

Fees

RECEIVED STEEL STEAMER OR MOTORSHIP.

Received at London Office

31 AUG 1950

5 SEP 1950

WRECK SECTION

State if Report has been sent on the Freeboard of the Vessel ☒ YES

State if Report is sent on the Machinery of the Vessel

IN D.O.

Date of completion of report

25th AUGUST 1950

Port of GLASGOW.

No. 46000

Survey held at CLYDEBANK

Date First Survey 4th August 1949 Last Survey 18th AUGUST 1950

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

STEEL SINGLE SCREW MOTORSHIP "OTTAWA"

(MACHINERY RET.)

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

FULL SCANTLING.

State Type of Erections Pop. BRIDGE + FORECASTLE

TONNAGE under Tonnage Deck ... 11575.05 11299.76

CLASS + 100 A.I. CARRYING PETROLEUM IN BULK

State if with freeboard as condition of Class NO

Built at CLYDEBANK

Launched 17th MAY 1950 Yard No. 654

Builders J. BROWN + CO LTD.

Owners UNITAS, INC.

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

Residence

Port of Registry PANAMA CITY.

If surveyed while building, afloat, or in dry dock

BUILDING, AFLOAT AND IN DRY DOCK VESSEL UNDOCKED. 12th AUG. 1950.

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

Total 11575.05 11299.76

Gross Tonnage 13099.57 12811.50

Register Tonnage 7569.00 7430.44

REGISTERED DIMENSIONS.

FEET

54.7.4

72.3

41.1

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

Breadth (greatest moulded)

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

1st Longitudinal Number (L x D)

2nd Numeral L x (B + D)

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

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

Do. Long Bridge to top of keel

Draught Moulded

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.
RAMES, Spacing amidships	35		Bracket Floors, Frame		
" " from 1/2 length amidships to Collision bulkhead	35-27		" " Reversed Frame		
" " in peaks	24		" " Vertical Struts		
DE FRAMING.			Centre Girder, depth and thickness amidships	49	.60
Frame Amidships, Angle, E or F	12 3/4 .42		" " top Angles	3 1/4 3 1/4 .58	
" " Extends up to	UPPER DECK		" " bottom Angles	5 5 .42	
Reversed Frame Amidships, Angle	NONE		" " Gussets, spacing and scantling abaft 1/2 len. from stem	2 2 .45	
" " Extends up to			" " Gussets, spacing and scantling from forward 1/2 len. from stem	3 1 .50	
Depth of Framing Girder	12		Margin Plate depth (excl. of flange) and thickness	.62	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	8 4 1/2 .50 TEE BAR	
" " Second 'tween Decks, Angle, E or F			" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area		
" " Third " " " "			" " Gussets, spacing and scantling abaft 1/2 len. from stem	NONE	
" " from 1/2 len. for'd. to 15% len. from Stem	12 3/4 .42		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
" " in Peaks, Angle or F	10 3/4 .41		Tank Side Brackets, height above base line at toe of Frame and thickness	105 .50	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	1 5/8		INNER BOTTOM PLATING.		
State if Frame Joggled	YES		Breadth and thickness of Middle Line Strake	54 .62	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES		Thickness of remainder in Holds	.62 1.25 UNDER ENGINES	
Are the scantlings and arrangements in way of the Bottom Forward 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	
DOUBLE BOTTOM. IN DEEP TANK FORWARD			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	54 .46		Uppermost Continuous Deck, amidships in Wells, Angle, E or F	8 3 .40	
Height of Brackets at side above base line at toe of frame	102		" " in way of Cap, Angle	10 3/4 .50	
Middle Line Keelson, on Floors, Angles, E or F			" " in way of Bridge, Angle, E or F	9 3/4 .50	
" " Through Plate or Inter-costal Plate	47 .31		" " in way of FORECASTLE	8 3/4 .50	
" " Foundation Plate on Floors	8 3/4 .40 A		Spacing	EVERY FRAME	
" " Flat Plate Keel Angles	WELODED TO KEEL PLATE		FORWARD	9 4 .40 A	
Side Keelsons, No. each side	2		" " AFT	10 3/4 .39	
" " thickness of Intercoastal Plate	.50		Second Deck, amidships, Angle, E or F		
" " Angles	1 FLANGED 3" 1/2 HEIGHT 1 12x75 PLATE FULL HEIGHT		Spacing	EVERY FRAME	
DOUBLE BOTTOM. IN ENGINE ROOM.			Third Deck, amidships, Angle, E or F		
Solid Floors, thickness and spacing	.52 EVERY FRAME		Spacing		
" " Are Frame and Reversed Frame joggled?	YES		Fourth Deck, amidships, Angle, E or F		
Bracket Floors, breadth and thickness at middle line			Spacing		
" " breadth and thickness at margin plate			Pop. Deck, Angle, E or F	8 3 .42	

