

RECEIVED

1 DEC 1943

IN D.O.

STEEL STEAMER or MOTORSHIP

Received at London Office.

8 DEC 1943

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 - Now

Date of completion of report 21st October, 1943

Port of Vancouver, B. C.

No. 5999

Survey held at Vancouver, B. C.

Date First Survey 17th June, 1943

Last Survey 2nd October, 1943

1943

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

Steel Single Screw Steamer "FORT LA BAYE"

State Type

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

C.S.S. with T.O. closed

State Type of Erections

TONNAGE under Tonnage Deck....

6706.66

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

Total

Gross Tonnage

7161.66

Register Tonnage

4247.85

REGISTERED DIMENSIONS.
FEET.

Length

424.6

Breadth

57.2

Depth

34.9

CLASS #100 A1 with

State if with freeboard

Yes

freeboard corresponding to a Summer draft (Mid.)

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

L 416.00

Breadth (greatest moulded)

B 56.88

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

D 37.33

1st Longitudinal Number (L x D)

15529

2nd Numeral L x (B + D)

39191

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

25.08

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

11.14

Do. Long Bridge to top of keel

Draught Moulded

26.86

Built at Vancouver, B. C.

Launched 5th Aug., 1943 Yard No. 128

Builders West Coast Shipbuilders, Ltd.

Owners Minister of Munitions & Supply.

Managers Counties Ship Management Co. Ltd.
(Where necessary to be entered in Reg. Book.)

Residence London

Port of Registry

If surveyed while building, afloat, or in dry dock

Whilst building and afloat.

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 | 30 | ✓ | Bracket Floors, Frame | - | |
| " " from 3/8 length amidships to Collision bulkhead | 27 | ✓ | " " Reversed Frame | - | |
| " " in peaks | 24 | ✓ | " " Vertical Struts | - | |
| SIDE FRAMING. | | | Centre Girder, depth and thickness amidships | 43 x 9/16 | ✓ |
| Frame Amidships, Angle [or] | 12x4x4x.47 | ✓ | " " top Angles | 3 1/2 x 3 1/2 x 7/16 | ✓ |
| " " Extends up to 2nd Dk. | 2nd Dk. | ✓ | " " bottom Angles | 4 x 4 x 1/2 | ✓ |
| Intermediate frs. for'd. for ice | | | Side Girders, No. each side and thickness | One 6 x 3 1/2 x .44 | ✓ |
| Reversed Frame Amidships, Angle | 6 x 4 x 1/2 | ✓ | Margin Plate depth (excl. of flange) and thickness | 40 1/2 x 9/16 | ✓ |
| " " Extends up to | toe welded to shell | ✓ | " " Vertical Angle to Tank side | | Welded |
| Depth of Framing Girder | 12 | ✓ | " " Bracket abaft 1/4 len. from stem | | |
| Frames in Uppermost Continuous 'tween Decks, Angle [or] | 6 x 3 1/2 x .50 | ✓ | " " Vertical Angle to Tank side | | |
| " " Second 'tween Decks, Angle, [or] | - | | " " Bracket from forward 1/4 len. from stem to Panting Area | | |
| " " Third No. 1 Hold (Frs. 135-162) | 10 x 3 1/2 x 3/4 x .425 | ✓ | " " Gussets, spacing and scantling abaft 1/4 len. from stem | 10 1/2 x 1/2 (Fl. 2") | Continuous |
| " " No. 2 Hold (Frs. 106-135) | 12 x 4 x .59 | ✓ | " " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area | 17 x 1/2 (Fl. 2") | Continuous |
| " " from 1/2 len. for'd. to 15% len. from Stem | - | | " " Tank Side Brackets, height above base line at toe of Frame and thickness | 104 1/2 x 7/16 | ✓ |
| " " in Peaks, Angle or [| 8 x 3 1/2 x .34 | ✓ | INNER BOTTOM PLATING. | | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 7/8 At 6 1/2 Dias. | ✓ | Breadth and thickness of Middle Line Strake | 84 x 1/2 | ✓ |
| State if Frame Joggled | No | ✓ | Thickness of remainder in Holds | 7/16 | ✓ |
| Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? | Yes | ✓ | 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 | ✓ |
| Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? | Yes | ✓ | BEAMS. | | |
| SINGLE BOTTOM. | | | Uppermost Continuous Deck, amidships | 8 x 3 1/2 x .46 | ✓ |
| Floors, Depth and thickness at mid-line in Holds | | | " " in way of Bridge, Angle, [or] | | |
| Height of Brackets at side above base line at toe of frame | | | Spacing | 30" | ✓ |
| Middle Line Keelson, on Floors, Angles, [or] | | | Second Deck, amidships, Angle, [or] | 9 x 3 1/2 x .44 | ✓ |
| " " Through Plate or Intercoastal Plate | | | Spacing | 12x4x4x.47 | 30" |
| " " Foundation Plate on Floors | | | Third Deck, amidships, Angle, [or] | | |
| " " Flat Plate Keel Angles | | | Spacing | | |
| Side Keelsons, No. each side | | | Fourth Deck, amidships, Angle, [or] | | |
| " " thickness of Intercoastal Plate | | | Spacing | | |
| " " Angles | | | Poop Deck, Angle, [or] | | |
| DOUBLE BOTTOM. | | | Spacing | | |
| Solid Floors, thickness and spacing | 3/8 @ 30" | ✓ | Bridge Deck, Angle, [or] | | |
| " " Are Frame and Reversed Frame joggled? | No | ✓ | Spacing | | |
| Bracket Floors, breadth and thickness at middle line | | | Forecastle Deck, Angle, [or] | | |
| " " breadth and thickness at margin plate | | | Spacing | | |

