2	24" x 40" FL. 5	HORIZ. GIRDER
WING TANKS.	36"	6" x 3" x 36"	24/23"	24" x 36" FL. 4	HORIZ. GIRDER
Second					
Third					
Holds					
(in Hold)					
COLLISION					
AFTER PEAK					

43/30"	6" x 3" x 30"	24"		
43/30"	4" x 2 1/2" x 30"	24"		

CHAIN LOCKER, AFT SIDE 34" SEMI BOX BEAM FOR .30" WITH 6" x 3" x 31 BEAM.				
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FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
KEEL, Bar	F.K.	STEM FOREFOOT (CAST STEEL) FOR PARAVANE - W ^m BEARDMORE & CO LTD		
STEM <u>M.S. ROUNDED PLATES.</u>	C.S.	AS PER W ^m BEARDMORE & CO LTD APP ^d PLAN.		
STERN FRAME { Propeller Post	✓			✓
{ Rudder				✓
Speed of Vessel	12 KNOTS.			✓
RUDDER—Type	SEMI-BALANCED.			✓
" A × D.	147.			✓
" Diam. of head	7½"			
" Mainpiece at top pintle	C.S.	AS PER W ^m BEARDMORE & CO LTD APP ^d PLAN.		✓
" " heel	C.S.	GLASGOW.		✓
" how constructed	RIVETTED STEEL PLATES ON CAST STEEL FRAME.			✓
" double or single plate coupling, vertical or horizontal	DOUBLE			
	HORIZONTAL.			

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process or manufacturer) *Steel company of Scotland Ltd, bathless Ltd., South Durham Steel & Iron Works Ltd, Darman Long & Co., Bonsett Iron Works*

Has the Steel been tested as required by the Rules? *yes.*

Rpt. 1*.

5.5. "EDDY REEF"

DUNDEE

REPORT N° 9904.

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.	Speng.		Number.	Diameter.	
	Framing of E, E or E L													
	Frames in Bridge 'tween Decks ...													
	Frames from Uppermost Continuous Deck CR GIRDER No. 1													
	" 2	11	3½	.47								15	¾"	
	" 3	11	3½	.47								"	"	
	" 4	11	3½	.47								"	"	
	" 5	11	3½	.47								"	"	
	" 6 LONG BHP - PLATING .36", STIFFERS 6"x3"x.36" OA, TOE ON, 24" APART, WITH HORIZ ^L GIRDER 26"x.36" FLANGED 4"											15	¾"	
	" 7	11	3½	.47								"	"	
	" 8	11	3½	.47								"	"	
	" 9	11	3½	.47								"	"	
	" 10													
	" 11													
	" 12													
	" 13													
	" 14													
	" 15													
	" 16													
	Spacing of Longitudinal Frames	Amidships 24", 26" & 26½"												
		At Ends												
	Tank Top Longitudinals	/			/									
	Bottom " Amidships	/			/									
	At ends...	/			/									
	Transverses.													
	Side (between Decks)	Depth and Thickness												
		Face Angles												
		Lugs to Shell*.....												
	IN Side (in Hold) TANKS.	Depth and Thickness			32"x.38"									
		Face Angles			3" FLANGE									
		Lugs to Shell*.....			WELDED TO SHELL.									
		Depth and Thickness			45"x.42"									
		Face Angles			12"x3½"x.55" BA									
		Lugs to Shell*.....			WELDED DIRECT.									
		" " Back Bars			✓									
		Brackets .....			.42"								
	Spacing of Transverse Frames...	8'-0", 10'-0" & 12'-0"												
	* State if joggled or liners.													
	Longitudinal Beams of	Bridge Deck ... ✓												
	[Upper " (CR) 7 x 3 x .40"													
	[Second " IN WAY OF PUMP ROOMS 8 x 3 x .38"													
	[Third " ✓													
	Transverse Beams.													
		Plate.			Face Angles.			Any departure from Approved Plans to be Noted.						
		27x.38" 4x3x.50 OA. IN CR TANKS.												
		24x.38" 6" FLANGE IN WING TANKS.												

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.

T.

first page.

0041 2/3

EQUIPMENT No. 18663

LETTER 5

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.				
32467	1st Bower	45	3	21				39	17	2	0		BYERS IMPROVED TYPE STOCKLESS C.S. HEAD.	NOT	LOW WALKER. 25/1/52. R.J. VOGAN.
32468	2nd "	45	2	0				39	11	1	0			STATED.	LOW WALKER. 25/1/52. R.J. VOGAN.
32406	3rd "	39	0	7				35	4	0	7				LOW WALKER. 11/6/52. R.J. VOGAN.
	Collective weight	130	2	0								110			
26090	Stream	12	0	10	2	1	25	13	19	2	21	10	ADMIRALTY PATTERN C. STEEL.	BROWN LENNOX.	CARDIFF. 25/8/52. F.W. DOVEY.