WRECK SECTION

003681-003697-0182713

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				Stringer Plate, breadth and thickness in way of Bridge			
" in 'tween Decks, Size and Spacing				Thickness of Plating abreast Deck openings in way of Wells .....	.36	✓	
" " " " " "				Thickness of Plating abreast Deck openings in way of Bridge .....	.41	✓	.38
" in Holds " " " "				IN WAY OF DEEP TANK FORWARD. STRINGER .....	.36	✓	
" " " " " "				Thickness of Plating within line of openings			
WING Centre Line Bulkheads, Stiffeners and Spacing	12 x .40	.89	.35 ✓	If Sheathed, material and thickness			
Plating, thickness of .....	.54	.43	✓	Third Deck. Stringer Plate, breadth and thickness			
STRINGERS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells	Y8	.98	✓	If Plated, state thickness			
" " " " in way of Bridge	Y8	1.14	✓	Fourth Deck. Stringer Plate, breadth and thickness			
" " " " Angle in Wells	Y	Y	.98 ✓	If Plated, state thickness			
Thickness of Plating abreast Deck openings in way of Wells	CENTRE STRAKE	.90	✓	Poop Deck. Stringer Plate, breadth and thickness .....	.40	✓	
Thickness of Plating abreast Deck openings in way of Bridge	A PORT	.60	✓	Plating, Sheathing, material and thickness ...	.30	2 1/2	PLME
	A STARE	.90	✓	Bridge Deck. Stringer Plate, breadth and thickness .....	.51	✓	.48
	B STRAKE	.90	✓	Plating, Sheathing, material and thickness ...	.38	2 1/2	PLME
	C "	.90	✓	Forecastle Deck. Stringer Plate, breadth and thickness .....	.38	✓	
	D "	.60	✓	Plating, Sheathing, material and thickness ...	.38	✓	
If Sheathed, material and thickness							
Second Deck. IN WAY OF ENGINE ROOM. Stringer Plate, breadth and thickness in Wells .....		.36	✓				

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER 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.....	59	1.14	.92	.92		EDGE WELDED				BUTTS WELDED			
" Dblg. (if any)													
Bottom Plating, No. of Strakes .....4.....		.85	.56	.64		EDGE WELDED				BUTTS WELDED			
Bilge Plating, No. of Strakes .....2.....		.85	.56	.64		DOUBLE	1	3/2		"			
Side Plating, No. of Strakes .....3.....		.76	.55	.54		TREBLE	"	"		"			
Upper Deck, Sheer- strake in Wells.....	78	.98	.55	.54						"			
Upper Deck, Sheer- strake in Bridge ...	78	1.20								"			
Strake below Sheer- strake in Wells.....	81	.88	.55	.54		DOUBLE	1	3/2		"			
Strake below Sheer- strake in Bridge ...	81	.88				"	"	"		"			
Poop Side Plating.....				.44		SINGLE	3/4	3		"			
Bridge Side Plating.....		.54	.46			"	"	"		"			
Forecastle Side Plating			.46			"	"	"		"			

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		17 for Record.
Extending to Upper Deck (Sec. 3 c)	16	
Deck next below	1	
As per Rule APPROVED.	16 TO UPPER DECK + 1 TO SECOND DECK.	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks					
Second					
Third CENTRE TANKS	50	CORRUGATIONS	31" x 10"	3 HORIZ	GIRDERS
Holds WING TANKS	54 - 35	12 x 40 BULB PLATE	32	D=	
	50 - 33	8 x 3 1/2 x 48 A	24	3 SEMI-BOX	BEN MS
COLLISION (in Hold)	50 - 33	WELDED TOE ON	24		
	53 - 30	8 x 3 1/2 x 48 A	24	2 DECK	FLATS
AFTER PEAK		WELDED TOE ON	24		