| 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..... One - in tween decks. | | | | Stringer Plate, breadth and thickness in way of Bridge..... | | | | | |
| " in 'tween Decks, Size and Spacing..... 6 x 6 x 1/2 | | | | Thickness of Plating abreast Deck openings in way of Bridge..... | | 11/32 | | | |
| " on alt. frs..... | | | | Thickness of Plating abreast Deck openings in way of Bridge..... | | 11/32 | | | |
| " in Holds..... | | | | Thickness of Plating within line of openings..... | | | | | |
| Centre Line Bulkhead in Holds ✓ | | | | If Sheathed, material and thickness..... | | | | | |
| Stiffeners and Spacing..... 12x3x3x60 on alt. frs. | | | | Third Deck. | | | | | |
| Plating, thickness of..... 5/16" | | | | Stringer Plate, breadth and thickness..... | | | | | |
| STRINGERS AND DECKS. | | | | If Plated, state thickness..... | | | | | |
| Uppermost Continuous Deck. | | | | Fourth Deck. | | | | | |
| Stringer Plate, breadth and thickness in Well..... 61 x 3/4 | | | | Stringer Plate, breadth and thickness..... | | | | | |
| " in way of Bridge..... | | | | If plated, state thickness..... | | | | | |
| Angle in Wells..... 6 x 6 x 1/2 | | | | Poop Deck. | | | | | |
| Thickness of Plating abreast Deck openings in way of Wells..... | | | | Stringer Plate, breadth and thickness..... | | | | | |
| Thickness of Plating abreast Deck openings in way of Bridge..... | | | | Plating, Sheathing, material and thickness..... | | | | | |
| Thickness of Plating within line of openings..... 9/16" | | | | Bridge Deck. | | | | | |
| If Sheathed, material and thickness..... | | | | Stringer Plate, breadth and thickness..... | | | | | |
| Second Deck. | | | | Plating, Sheathing, material and thickness..... | | | | | |
| Stringer Plate, breadth and thickness in Well..... 59 1/2 x 7/16 | | | | Forecastle Deck. | | | | | |
| | | | | Stringer Plate, breadth and thickness..... | | | | | |
| | | | | Plating, Sheathing, material and thickness..... | | | | | |

| SHELL PLATING. | | | | | | | | | | |
|--|------------|--------------|--------------|--|------------------|----|---------------|------------|---------------------|------------------------|
| SCANTLINGS. | | | | | RIVETING. | | | | | |
| AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. | | BUTTS. | | | |
| AMIDSHIPS. | | AFT. | | | State if jogged? | No | RIVETS. | | STRAPPED OR LAPPED. | |
| Breadth. | Thickness. | Thickness. | Thickness. | | | | Diam. | Spacing. | | No. of Rows of Rivets. |
| FLAT PLATE KEEL..... | 52 | 3/4 | 11/16 | 11/16 | | | Double | 7/8 | 3-1/3 | Butts Welded |
| " DBLG. (if any)..... | | | | | | | | | | |
| BOTTOM PLATING, No. of Strakes..... | 5/8 | 1/2 | 9/16 | | | | Double | 7/8 | 3-1/3 | Butts Welded |
| BILGE PLATING, No. of Strakes..... | 5/8 | 1/2 | 9/16 | | | | " | " | " | " |
| SIDE PLATING, No. of Strakes..... | 5/8 | 1/2 | 9/16 | | | | " | " | " | " |
| UPPER DECK, Sheer-strake in Well..... | 84 | 11/16 | 1/2 | 1/2 | | | " | " | " | " |
| UPPER DECK, Sheer-strake in Bridge..... | | | | | | | " | " | " | " |
| STRAKE BELOW SHEER-strake in Well..... | 78 | 5/8 | 7/16 | 7/16 | | | Double | 7/8 | 3-1/3 | " |
| STRAKE BELOW SHEER-strake in Bridge..... | | | | | | | | | | |
| POOP SIDE PLATING..... | | | | | | | | | | |
| BRIDGE SIDE PLATING..... | | | | | | | | | | |
| FORECASTLE SIDE PLATING..... | | | | | | | | | | |