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.	
	Fathoms.	Diam.	Statically.	Break-Ing.	Supplied.	Per Rule.		Fathoms.	Diam.					Fathoms.	Ins.		Fathoms.	Ins.
82288	240	1 15/16	94 1/2	132.3	490.1.15	397 3/4		240	1 15/16	FLORYT STUD LINK.	N.B. ELECTRIC WELDING CO. LTD.	GLASGOW. 19/2/53. L.L. WRIGHT	TOWLINE	1 AT 90	4	33.2	90	4
82287	30	1 15/16	94 1/2	132.3	60.2.11					D°	N.B. ELECTRIC WELDING CO. LTD.	GLASGOW 18/2/53. L.L. WRIGHT.	HAWSERS & WARPS	2 AT 90	2 1/2	13.2	2 AT 90	2 1/2
3082	26				LUGLESS SHACKLES	FOR ABOVE CABLE						CARDIFF. 22/9/52 F.W. DOVEY.		2 AT 90	2 1/4	10.8	2 AT 90	2 1/4
86046	90	1 1/8	31.9	47.8	59.1.24	48 1/2		75	1 1/8	SP STEEL CABLE STUD LINK (GW.E.C.)	GRIFFIN WOODHOUSE CHAIN CABLE CO. LTD.	CRADLEY HEATH 5/3/52 H. PHILLIPS.						

Steering Gear, Type (Power or hand)

STEAM HYDRAULIC (DONKIN & CO. LTD.)

Alternative Means of Steering

TWO INDEPENDENT PUMPS WITH
SEPARATE LEADS FROM
SOURCE OF POWER.

Steering Chains (Size and Test)

Windlass

CLARKE, CHAPMAN'S
HORIZT - STEAM.3 - ALUMINIUM.
1 - MOTOR (ALUMINIUM)

Ceiling in Holds, thickness and material

Cargo Battens, thickness, material and spacing

Cargo Hatchways. (Upper Deck)

STEEL PLATES. 40"

Thickness of Hatches

.50"

Size of Hatchways No. 1 (Fwd.)

14 - 36" DIA.
OIL TIGHT.

No. 2

No. 3

No. 4

No. 5

No. 6

Number of Shifting Beams
and/or Fore and AftersFOR AND ON BEHALF OF
THE CALEDON SHIPBUILDING & ENGINEERING CO. LTD.

Builder's Signature

Managing Director

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

(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).

This ship has been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters. The scantlings and arrangements of the ship are as given in the report and as shown and amended on the approved plans now forwarded. All modifications or additions to the original approved arrangements made during construction have been indicated on the plans and have been approved as being in accordance with, or by standards equivalent to, the Rule requirements. The plans of midship section and profile and decks showing the ship as built, now forwarded herewith, have been checked with the approved arrangements and found in order.

The workmanship and materials are good. The double bottom tanks, cofferdams, deep tanks, fore and aft peaks, watertight bulkheads, decks, W.T. doors, hand pumps, bilge suction, windlass and steering gear have been tested in accordance with the

10% OLD FEE £57
90% NEW £573
The amount of Entry Fee £630 - - -
FREEBOARD - 29 - - -
SPECIFICATION - 447 - - -
Special Survey Fee £ : :
Travelling Expenses, if any £ : :
Fees applied for, 19
Received by me, 19

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

I am of opinion the Vessel should be Classed 100 A.1.
"CARRYING PETROLEUM IN BULK"

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

Certificate sent to Hull - DUNDEE. Date of Issue 22/1/54

Signature

J. J. Miller for
Surveyor to Lloyd's Register of Shipping.
S. Bowman & self.

Committee's Minute

GLASGOW

24 NOV 1953

Character assigned

+ 100A1.

10.53. DUN.

Carrying Petroleum in bulk.

Lloyd's A.C.P.

Longitudinal framing at bottom & at deck.

2.53. - 250 lb. F.D.

Fitted for oil fuel 10.53 F.D. above 150°F.

Write 1/5.

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.)

Rules with satisfactory results. SISTER VESSELS { RFA. "EDDYBEACH": DUN. REPORT N°9825.
RFA. "EDDYBAY": DUN. REPORT N°9846.

The freeboard markings were verified and cut in on the ship's sides.
Cargo oil is carried in the following deep tanks:- No 1 Centre (fos 52-62), No 2 Centre (fos 69-81), No 3 Centre (fos 81-93), No 4 Centre (fos 100-106), No 1 side p.s. (fos 52-62), No 2 side p.s. (fos 69-81), No 3 side p.s. (fos 81-93), No 4 side p.s. (fos 94-106). Lub. oil as cargo (fos 63-68) p.s. Fuel oil is carried in the following deep tanks - Centre. fos 43-51, side (p.s.) fos. 43-51.

The whole of the Rule Requirements have been complied with, in regard to the "as fitted" plan of General Pumping Arrangement.

Plans enclosed:-

Midship Section "as approved" & "as built" - 2 plans.

Profile and Deck "as approved" & "as built" - 2 plans.

Scheme of welding.

Pumping arr. - "as approved" & "as built" - 2 plans.

