

Rpt. 1

WRECK  
SECTION

## STEEL STEAMER OR MOTORSHIP.

Received at London Office

WRECK MAR 1946

SECTION

No. 8374

40727

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. SUNDERLAND REPORT.

Date of completion of report 23<sup>rd</sup> FEBRUARY 1946

Port of

No.

103518

Survey held at BLYTH

Date First Survey (1945) Mar. 26<sup>th</sup>Last Survey 12<sup>th</sup> FEBRUARY 1946

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) STEEL SINGLE SCREW STEAMER "EMPIRE PASSMORE" : MACHINERY AFT.

SUPERIMPOSED.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) COMPLETE SUPERSTRUCTURE WITH TONNAGE OPENING AFT.

State Type of Erections FORECASTLE

TONNAGE under Tonnage Deck ... 631.48

CLASS \* 100A1

State if with freeboard as condition of Class YES.

Built at BLYTH NORTHUMBERLAND

Launched 6<sup>th</sup> OCTOBER 1945 Yard No. 313

Builders THE BLYTH D.D. &amp; S.B. CO. LD.

Owners MINISTRY OF WAR TRANSPORT

Managers SINGAPORE STRAITS STEAMSHIP CO. LD.  
(Where necessary to be entered in Reg. Book)

Residence TAUNTON

Port of Registry BLYTH

If surveyed while building, afloat, or in dry dock

WHILST BUILDING AND AFLOAT.

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

Total

Gross Tonnage 973.79

Register Tonnage 367.93

## REGISTERED DIMENSIONS.

FEET

th 214.85

th 36.70

th 11.60

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

FEET

L 210.0

Breadth (greatest moulded)

B 36.5

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

D 21.58

1st Longitudinal Number (L x D)

4531.8

2nd Numeral L x (B + D) = 12197

FOR EIGHT 12216

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

11.38

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

9.6

Do. Long Bridge to top of keel

Draught Moulded

13.95

## FRAMES, DOUBLE BOTTOM AND BEAMS.

ALL N.B.S.

	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	5 2 1/2 30	✓
from 1/2 length amidships to Collision bulkhead	24	✓	Reversed Frame	5 2 1/2 30	✓
in peaks	24	✓	Vertical GIRDER P. 5	17 1/2 by 32	✓
SIDE FRAMING.			Centre Girder, depth and thickness amidships	33 by 40	✓
Frame Amidships, Angle, E or F	6 3 28	✓	top Angles	3 3 36	DOUBLE
Extends up to	UPPER & LOWER DECKS ALTERNATELY.		bottom Angles	3 1/2 3 1/2 40	DOUBLE
Reversed Frame Amidships, Angle	NIL	✓	Side Girders, No. each side and thickness	ONE 36 CONTINUOUS.	
Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	27 by 36	✓
Depth of Framing Girder	6	✓	Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	3 3 32	✓
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	6 3 28	✓	Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	TANK CARRIED OUT TO SHIPS SIDE. EVERY FRAME 3 RIVETS 32 1/2 42 BS	✓
Second 'tween Decks, Angle, E or F			Gussets, spacing and scantling abaft 1/2 len. from stem	NIL	✓
Third			Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	LEVEL WITH INNER BOTTOM.	✓
from 1/2 len. for'd. to 15% len. from Stem	6 3 28	✓	Tank Side Brackets, height above base line at toe of Frame and thickness		
in Peaks, Angle, E or F	6 3 28	✓	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4 @ 5/4	✓	Breadth and thickness of Middle Line Strake	38	✓
State if Frame Joggled	YES	✓	Thickness of remainder in Holds	38	✓
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.		
INGLE BOTTOM. [IN ENGINE SPACE]	DEPTH AS APPROVED		Uppermost Continuous Deck, amidships in Wells, Angle, E or F	5 2 1/2 26	✓
Floors, Depth and thickness at mid line in Holds	4.5	✓	in way of Bridge, Angle	5 3 32	ANGLE
Height of Brackets at side above base line at toe of frame			1/2 BEAMS E or F	24	✓
Middle Line Keelson, on Floors, Angles, E or F	CONTINUOUS 36	✓	Spacing	BEAMS 6 3 28 B.A.	AND AS APPROVED
Through Plate Inter-castal Plate	INTERCOSTAL 38	✓	Second Deck, amidships, Angle, E or F	5 2 1/2 26 B.A.	AND AS APPROVED
Foundation Plate on Floors	NIL	✓	Spacing	1/2 BEAMS 5 2 1/2 26 B.A.	AND AS APPROVED
Flat Plate Keel Angles	3 1/2 3 1/2 40	DOUBLE	Third Deck, amidships, Angle, E or F		
Side Keelsons, No. each side	ONE	✓	Spacing		
thickness of Inter-castal Plate	CONTINUOUS 50	✓	Fourth Deck, amidships, Angle, E or F		
Angles TOP	6 6 62	DOUBLE	Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, E or F		
Solid Floors, thickness and spacing	32 @ 48	✓	Spacing		
Are Frame and Reversed Frame joggled?	42 @ 24" IN B.S.	✓	Bridge Deck, Angle, E or F		
Bracket Floors, breadth and thickness at middle line	17 1/2 by 32	✓	Spacing		
breadth and thickness at margin plate	21 by 32	✓	Forecastle Deck, Angle, E or F	5 2 1/2 36 B.A.	✓
			AND ANGLE	5 3 30	ANGLE
			Spacing	24	✓