| WATERTIGHT BULKHEADS. | | | | FORGINGS AND CASTINGS. | | | |
|--|--|--|--|--|--|--|--|
| Total No. of W.T. BULKHEADS in Vessel..... | | | | Casting or Forging, Scantlings, Maker's Name, Any Departure from Approved Plans to be Noted. | | | |
| Extending to Upper Deck (Sec. 32) (One) - Fr. 162 (Coll. Bhd.) | | | | KEEL, Flat Plate | | | |
| Deck next below (Seven) Frs. 135, 106, 86, 66, 58, 40, 12. | | | | STEM, M.S. fashion plate | | | |
| As per Rule (Seven) | | | | STERN FRAME, C.S. - As app'd. - Ver. Eng. Wks. | | | |
| | | | | Speed of Vessel..... Not exceeding 12 knots | | | |
| | | | | RUDDER - Type..... 'Goldsmid' type constructed by Vanc. Eng. Works, Ltd. | | | |
| | | | | " A x D..... | | | |
| | | | | " Diam. of head..... 9 1/2" Dia. | | | |
| | | | | " Mainpiece at top pintle..... 16" Dia. x 1" Tube | | | |
| | | | | " heel..... 16" Dia. x 1" Tube | | | |
| | | | | " how constructed..... Built Welded | | | |
| | | | | " double or single plate coupling, vertical or horizontal..... Double Horizontal | | | |
| MIDSHIP BULKHEAD, Upper tween decks..... 1/4 6x3x1.38 30" | | | | | | | |
| " Second..... 0.A. | | | | | | | |
| " Third..... | | | | | | | |
| " Holds..... 1/4 12x3x1.38 30" | | | | | | | |
| COLLISION " (in Hold) Fr. 162 1-1/2 7x3x1.38 24" 3 Str. 6' | | | | | | | |
| AFTER PEAK " Fr. 12 5/16 7x3x1.38 24" " " | | | | | | | |
| Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth | | | | | | | |
| STEEL. U.S. Steel Co., Bethlehem Steel Corp., Central Iron & Steel, Phoenix Iron Co., Steel Co. of Canada, Algoma Steel Products, Dominion Steel Corp., Manitoba Rolling Mills & Dominion Foundries & Steel | | | | | | | |
| Has the Steel been tested as required by the Rules? Yes (Partly by American Bureau of Shipping) | | | | | | | |

