

Rpt WRECK
SECTION
No 855

STEEL STEAMER MOTORSHIP.

WRECK
SECTION
No 855

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

Date of completion of report 24TH OCTOBER 1946 Port of GREENOCK No 23400

Survey held at PORT GLASGOW, GREENOCK & GLASGOW Date First Survey 24TH SEPT. 1945 Last Survey 11-10-1946

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) STEEL SINGLE SCREW "JALARAJAN" (MACHINERY AMIDSHIPS)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING State Type of Erections POOL BRIDGE & FORECASTLE

TONNAGE under } 4658.39 CLASS +100A1 State if with freeboard } NO
Tonnage Deck ... } as condition of Class } FEET

Do. of space or spaces } Length from fore part of stem to after part of stern } L 400.0
between Tonnage Dk. } post on summer L.W.L. See Sec. 3 (1a) }

Total } Breadth (greatest moulded) } B 51.75
Gross Tonnage 5085.31 } Depth, at middle of length from top of keel to top } D 30.8
Register Tonnage 3034.24 } of beam at side of uppermost continuous }
deck. See Sec. 3 (1c) }

1st Longitudinal Number (L x D) = 12200.00
2nd Numeral L x (B + D) = 32900.00

Framing Depth "d," at middle of length. See } 18.46
Sec. 3 (1d) }

Proportions—Depth to Length—Uppermost con- } 13.15
tinuous deck to top of keel }

Do. Long Bridge to } 10.39
top of keel }

Depth 28.0 Draught Moulded 24' 9"

Built at PORT GLASGOW
Launched 18-6-46 Yard No. 1015
Builders LITHGOW'S L^D
Owners SCINDIA STEAM NAV. CO L^D
AGENTS
Managers SCINDIA STEAMSHIPS (LONDON) L^D
(Where necessary to be entered in Reg. Book)
54, BILLYER BUILDINGS
Residence 49 LEADENHALL ST.
LONDON E.C.3.
Port of Registry BOMBAY
If surveyed while building, afloat, or in dry dock
BUILDING AFLOAT & IN DRY DOCK

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.....	28 ✓		Bracket Floors, Frame L	6 3½ .35 ✓	
" " from ½ length amidships to Collision bulkhead.....	27 ✓		" " Reversed Frame..... L	5½ 3 .35 ✓	
" " in peaks	24 ✓		" " Vertical Struts L	5½ 3 .35 ✓	
SIDE FRAMING.			" " 8 x 3½ x 36 x 42 }	8 x 3½ x 36 x 42 ✓	
Frame Amidships, Angle, E or L	10 3½ .48 ✓		Centre Girder, depth and thickness amidships	42½ x .51 ✓	
" " Extends up to.....	2 ND DECK ✓		" " top Angles	3½ 3½ .45 ✓	
Reversed Frame Amidships, Angle	-		" " bottom Angles.....	4 4 .50 ✓	
" " Extends up to	-		Side Girders, No. each side and thickness.....	ONE .36 ✓	
Depth of Framing Girder.....	10" ✓		Margin Plate depth (excl. of flange) and thickness	37 x .50 ✓	
Frames in Uppermost Continuous 'tween Decks, Angle, E or L	7 3½ .40 ✓		" " Vertical Angle to Tank side Bracket abaft ½ len. from stem	3½ 3½ .42 ✓	
" " Second 'tween Decks, Angle, L or L	-		" " Vertical Angle to Tank side Bracket from forward ½ len. from stem to Panting Area	6 6 .42 ✓	
" " Third " " " " " "	-		" " Gussets, spacing and scantling abaft ½ len. from stem.....	.39 EACH FRAME ✓	
" " from ½ len. for'd. to 15% len. from Stem	11 3½ .54 ✓		" " Gussets, spacing and scantling from forward ½ len. from stem to Panting Area39 " " ✓	
" " in Peaks, Angle, E or L	7½ 3½ .40 ✓	7½ x 3 x .40	Tank Side Brackets, height above base line at toe of Frame and thickness	64½ x .41 ✓	FLG 3' ✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 - 6/8		INNER BOTTOM PLATING.		
State if Frame Joggled.....	YES		Breadth and thickness of Middle Line Strake...	70 x .48 ✓	SOUNDER ✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved ?	YES ✓		Thickness of remainder in Holds42 ✓	.50 " " ✓
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 ✓	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds.....	-		Uppermost Continuous Deck, amidships in Wells, Angle, E or L	7½ 3½ .38 ✓	
Height of Brackets at side above base line at toe of frame.....	-		" " in way of Bridge, Angle, E or L	8 3 .44 ✓	
Middle Line Keelson, on Floors, Angles, L or L	-		Spacing	EVERY FRAME ✓	
" " Through Plate or Intercoastal Plate	-		Second Deck, amidships, Angle, E or L	8 3 .46 ✓	
" " Foundation Plate on Floors	-		Spacing	EVERY FRAME ✓	
" " Flat Plate Keel Angles	-		Third Deck, amidships, Angle, L or L	-	
Side Keelsons, No. each side.....	-		Spacing	-	
" " thickness of Intercoastal Plate...	-		Fourth Deck, amidships, Angle, L or L	-	
" " Angles	-		Spacing	-	
DOUBLE BOTTOM.			Poop Deck, Angle, E or L	9 3 .40 ✓	
Solid Floors, thickness and spacing	39 EVERY FOURTH FRAME 112" ✓		Spacing	8 3 .38 ✓	
" " Are Frame and Reversed Frame joggled ?	YES ✓		Spacing	ALTERNATE FRAMES ✓	
Bracket Floors, breadth and thickness at middle line	32 x .39 ✓		Bridge Deck, Angle, E or L	7 3 .36 ✓	
" " breadth and thickness at margin plate	32 x .39 ✓		Spacing	EVERY FRAME ✓	
			Forecastle Deck, Angle, E or L	9 3½ .40 ✓	
			Spacing	8 3 .44 ✓	
			Spacing	ALTERNATE FRAMES ✓	