(MADE IN ENGLAND.)

003884-003894-0344 1/2



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 TANKS	.34 ✓
" in 'tween Decks, Size and Spacing	GIRDERS		Thickness of Plating abreast Deck openings in way of WELLS	.28 ✓
" " " " " "	AND WIDE		Thickness of Plating abreast Deck openings in way of Bridge TANKS	.34 ✓
" in Holds	SPACED PILLARS		Thickness of Plating within line of openings	.28 ✓
" " " " " "	P & S	✓	If Sheathed, material and thickness	NONE, EXCEPT DECK COMPOSITION IN ACCORD. ✓
Centre Line Bulkhead.	NIL		Third Deck.	
Stiffeners and Spacing			Stringer Plate, breadth and thickness	
Plating, thickness of			If Plated, state thickness	
STRINGERS AND DECKS.			Fourth Deck.	
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness	
Stringer Plate, breadth and thickness in Wells	65" .34 ✓	See letter 29.3.46	If Plated, state thickness	
" " " " " " in way of Bridge	.38 ✓		Fifth Deck.	
" " " " " " TONNAGE HATCHWAY	3 1/2 3 1/2 .34 ✓		Stringer Plate, breadth and thickness	
" Angle in Wells			If Plated, state thickness	
Thickness of Plating abreast Deck openings in way of WELLS IN WAY OF OPENINGS	.32 ✓		POOP Deck.	
Thickness of Plating abreast Deck openings CLEAR in way of Bridge OPENINGS	.28 ✓		Stringer Plate, breadth and thickness	
Thickness of Plating within line of openings	.30 AND .26 ✓		Plating, Sheathing, material and thickness	
If Sheathed, material and thickness	NONE EXCEPT OVER AFT ACORN. ✓		Bridge Deck.	
Second Deck.			Stringer Plate, breadth and thickness	
Stringer Plate, breadth and thickness in Wells	65" .32 ✓	See letter 29.3.46	Plating, Sheathing, material and thickness	
" " " " " " CHECKS, WELDED	.32 ✓		Forecastle Deck.	
			Stringer Plate, breadth and thickness	.28 ✓
			Plating, Sheathing, material and thickness	.28 .38 IN WAY OF WINDOW GLASS ✓

STAKTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.			SINGLE OR DOUBLE.	NO		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.....	45 ✓	.50 ✓	.50 ✓	.50 ✓		DOUBLE ✓	3/4 ✓	3 ✓	3 ✓	3/4 ✓	2 5/8 ✓	LAPPED ✓
" Dblg. (if any)	A	NIL										
Bottom Plating, No. of Strakes .....	B	66	.40 ✓	.44 ✓	.38 ✓	DOUBLE ✓	3/4 ✓	3 ✓	3 TO 2 ✓	3/4 ✓	2 5/8 ✓	LAPPED ✓
Bilge Plating, No. of Strakes .....	C	70 3/4	.40 ✓	.38 ✓	.38 ✓	DO	3/4 ✓	3 ✓	DO	3/4 ✓	2 5/8 ✓	DO
Side Plating, No. of Strakes .....	E	70	.38 ✓	.38 ✓	.38 ✓	DO	3/4 ✓	3 ✓	TWO ✓	3/4 ✓	2 5/8 ✓	DO
Upper Deck, Sheer-strake in Wells .....	G	66	.44 ✓	.38 ✓	.38 ✓				THREE TO TWO ✓	3/4 ✓	2 5/8 ✓	DO
Upper Deck, Sheer-strake in Bridge ...												
Strake below Sheer-strake in Wells .....		66	.40 ✓	.38 ✓	.38 ✓	DOUBLE ✓	3/4 ✓	3 ✓	THREE TO TWO ✓	3/4 ✓	2 5/8 ✓	LAPPED ✓
Strake below Sheer-strake in Bridge ...												
Poop Side Plating.....		NIL										
Bridge Side Plating....		NIL										
Forecastle Side Plating			.30 ✓			SINGLE ✓	3/4 ✓	3 ✓	ONE	3/4 ✓	2 5/8 ✓	LAPPED ✓