| EQUIPMENT No. 39800 | | | | | | | | | | LETTER A | | ANCHORS. | |
|---|-------------------------------|-------------------------------------|----------------------------|-----------------------------------|------------------------------|------------------------------------|---|---|------------------------------|----------------------------------|-----------------------------------|----------|--|
| Number of Certificate..... | Anchor..... | Weight, Ex. Stock..... | Weight of Stock..... | Test, per Certificate..... | Weight Required by Rule..... | Description of Anchor..... | Makers..... | Where and when tested and Superintendent..... | | | | | |
| F. 2558 | 1st Bower..... | 8458 lbs. | | | 75 | | | CAGARY. 31.8.43. P.O. McARTHUR. | | | | | |
| F. 2557 | 2nd "..... | 8422 lbs. | | | 75 | C.S. '84/07 | RIVERSIDE | CAGARY. 31.8.43. P.O. McARTHUR. | | | | | |
| | 3rd "..... | | | | | TYPE STOCKLESS | 1 KON | | | | | | |
| F. 2559 | Stream..... | 16880 lbs. | | | 150 | | WORKS LTD | CAGARY. 31.8.43. P.O. McARTHUR. | | | | | |
| | Collective Weight..... | 3212 lbs. | | | 234 | | | | | | | | |
| CHAIN CABLES. | | | | | | | | | | HAWERS 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 applied..... | Breaking Test of Steel Wire..... | Length and Size per Table 53..... | | |
| F. 1807 | 210' 2 1/2" | A 24390 lbs. 8 3/4 1510 lbs. | 48280 lbs. | 210' 2 1/2" | H.T. STEEL | ELECTRO. WELD | VANCOUVER BC. | | 1203' 4 1/2" | 78-2 | 120' 4 1/2" | | |
| F. 9602 | 60' 2 1/2" | 14880 lbs. | | 60' 2 1/2" | STEEL | METAL PRODUCTS | VANCOUVER BC. | | 180' 2 1/2" | 17-5 | 2090' 2 1/2" | | |
| 1771 | 2 1/2" | 939 lbs. | | 2 1/2" | CS. NACCO LINKS. | NATIONAL STEEL CASTINGS CO. | 15-9-43. H.J. REES. | | 180' 2 1/2" | 15-5 | 2090' 2 1/2" | | |
| F. 1257 B | 2 1/2" | 180 lbs. | | 2 1/2" | CS. SHIPALLOY LINKS. | ELECTRIC STEEL | 17-7-43. FOSBORNE. | | 180' 2 1/2" | 15-5 | 2090' 2 1/2" | | |
| Stream | 9 1/2' 5" | 60 S. JANS. | | 90' 5" | CSWC. | BRITISH ROPE | 17-7-43. L.B. HAMPTON. | | | | | | |
| | | | | | | (CAN) FACTORY. | | | | | | | |
| Steering Gear, Type (Power or hand) Steam with telemotor control. Alternative Means of Steering Blocks and tackle to aft warping winch. | | | | | | | | | | | | | |
| Steering Chains (Size and Test) Windlass Steam 11" x 13" Boats 4 @ 26' x 9' x 3.82' 2 with motor. | | | | | | | | | | | | | |
| Ceiling in Holds, thickness and material 2 1/2" B.C. fir. Cargo Battens, thickness, material and spacing 1 1/2" B.C. fir. 9" Clear. | | | | | | | | | | | | | |
| Cargo Hatchways.—(Upper Deck) Steel plates and angles Thickness of Hatches 2 1/2" B.C. Fir | | | | | | | | | | | | | |
| Size of Hatchways No. 1 (Fwd.) 33'9"x20' No. 2 35'x20' No. 3 20'x20' No. 4 35'x20' No. 5 35'x20' No. 6 -- | | | | | | | | | | | | | |
| Number of Shifting Beams Nos. 1, 2, 4 & 5 - each 5. No. 3 - 3. | | | | | | | | | | | | | |
| Builder's Signature WEST COAST SHIPBUILDERS LTD. | | | | | | | | | | | | | |
| 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 No 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 constructed in accordance with the approved plans, instructions and printed Rules of the Society. The materials and workmanship are of good quality. The double bottom tanks (except below engine and boiler space), deep tanks and settling tanks are fitted for the carriage of oil used as fuel (F.P. above 150° F.). Section 20 of the Rules has been complied with. The D.B. tanks, peaks, deep tanks, settling tanks, decks, bulkheads, tunnels, W.T. doors, steering gear and windlass have been tested and found satisfactory. The freeboards assigned by the Committee have been marked on the ship's side. The equipment of the anchors is in accordance with the War emergency reduction of equipment. Regarding the anchors the requirements of Sect. 12, 13, of the Rules for quality and testing of materials have been carried out except the Statutory tests for which tensile tests on the materials of head and shank were substituted (28 tons per sq. inch minimum with usual extension). It is recommended that a suitable notation be entered on the first entry certificate because of these departures from the Rules. This ship has been surveyed on behalf of the Minister of Munitions & Supply in accordance with the hull specification, which has been carried out to my satisfaction. | | | | | | | | | | | | | |
| The amount of Entry Fee (LR Ver.) \$ 50.00 Fees applied for, 6th Oct., 1943 (Special notations, where part of class, to be stated.) | | | | | | | | | | | | | |
| Special Survey Fee..... 2 Received by me, 19 | | | | | | | | | | | | | |
| Travelling Expense, if any Ver. 50.00 Owner's Rep. 1000.00 | | | | | | | | | | | | | |
| State whether the Vessel has been built under Special Survey Yes | | | | | | | | | | | | | |
| Certificate to be sent to New York. Date of issue 14/1/44 | | | | | | | | | | | | | |
| Committee's Minute 17 DEC 1943 | | | | | | | | | | | | | |
| Character assigned + 100A1 with freeboard | | | | | | | | | | | | | |
| Adapted for oil fuel to 43° F.P. above 150° F | | | | | | | | | | | | | |
| + Linc 10 43 2 F.D. 0.2 | | | | | | | | | | | | | |
| 2 W.T.B. 250 lb (5 x 7 230 lb) | | | | | | | | | | | | | |
| Write with | | | | | | | | | | | | | |

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 List of the Plans should be embodied.)