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 ROWS OF ✓		Stringer Plate, breadth and thickness in way of Bridge	70½ x .34 ✓
„ in 'tween Decks, Size and Spacing	WIDELY SPACED		Thickness of Plating abreast Deck openings in way of Wells34 ✓
„ „ „ „ „	PILLARS WITH		Thickness of Plating abreast Deck openings in way of Bridge.....	.30 ✓
„ in Holds „ „ „	FLANGED PLATE GIRDERS		Thickness of Plating within line of openings...	.32 ✓
„ „ „ „ „	& TUBULAR PILLARS		If Sheathed, material and thickness.....	NOT SHEATHED. ✓
	IN HOLDS ✓			
Centre Line Bulkhead.	SOLID WIDE SPACED		Third Deck.	
Stiffeners and Spacing	PILLARS IN TWEEN DECKS ✓		Stringer Plate, breadth and thickness.....	—
			If Plated, state thickness	—
Plating, thickness of	—		Fourth Deck.	
			Stringer Plate, breadth and thickness.....	—
STRINGERS AND DECKS.			If Plated, state thickness.....	—
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	56 x .87 ✓		Poop Deck.	
„ „ „ „ in way of Bridge	56 x .38 ✓		Stringer Plate, breadth and thickness.....	.34 — .30 ✓
„ Angle in Wells	6 6 .84 ✓		Plating, Sheathing, material and thickness ..	.40 — .30 ✓
Thickness of Plating abreast Deck openings } in way of Wells58 — .34 ✓			2½ WOOD SHEATHING ✓ WHERE EXPOSED.
Thickness of Plating abreast Deck openings } in way of Bridge.....	.40 — .34 ✓		Bridge Deck.	
Thickness of Plating within line of openings	BRIDGE .32 ✓		Stringer Plate, breadth and thickness.....	56 ✓ x .60 } OWNERS' INCREASE
„ „ „ „ „ „ „	WELLS .42 — .38 ✓		{ ABREAST OPENINGS INSIDE LINE OF OPENINGS	.52 ✓
If Sheathed, material and thickness.....	NOT SHEATHED ✓		Plating, Sheathing, material and thickness	.46 ✓
				2½" WOOD INSIDE ACCOMMODATION
Second Deck.			Forecastle Deck.	
Stringer Plate, breadth and thickness in Wells	70½ x .37 ✓		Stringer Plate, breadth and thickness.....	.34 ✓
				.44 ✓ — .34 ✓
			Plating, Sheathing, material and thickness...	WOOD UNDER WINDLASS ONLY