Total No. of W.T. BULKHEADS in Vessel—	(5)	For record 4 B/H (2 1/2 x 24, 2 1/2 x 24)	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
Extending to Upper Deck (Sec. 3 c)	3					
„ Deck next below	(2)					
As per Rule	3					
KEEL, Bar				FLAT PLATE KEEL		✓
STEM				ROLLED BAR	7" x 3/4"	✓
STERN FRAME				Propeller Post	AS FORGED	TS FORSTER & SONS L.D.
					APPROVED	

Total No. of W.T. BULKHEADS in Vessel—	5	For record 4 B/H (26' 2 1/2" x 26' 2 1/2" x 26' 2 1/2" x 26' 2 1/2")	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
Extending to Upper Deck (Sec. 3 c)	3					
Deck next below	2					
As per Rule	3					

	Plating Thickness. INS.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing. IN.	Scantlings.	Spacing.
MIDSHIP BULK'HD, Upper 'tween decks	26 ✓ FR 68	5" x 26" BA ✓	28 ✓	NIL ✓	
" " Second "	NIL				
" " Third "	NIL				
" " Holds	38 ✓ FR 69	40" x 32" 6" x 28 BA ✓	28 ✓	NIL ✓	
	26 ✓	3" x 2" x 44 BA RT GIRDER ✓			
	38 ✓				
	30 ✓	6" x 40 BA ✓	24 ✓	NIL	
COLLISION	54 ✓ FR 6	5" x 2" x 26 BA ✓	24 ✓	W.T. FLAT AND 4" x 3" x 36 BA ✓	
AFTER PEAK	30 ✓				

KEEL, Bar	FLAT PLATE KEEL ✓	
STEM	ROLLED BAR 7" x 3/4" ✓	
STERN FRAME	Propeller Post	AS FORGED ✓
	Rudder	AS FORGED ✓
Speed of Vessel	10 1/2 KNOTS ✓	
RUDDER—Type	DOUBLE PLATE ✓	
" A x D	162.5 ✓	
" Diam. of head	FORGED 6 3/4" DIA. ✓	
" Mainpiece at top pintle	FORGED FRAME MAINPIECE 5 3/4" x 6 3/4" ✓	
" heel	TO 5 1/4" x 3 1/2" ARMS 6 3/4" TO 3 1/4" DEEP ✓	
" how constructed	TRAILING EDGE 3 1/4" x 1 5/8" DOUBLE ✓	
" double or single plate coupling, vertical or horizontal	PLATES .42" ✓	
	VERTICAL. SCARPHED. ✓	

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture). <span style="float: right;">OPEN HEARTH. ✓</span>
	<i>Birmingham &amp; Co., Appley-Frodingham Steel Co., Corbett Iron Co., Cargo Steel Iron Co., Skinner &amp; Co., North Durham Steel Iron Co., Raine &amp; Co.</i>
	Has the Steel been tested as required by the Rules? <i>yes. ✓</i>

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 25.		Description of Anchor.	Makers.	Where and when tested, and Superintendent.				
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.							
60125	1st Bower	25	2	21	-	-	-	25	8	0	14	✓	25 1/2	BRITANNIC (CAST STEEL HEAD)	RICHARD SYKES & SON	LPH. CH 126 43	WY. NORMAN	✓	
60136	2nd "	25	2	14	-	-	-	25	5	3	21	✓	25 1/2	Do	Do	Do	LPH. CH 126 45	WY. NORMAN	✓
60137	3rd "	22	0	10	-	-	-	22	9	1	14	✓	22	Do	Do	Do	LPH. CH 126 48	WY. NORMAN	✓
	Collective weight	73	1	17															
2934	Stream	6	2	4	✓	2	21	8	17	2	0	✓	6 1/2	LOCKYAT TYPE DISCONNECTING FORGED CH. INGT. STEEL	W. H. HIGGINS & SONS LTD.	LPH. N 510 45	J. A. REEF	✓	