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
KEEL, Bar				
STEM	PLATE	STEM.		
	FABRICATED			
STERN FRAME { Propeller Post	AS PER PLAN		Colville LTD.	
{ Rudder				
Speed of Vessel		14 KNOTS ✓		
		SEMI-BALANCED ✓		
RUDDER—Type		Y42 ✓		
„ A × D		15'4 ✓	W. BEARDMORE & CO. LTD.	
„ Diam. of head	FORGING.	AS PER		
„ Mainpiece at top pintle		PLAN. ✓		
„ „ heel		✓		
„ how constructed		DOUBLE ✓		
„ double or single plate		HORIZONTAL. ✓		
„ coupling, vertical or				
„ horizontal				

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).....
Colvilles Ltd.
OPEN HEARTH PROCESS ✓
Has the Steel been tested as required by the Rules? YES. ✓

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.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam.	Speng.		Number.	Diameter.
Framing of $\begin{matrix} \text{L} \\ \text{L} \end{matrix}$ or $\begin{matrix} \text{C} \end{matrix}$													
Frames in Bridge 'tween Decks ...		TRANSVERSE FRAMING.											
Frames from Uppermost Continuous Deck CENTRE LINE No. 1		17 x 4 x 4 x .55/.48			17 x 4 x 4 x .55/.48				WELDED TO SHELL PLATING.			BRACKETS WELDED	
" 2		" " "			" " "				" " "			" " "	
" 3		" " "			" " "				" " "			" " "	
" 4		" " "			" " "				" " "			" " "	
" 5		" " "			" " "				" " "			" " "	
" 6		" " "			" " "				" " "			" " "	
" 7		" " "			" " "				" " "			" " "	
" 8		LONGITUDINAL			BULKHEAD.								
" 9		17 x 4 x 4 x .55/.48			17 x 4 x 4 x .55/.48				WELDED TO SHELL PLATING.			BRACKETS WELDED	
" 10		" " "			" " "				" " "			" " "	
" 11		" " "			" " "				" " "			" " "	
" 12													
" 13													
" 14													
" 15													
" 16													
Spacing of Longitudinal Frames		31 BETWEEN LONG. B.WDS.			31 BETWEEN LONG. B.WDS.								
(At Ends)		32 OUTSIDE LONG. B.WDS.			32 OUTSIDE LONG. B.WDS.								
Double Bottoms, L or C		Tank Top Longitudinals											
" " "		Bottom " "											
Spacing of Longitudinals		(Amidships)											
" " "		(At ends)											
Transverses.													
Side '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			68/8 .50				TRANSVERSES				
" " "		Face Angles			18 x 1-0 PLATE				WELDED TO				
" " "		Lugs to Shell*			NONE				SHELL PLATING.				
" " "		" " Back Bars			" "								
" " "		Brackets			.50								
Spacing of Transverse Frames...		8'-9"			8'-9"								
* State if joggled or liners.													
Longitudinal Beams of L or E		Bridge Deck			TRANSVERSE FRAMING				Spacing.		Transverse Beams.		
" " "		Upper			8 3/4 .46				31 BETWEEN B.WDS.		34 x .47 6 x 3 x .46		
" " "		Second			TRANSVERSE FRAMING				32 OUTSIDE B.WDS.				
" " "		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. 61230 ✓												LETTER 17 ✓		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.						
4749	1st Bower	103	1	0	✓	✓		68	15	0	0	✓	100 ✓	BYERS TYPE	S. TAYLOR & SONS LTD	N. 21-11-49 H.M. ✓	
4750	2nd "	102	3	14	✓	✓		68	7	2	0	✓	100 ✓	" "	" " " "	" " " "	
4751	3rd "	102	1	14	✓	✓		68	7	2	0	✓	98 ✓	" "	" " " "	" " " "	
	Collective weight	308	2	0	✓								298 ✓				
4754	Stream	31	0	14	✓	8	0	0	29	9	1	14	✓	31 ✓	RODGERS	S. TAYLOR & SONS LTD	N. 18-11-49 H.M. ✓