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER EDGES. State if joggled? NO. ✓			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		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.		Inches.	Inches.		Inches.	Inches.		
Flat Plate Keel.....	49 ✓	.78 ✓	.68 ✓	.68 ✓		DOUBLE	7/8 ✓	3 1/2 ✓	FOUR ✓	1 ✓	3 1/2 ✓	LAPPED. ✓
„ Dblg. (if any)	—	—	—	—		—	—	—	—	—	—	
Bottom Plating, No. of Strakes A B C D	—	.60 ✓	.46 ✓	.46 ✓	THICKNESS OF BOTTOM SHELL PLATING FROM FORWARD HALF LENGTH FORWARD TO RULE POSITION OF COLLISION BULKHEAD INCREASED .60+10% = .66	DOUBLE ✓	7/8 ✓	3 1/2 ✓	THREE ✓	7/8 ✓	3 1/8 ✓	LAPPED. ✓
Bilge Plating, No. of Strakes ONE	E 77	.60 ✓	.46 ✓	.46 ✓		" ✓	" ✓	" ✓	" ✓	" ✓	" ✓	" ✓
Side Plating, No. of Strakes THREE	F G H	.60 ✓	.44 ✓	.44 ✓		" ✓	" ✓	" ✓	" ✓	" ✓	" ✓	" ✓
Upper Deck, Sheer-strake in Wells.....	K 73	.84 ✓	.44 ✓	.44 ✓	A. B & C STRAKES	—	—	—	FIVE TO FOUR ✓	1 ✓	4 1/8 ✓	" ✓
Upper Deck, Sheer-strake in Bridge ...	K 73	.60 ✓	—	—		DOUBLE	7/8 ✓	3 1/2 ✓	THREE ✓	7/8 ✓	3 1/8 ✓	" ✓
Strake below Sheer-strake in Wells.....	J 73	.70 ✓	.44 ✓	.44 ✓		"	" ✓	" ✓	FOUR ✓	7/8 ✓	3 1/2 ✓	" ✓
Strake below Sheer-strake in Bridge ...	J 73	.60 ✓	—	—		"	" ✓	" ✓	THREE ✓	7/8 ✓	3 1/8 ✓	" ✓
Poop Side Plating.....				.38 ✓		SINGLE ✓	7/8 ✓	3 1/2 ✓	ONE ✓	7/8 ✓	3 1/8 ✓	" ✓
	.63 ✓				APPROVED .58 ✓				TOP STRAKE FOUR	7/8 ✓	3 1/2 ✓	" ✓
Bridge Side Plating.....	.58 ✓					DOUBLE ✓	7/8 ✓	3 1/2 ✓	LOWER STRAKE THREE	7/8 ✓	3 1/8 ✓	" ✓
Forecastle Side Plating			.40 ✓			SINGLE ✓	7/8 ✓	3 1/2 ✓	ONE ✓	7/8 ✓	3 1/8 ✓	" ✓

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	6 ✓
Extending to Upper Deck (Sec. 3 c).....	6 ✓
" Deck next below.....	✓
As per Rule.....	6 ✓

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
KEEL, Bar	FLAT PLATE.	✓		
STEM	ROLLED BAR	9½ x 2 5/8	✓	
STERN FRAME	CAST STEEL	AS APP?	STEEL C ^O OF SCOTLAND.	
Propeller Post				
Rudder				
Speed of Vessel	10½ KNOTS	✓		
RUDDER—Type	ORDINARY SINGLE PLATE	✓	DENNYSTOWN FORGE C ^O L ^D .	
" A x D.....	673			
" Diam. of head	FORGED STEEL	12¼	✓	
" Mainpiece at top pintle	"	11¾	✓	
" " heel	"	8¾	✓	
" how constructed	ARMS SHRUNK & KEED PLATE RIVETED	✓		
" double or single plate coupling, vertical or	SINGLE	1-12	✓	
" horizontal	HORIZONTAL	✓		
H. (state process of manufacture) OPEN HEARTH. ✓				