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 58.		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.	Stain- ing.	Break- ing.	Supplied.	Per Rule.	Fathoms.	Diam.					Fathoms.	Inch.		Tons.	Fathoms.
4682	106 3/4	1 1/2	40 2/3	58 7/10	120 3 1/2	242	210	1 1/8	STUP LINK	H. WINGLES & SONS LTD N 26 10 45 T A R L F		TOWLINE	90	3 1/4	21.7	90	3 1/4
4660	107	1 1/2	40 2/3	58 7/10	121 1 0				DO	DO	LPH.N 26 10 45 T A R L F	HAWSERS do do same	90	2 1/4	10.8	90	2 1/4
												WARPS	90	1 3/4	6.4	90	1 3/4
Stream Steel Wire	75	3 1/2		25.7			75	3 1/2				"					

Steering Gear, Type (Power or hand) STEAM, BY DONKIN & CO. L. WALKER GATE NEWCASTLE-ON-TYNE Alternative Means of Steering HAND BY DONKIN & CO. L. WALKER GATE ✓

Steering Chains (Size and Test) NO CHAIN. TELEMOTOR CONTROL Windlass BY EMERSON WALKER L.D. DUNSTON Boats 4, EACH 14'0" LONG  
IN ROBSON PLANS REJECTED GATESHEAD-ON-TYNE (ONE FITTED WITH MOTOR)

Ceiling in Holds, thickness and material 1 1/2" OVER BILGES. 2" OVER INNER BOTTOM. WHITE WOOD. 7.13.46 Cargo Battens, thickness, material and spacing 2" WHITE WOOD.  
3" APART IN HOLES ONLY.

Cargo Hatchways.—(Upper Deck) OF STEEL PLATES AND SECTIONS ✓ Thickness of Hatches 2 1/2" WHITE WOOD ✓

Size of Hatchways No. 1 (Fwd.) 28'0" x 14'0" ✓ No. 2 52'0" x 14'0" ✓ No. 3 4'6" x 14'0" ✓ No. 4 — No. 5 — No. 6 —

(TONNAGE)

Number of Shifting Beams } NO 1 HATCH 5 SHIFTING BEAMS NO 2 HATCH 10 SHIFTING BEAMS. TONNAGE HATCH. NIL  
and/or Fore and Afters }

Builder's Signature BATH & SONS & SONS LTD.

Builder's Signature

W. L. HATCH, INC.  
ELIOT DRY DOCK & SHEDDING CO., LTD.  
*W. L. Hatch*  
Director & General Manager.

**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). IN SETTLING TANK & IN BOILER SPACE AND IN

This vessel has been built in conformity with the Society's Rules and Regulations and the Secretary's letter. The  
standings and arrangements are in accordance with, or equivalent to, those shown on the approved plans. ✓

The materials and workmanship are good. ✓

As required by the Rules, the double bottom tanks, dead tanks, deep tank, fresh water tanks, feed tanks, oil fuel settling tanks and the main inlet box have been tested by water pressure and the weather decks, watertight bulkheads, cargo doors and portlights below upper deck have been hose tested, all with satisfactory results. The vessel is fitted with winches

The steering gear, power and hand, and the winch all were tried and found satisfactory. ✓


The large hand pump was tried with satisfactory results. ✓ Large batons are not fitted in the tween decks. ✓

The assigned below markings have been marked on the ship's side, verified, and in and painted. ✓

The amount of Entry Fee..... £ 4 : 0 : 0 } Fees applied for, (Special notations, where part of class, to be stated.)  
28 FEB 1946

Special Survey Fee..... £ 97 : 8 : 0  
 FEE FOR SUPPLY OF SPEC. REQTS 24 7 0  
 Travelling Expenses, if any ..... £ : :  
 FREEBOARD £ 8 0 0

Received by me, \_\_\_\_\_ 19\_\_

I am of opinion the Vessel should be Classed  100 A1  
 "WITH FREEBOARD"

State whether the Vessel has been built under Special Survey. YES. Signature W. T. Burnd.  
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to NEWCASTLE-ON-TYNE Date of issue 21/5/46

Committee's Minute *Sunderland* *FR. 15 MAR 1946*

Character assigned +100A1 With fuelboard

Fitted for oil fuel 246 F.P. above 150°F

Lond's A.C.P. + LMC 2.46

Marchus aff. F.D. O.G. © 2020

White House.