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.			
			Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Ins.		Fathoms.	Ins.	Fathoms.	Ins.
	Fathoms	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.					Fathoms	Ins.	Fathoms	Ins.	Tons.	Fathoms	Ins.
												TOWLINE	130	6 1/2	112.3	130	6 1/2		
12540	330 3/4	2 1/16	149.7	200.5	1053.2.0		131.7	✓	330	2 3/16	TAYCO STOD LHM S. TAYLOR & SONS LTD	N. 25.11.49 H.M.	HAWSERS & WARPS }	120	2 3/4	15.2	120	2 3/4	
12411	2 SNACKLES	2 1/16	"	"	2.0.0						"	"		"	120	2 3/4	15.2	120	2 3/4
		Cir.												"	120	2 3/4	15.2	120	2 3/4
Stream Cables - Steel Wire	120	5 1/2		84.4					120	5 1/2				"	120	2 3/4	15.2	120	2 3/4
													"	120	2 3/4	15.2	120	2 3/4	

Steering Gear, Type (Power or hand) DONKIN & CO 4 RAM STEAM HYDRAULIC ✓ Alternative Means of Steering BLOCK & TACKLE TO AFTER WINCH ✓
2 MOTOR 24'-0" x 8'-0" x 3'-9" ✓
Steering Chains (Size and Test) NONE ✓ Windlass CLARKE CHAPMAN - STEAM ✓ Boats 2 ROWING 24'-0" x 7'-6" x 3'-2" ✓
Holds, thickness and material NONE ✓ Cargo Battens, thickness, material and spacing NONE ✓
Decks (Upper Deck) STEEL COAMINGS ✓ Thickness of Hatches STEEL COVERS ✓
ways No. 1 (Fwd.) 10'-0 7/8" x 11'-2 3/4" No. 2 TO CARGO TANKS 4'-0" DIA No. 3 No. 4 No. 5 No. 6
Beams NONE ✓
Deckers NONE ✓
John Brown & Company, Limited
Manager, London
Secretary

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..... ✓
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
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 arrangements 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 Rules requirements. The plans of machinery 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 oil cargo tanks, cofferdams, double bottom tanks, deep tank forward, peak tanks, oil fuel bunkers
and settling tanks have been tested as required by the Rules and found or placed in order.
Oil fuel (F.P. above 150°F) is carried in the double bottom, in oil fuel bunkers forward of the machinery space and
in the deep tank forward. The requirements of section 20 of the Rules, where applicable, have been complied with.

The amount of Entry Fee..... £ : ✓ : 50 AUG 1950
Special Survey Fee..... £1590 0 : 0
FREEBOARD £ 361 0 : 0
Travelling Expenses, if any £ : ✓ :
PANAMANIAN TONNAGE £ 1751 - - -
State whether the Vessel has been built under Special Survey..... YES.
Certificate to be sent to Gls Date of issue 5/10/50
Committee's Minute GLASGOW 30 AUG 1950
Character assigned + 100 A1.
8.50 Gls
Carrying Petroleum in bulk
Lloyd's A.B.P.
Longitudinal framing at bottom & at deck
Ud
Fees applied for,
Received by me,
I am of opinion the Vessel should be Classed + 100 A.1.
"CARRYING PETROLEUM IN BULK"
Signature J.E. Thomson
Surveyor to Lloyd's Register of Shipping.

+ LMC 8.50 Oil Engine
2 DB - 180 lb.
0182 3/3

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.)

The collision bulkhead above the peak flat and all decks have been here tested with satisfactory results.
The steering gear, aux. steering gear and windlass have been tested under working conditions and found in order.
The foremast has been verified and cut in on the vessel's sides.
A copy of the intern certificate is forwarded herewith.
This vessel is similar to "Vikfoss" the Builders No 652.