Shell plan ("as fitted").

Stemframe & Rudder (2 plans).

Finished length of Rudder Stock.

Fore end framing

after end framing.

Upper deck steel (part).

Transverse O.T. Bldg.

Joint cofferdam & Deep Tank Bulkheads

Key to Joint cofferdam & Deep Tank Bldg.

Webframes in E.R. & Diesel Oil Tanks.

After cofferdam & Bulker Bldg.

* Interim class certificate issued - copy attached. *no stem frame*

Joole deck hatch & Trunk.

Oil tight hatch covers.

Longitudinal Bld ("as approved" & "as built")

Steering gear seat.

Arr. of domestic Cold Stores.

Ball & chain P. equipment.

Capacity Plan.

Certificates enclosed:-

Rudder frame. Glo. 23756.

Rudder stock. Glo. 23953.

Stem forecast. Glo. 23756a.

Steering Gear. Sd. C.2858.

Tiller. Sd. -

Union. Sd. -

PARTICULARS OF ELECTRIC WELDING (if employed) Butts of keel, shell, decks, engine girders, etc., bulkhead stiffeners to bulkheads, bulkhead plating, T&B. Butts to bulkheads, bulkhead frames to bulkheads, Horizontal girders and stringers to shell and bulkheads, cargo hatches, transverses to shell clear of bilge, transverse bulkheads to shell and longitudinal bulkheads in way of centre tanks, bilge keel, belting, flats and minor items.
Radiographs taken of a number of keel butts with satisfactory results.

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

CARRYING PETROLEUM IN BULK: MACHY AFT, CRUISER STERN P. ELEC.

WELDED:—LLOYDS A. & C.P.,—D.F.,—E.S.D.—RADAR—F.K.—LONGITUDINAL

FRAMING AT BOTTOM & AT DECK—P.CEM.—13 BHDS—1 DECK—

FITTED FOR O.F. 10.53, F.P. ABOVE 150°F.

RADAR Equipment (State if fitted) YES.

State Type or Pattern No. 159 B.

State } Maker DECCA RADAR LTD.

Name } and/or LONDON.

of } Supplier.

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

1st Bower	28-0-14.	A.E.G.	2889,	14/12/51.
2nd "	27-3-21.	A.E.G.	2809,	23/11/51.
3rd "	24-0-21.	A.E.G.	5570	25/10/51.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 96.0 ft., R.Q.D. ✓ ft., Bridge 34.0 ft., Forecastle 55.75 ft.

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

Official No. 185957. Signal Letters M.P.Q.V. Extreme Breadth over Belting 46'-3 1/4". Over-all Length 286.4' (Circ. 1611) (Circ. 1703)

No. and Material of Decks 1—STEEL.

Parts of Bottom of Vessel coated with cement or approved composition D.B. FEED TANK UNDER BOILERS & DRY TANK UNDER ENGINE COATED WITH CEMENT. FORE & AFT PEAKS & FORWARD DEEP TANK COATED WITH CEMENT.

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,	FPS 121—STEM.	27.5 146.4
Double bottom, under Engines and Boilers,			After peak tank,	FPS. 0—7.	14.0 35.5
Double bottom, if under Engines only, (FPS 10—30)	40.0		Deep tank, aft,	✓	
Double bottom, if under Boilers only, (FPS 30—42)	24.0	F.W.	Deep tank, forward,	FPS 110—121.	22.0 187.4
Double bottom, forward W.T. COFFERDAM (FPS 42/3)	2.0		Other tanks, if fitted, OF BKES (FPS. 43—51).	16.0	O.F.
Total length (if continuous) and Capacity	66.0		(If necessary furnish further information by sketch.)		

Order for Special Survey No. 1046

Date 4/7/51.

Dates of Surveys held while building

1951. 1952.
DEC. 25, JAN. 16, FEB. 5, 15, MAR. 7, 26, APR. 4, 16, 29, MAY 12, 30, JUN. 12, 27, JUL. 3, 17, 21, AUG. 21, 27, SEP. 9, 30, OCT. 28, NOV. 10, 13, 17, 19, 21, 25, 27, DEC. 14, 8, 10, 16, 18, 22, 26, 29, 30, JAN. 7, 9, 12, 15, 19, 21, 27, FEB. 3, 12, 13, 19, 20, 23, 26, MAR. 3, 5, 30, APR. 7, 14, 16, 17, 20, 22, 23, 29, 30, MAY. 1, 4, 5, 6, 7, 8, 11, 12, 13, 14, 15, 18, 19, 20, 21, 22, 25, 26, 27, JUN. 4, 5, 9, 12, 16, JUL. 14, 15, 16, 17, 20, 22, 24, AUG. 10, 11, 12, 13, 18, 20, 21, 24, 25, 26, 28, 5 SEPT. 2, 7, 10, 17, 21, 23, 28, 29, 30, OCT. 1, 2, 6, 9, 13, 14, 13, 21, 22, 23.
Total No. of Visits 13.