 Lloyd's Register

Foundati





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.)

This vessel is a 'B' Type S.E.A.C. coaster, similar to a number built or building at various yards throughout the country, to drawings prepared by various leading builders. One further vessel of the class is in the course of construction by the same builders. and both these vessels are sister ships to the S.S. EMPIRE PAVILION Blyth yard no 312 and Newcastle Report no 103323.

Copies of endorsed plans for the Blyth vessels as noted below, a copy of the hullship section "as built" and reports are now forwarded.

Please return endorsed plans for guidance on sister vessel.

List of Endorsed Plans forwarded.

1. Hullship section, profile, decks and bulkheads.
2. Rudder and stem frame
3. Stiffening of the double bottom forward.
4. Frame brackets, nos. 80-92.
5. Stem plan.
6. Engine seating
7. Shell plating in fore after peaks.
8. Tank top and girders
9. Pumping arrangement.
10. Hullship section (as fitted).

PARTICULARS OF ELECTRIC WELDING (if employed) All electric welding at the yard was executed with approved electrodes. Tank margin plates to shell, side keelson plates to shell, second deck stringer shock plates to stringer and shell, pillar heads and bells, bilge keels to shell, hatchway beams and cleats, ventilator coamings, W.T. and O.T. collars and various detail work electrically welded.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. "WITH FREEBOARD"; CRUISER STERN; LLOYDS A.& C.P. FITTED FOR 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.

1st Bower	15.1.5.	A.E.G.	4213	28.2.45
2nd "	15.0.22	A.E.G.	3717	5.2.45
3rd "	13.0.12	A.E.G.	2902	27.11.44.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop \_\_\_\_\_ ft., R.Q.D. \_\_\_\_\_ ft., Bridge \_\_\_\_\_ ft., Forecastle 29.92 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 165023. Signal Letters. GMWC. Extreme Breadth over Belting 37.96 Over-all Length 224.42 ft. (Circ. 1611) (Circ. 1703)

No. and Material of Decks UPPER DECK (STL.), SECOND DECK (STL.) CLEAR OF ENGINE AND BOILER SPACES. Parts of Bottom of Vessel coated with cement or approved composition IN FORE AND AFT PEAKS AND CRUISER STERN ONLY.

FORWARD D.B. TANK, FORE DEEP AND FRESH WATER TANKS CEMENT WASHED, HOLD BILGES CEMENT WASHED. CEMENT FILLET ON MARGIN BOTTOM. Particulars of composition (if fitted) and of approval BOTTOM IN ENGINE SPACE COATED WITH BITUMINOUS SOLUTION.

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.
Double bottom, aft,	Feet.	Tons.	Fore peak tank,	Feet.	Tons.
Double bottom, under Engines and Boilers,	NIL		After peak tank, FRESH WATER	17.5	37.6 ✓
Double bottom, if under Engines only,	NIL		FORE PEAK AUX. TANK,	12.0	22.0 ✓
Double bottom, if under Boilers only (OIL FUEL ONLY)	20.0		Deep tank, aft,	11.5	31.1 ✓
Double bottom, forward (INCLUDING 2' COFFERDAM)	124.0	245.7 ✓	Deep tank, forward, FRESH WATER	6.0	34.1 ✓
Total length (if continuous) and Capacity	144.0 ✓	245.7 ✓	Other tanks, if fitted, DO DO	6.0	40.86 ✓
			FEED WATER TANKS, DO DO	8.0	24.2
			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 574

Date 24/11/44

Dates of Surveys held while building

(1945) Nov. 26, Apr. 26, May 11, 25, June 4, 19, 22, July 18, Aug. 10, 20, 26, 30, 31, Sept. 4, 5, 7, 10, 13, 14, 17, 18, 22, 26, 27, Oct. 2, 4, 6, Dec. 12, (1946) Jan. 7, 11, 16, 22, 25, 28, 29, 30, 31, Feb. 4, 7, 11, 12

Total No. of Visits 43