Vessel as built	Bulkheads 10 + 43. sheet 2.	Trunked cargo hatch
Midships section	Bulkhead 21 and bulk out tanks	Cool for trunked cargo hatch
Profile and deck plans	W.C. bulkhead 183.	Stone
Approved plans.	Outlight bulkheads.	Stemframe
Midships section	" " for scallops.	Rudder
Midships section for scallops	Pump room and cofferdam bulkheads	Auxiliary steering gear.
Profile and deck plans	Work bulkhead frame 102.	Equipment
Kel. bottom plating and framing	Forward - after cofferdams	Port davits sheet 1
" " " " " " " " " " " "	O.T. long. + wing bulkheads for scallops	" " " " " " " " " " " "
Fore end framing	C.L. bulkhead 43-48.	Isbs sounding compartment
after end framing	Modification to M.L. bulkhead 109-182.	Scupper + discharges. sheet 1.
Framing in engine room	upper deck (for end)	" " " " " " " " " " " "
Inner bottom	2nd deck aft	" " " " " " " " " " " "
Bracket at bottom transverse 93 + 134.	P. B. + F. decks	Reports
Connection of longitudinals to bulkheads	upper bridges	Stemframe
Modification of longitudinal brackets	P. B. + F. end bulkheads	Rudder stock
Brackets to bottom longitudinals	F.W. Tanks aft	Rudder back post
Shell expansion	Stringer in engine room	Rudder bushes
Bracket at Prop. bridge + forecastle	Anchor room + engine room plate	Rudder caplugs
Multiple punching for side shell.	Channel plates in hull of tubular pillars	Steering gear
Bulkheads 10 + 43. sheet 1.	outlight bulkheads	

PARTICULARS OF ELECTRIC WELDING (if employed) seams and butts of keel and bottom shell plating, butts of side shell plating, longitudinals to bottom shell plating, seams and butts of upper deck plating, seams, butts and stiffeners of longitudinal and transverse bulkheads, bottom transverse to shell plating, stringers to shell plating and bulkheads, butts of tank top plating in machinery space, floors to shell plating forward, stemframe, rudder, sundry minor items.

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

"CARRYING PETROLEUM IN BULK", "LOYDS A.C.P.", "DIRECTION FINDER", "ECHO SOUNDING",
"GYRO COMPASS", "CRUISER STERN", "LONGITUDINAL FRAMING AT BOTTOM AND AT DECK", "MACHY RET", "OIL ENGINE",
"1 DK + 2ND DK IN WAY OF MACHY SPACE AND FORWARD", "17 BH - 16 TO UPPER DECK + 1 TO SECOND DECK",
"PART ELECTRIC WELDED".

RADAR Equipment (State if fitted) YES
State Type or Pattern No. C.R. - 101.
State } Maker AKSJESELSKAPET NERA
Name } and/or
of } Supplier PLESTREDET YSC.
OSLO.

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

1st Bower	65-3-0	R.L.	389Y	20.9.49
2nd "	65-1-14	R.L.	3903	Y.10.49.
3rd "	65-2-14	R.L.	3894	20.9.49.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 120.0 ft., R.Q.D. ft., Bridge 40.2 ft., Forecastle 68.4 ft.

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

Official No. 1383-N.Y. Signal Letters H.O.W.H. Extreme Breadth over Belting (Circ. 1611) Over-all Length 511'-3" (Circ. 1703)

No. and Material of Decks 1 DECK (STD) AND 2ND DECK (STD) IN WAY OF MACHINERY SPACE AND FORWARD

Parts of Bottom of Vessel coated with cement or approved composition PORTLAND CEMENT FITTED IN FORWARD AND AFTER PEAK TANKS.

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,	28'-0"	193
Double bottom, under Engines and Boilers,			After peak tank,	20'-0"	19Y
Double bottom, if under Engines only,	90'-5"	270	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	33'-0"	849
Double bottom, forward,			Other tanks, if fitted, FORWARD COFFERDAM	3'-0"	188
Total length (if continuous) and Capacity	90'-5"	270	AFTER	2'-10"	242

Order for Special Survey No. 6943

Date 26-11-48

Dates of Surveys held while building

1949 Aug. 4-11-15-14-26-29 Sep. 2-5-6-7-8-12-15-20-21-24-28-29 OCT. 3-4-10-11-13-14-18-19-25-26-28 Nov. 3-7-10-11-14-18-21-23-29
29-30 Dec. 2-4-9-13-15-20-22-23-28-29-30 1950 Jan. 5-9-11-12-16-14-18-20-23-25-26 Feb. 2-3-4-9-13-15-17-20-22-28 MAR. 1-2-3-6
7-9-10-14-15-16-21-24-28-30 Apr. 3-4-5-6-11-12-13-14-14-18-19-21-24-25-26-27-28 May. 1-2-3-4-5-8-11-12-19-23-25-30 Jun. 1-2-4-9-12
16 JUL. 19-21-26-28 Aug. 3-4-9-10-14-15-17-18

Total No. of Visits 135