This is the sixth "Victory" type vessel to be built by the West Coast Shipbuilders, Ltd., to the order of the Minister of Munitions & Supply of Canada, and is a sistership to the S.S. "FORT ASTORIA" (Vancouver Report No. 5949).

The approved plans have been retained for sisterships building and to be built. Blue print plan of the midship section is forwarded herewith.

Interim Certificate issued - copy attached.

Immersed ship's side openings, certificate issued - copy attached.

A copy of each of the following certificates attached.

No. F-7718 - cast steel stern frame.

No. F-8604 - rudder.

No. F-8559 - steam steering engine, quadrant and tiller.

No. F-8310 - windlass.

Nos. F-7735, F-7733, F-7818, F-7785, F-7734, F-7691, F-7848, F-7849, F-7688, F-7736 and F-7884 for winches.

Nos. F-2558, F-2557 & F-2559 for anchors.

There are seven divisional W.T. bulkheads in the tween decks, no openings except on the forward bulkhead of aft magazine which has steel hinging W.T. doors. All hose tested and found satisfactory.

This vessel was commenced under the survey of the British Corporation, the keel, centre keelson floors and bottom shell erected and prefabrication partially completed, all examined by me, found satisfactory and in accordance with the approved plans.

PARTICULARS OF ELECTRIC WELDING (if employed) Plate butts of shell, upper deck, 2nd deck, tank top and hatch coamings, upper deck stringer plates to sheerstrake at ends. Seams and butts of shell in way of deep tanks forward, aft peak and fore peak, 2nd deck stringer plates to shell. All transverse bulkheads, margin plates to tank top, shell, floors and frame brackets. W.T. floors in D. Bottom. Forward deep tank top seams and butts. Gusset plates to tank top and frame brackets.

Electrodes: Complying with Sect. 4, paras. 1 to 9 of the Rules have been employed for manual welding and the Rules for electric welding have been complied with. The "Unionmelt" process has been employed in the construction of transverse bulkheads.

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

Cruiser stern, Direction finding apparatus, Echo Sounder, Wireless, 'Gyro' Compass.

The double bottom and deep tanks are fitted for the carriage of oil fuel (F.P. above 150°F.)

| Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test. | HEAD | | SHANK | |
|--|---------------------------------|---------------------------------|---------------------------------|--|
| | 1st Bower | 2nd " | Stream | |
| | 5860 lbs. P.D.M. F-2558 31-8-43 | 5870 lbs. P.D.M. F-2557 31-8-43 | 2277 lbs. P.D.M. F-2559 31-8-43 | 2280 lbs. P.D.M. F-2558 31-8-43 2234 lbs. P.D.M. F-2557 31-8-43 776 lbs. P.D.M. F-2559 17-6-43 |

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

Official No. Signal Letters **B K W L** Extreme Breadth over Belting **No belting** Over-all Length **439.6'** (Circ. 1611) (Circ. 1703)

No. and Material of Decks **(Two) - steel.**

Parts of Bottom of Vessel coated with cement or approved composition. The double bottom tank (No. 4) below engines and boilers has **1½" cement on bottom shell and steelwork cement washed. Steelwork in bilges cement wash throughout.**

Particulars of composition (if fitted) and of approval **Bitumastic solution on tank top in shaft tunnel.**

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, Nos. 5 & 6 | 135.0 | 305 | Fore peak tank, | 22 | 148 |
| Double bottom, under Engines and Boilers, No. 4 | 42.5 | 186 | After peak tank, | 24 | 160 |
| Double bottom, if under Engines only, Cofferdam | 2.5 | - | Deep tank, aft, Amidships | 20 | 765 |
| Double bottom, if under Boilers only, " | 2.5 | - | Deep tank, forward, No. 1 - 240 tons No. 2 - 450 tons. | 60.75 | 690 |
| Double bottom, forward, Nos. 1, 2, 3. | 185.75 | 635 | Other tanks, if fitted, | | - |
| Total length (if continuous) and Capacity | 368.25 | 1126 | (If necessary, furnish further information by sketch.) | | |

Order for Special Survey No. **78**

Date **17-6-43**

Dates of Surveys held while building

1943. June 17. July 9, 22, 23, 24, 26, 27, 28, 30, 31. August 2, 3, 4, 5. Sept. 16, 20, 24, 28, 29. Oct. 1, 2.



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Total No. of Visits **21**