				STIFFENERS.				
				Plating Thickness.	VERTICAL.		HORIZONTAL.	
					Scantlings.	Spacing.	Scantlings.	Spacing.
N°86 CENTRE X N°88 WINGS ✓								
MIDSHIP BULKH'D, Upper 'tween decks				✓	5x3x.33 0A	29" ✓		
				✓	5x3x.36 0A	To 31 1/4" ✓	-	-
Second				✓				
Third				✓				
Holds				✓	10x3 1/2 x 42 8A	23 1/2" ✓		
				✓	To 46 10x3 1/2 x 44 8A	To 33" ✓		
COLLISION				✓	28 1/2 x 7 x 3 x 33 1/2 x 34 8A	24" ✓	2 SEMI-BOX BEAMS	
(in Hold)				✓	51 1/6 x 3 x 37 x 34 8A		K W.T. FLAT.	
				✓	30 1/2 x 8 1/2 x 3 x 40 6A	18" ✓	SEMI-BOX BEAM	
AFTER PEAK				✓	70 1/2 x 6 x 3 x 37 1/2 x 18" ✓	24" ✓	K RECESS TOP	
				✓	6 x 3 x 32 8A			
				✓	4 WASH PLATE BULKHEAD			

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) STEEL CO OF SCOTLAND, COLVILL & CO, DORMAN LONG & CO LTD.

Has the Steel been tested as required by the Rules? YES ✓

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.				Cwts.							
49179				1st Bower		64 1 8			STOCKLESS			50 15 0				60		BYERS IMPROVED		✓		SLD. 18-3-46 FWD	
49188				2nd "		63 2 14			"			50 7 2				60		"		✓		SLD. 21-3-46 FWD	
49109				3rd "		55 0 11			"			45 9 0				50½		"		✓		SLD. 28-2-46 FWD	
				Collective weight		183 0 5										170½							
3138				Stream		18 0 7			4 1 21			19 2 0				16½		RODGER		S. TAYLOR & SONS NETHERTON			

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.				
	Length.	Diam.	Statury.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Fathoms.	Ins.	Tons.	Fathoms.	Ins.
032	270	1 ¹⁵ / ₁₆	94 ¹ / ₂	132 ³ / ₁₀	548.1.8	✓	270	1 ¹⁵ / ₁₆	"TAYCO	S. TAYLOR & SONS	NETHERTON	TOWLINE	120	4 ³ / ₄	47.0	120	4 ³ / ₄			
7033	2 @ 5	1 ¹⁵ / ₁₆	94 ¹ / ₂	132 ³ / ₁₀	20.3.20	✓	✓	✓	STUD (BRIERLEY HILL) L ^D	30-3-46 JAR	NETHERTON		HAWSERS & WARPS	2 @ 90	2 ³ / ₄	15.4	2 @ 90	2 ³ / ₄		
									D ^o	30-3-46 JAR	NETHERTON			2 @ 90	2 ¹ / ₂	13.4	2 @ 90	2 ¹ / ₂		
	90	4 ³ / ₄	47				90	4 ³ / ₄	MARTIN BLACK & CO.	(WIRE ROPES) L ²	✓									

Alternative Means of Steering BLOCKS & TACKLE ✓

Boats $\left. \begin{array}{l} 2 @ 16' \\ 1 @ 27' \\ 1 @ 27' \text{ (MOTORBOAT)} \end{array} \right\} \begin{array}{l} 180 \\ \text{PERSONS} \end{array}$

ailing in Holds, thickness and material 2 1/2" W.P. OVER BILGES ONLY

Cargo Battens, thickness, material and spacing 6" x 2" W.P.N.E. ✓
 SPACED 15" CENTRES. ✓
 ALLERS Thickness of Hatches 2 1/2" W.P.N.E. ✓

argo Hatchways.—(Upper Deck) COAMINGS 30" HIGH FITTED WITH T & B PATENT ROLLERS

Size of Hatchways No. 1 (Fwd.) $24'-9'' \times 18'-0''$ ✓ No. 2 $30'-4'' \times 18'-0''$ ✓ No. 3 $16'-4'' \times 18'-0''$ ✓ No. 4 $30'-4'' \times 18'-0''$ ✓ No. 5 $25'-8'' \times 18'-0''$ ✓ No. 6

umber of Shifting Beams
~~and/or Fore and Afters~~

4 ✓ 5 ✓ 3 ✓ 5 ✓ 4 ✓

For LITHGOWS LIMITED

Builder's Signature

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.....* **No.** ✓
(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).*

The Vessel has been built in conformity with the Society's Rules & Regulations and the Secretary's letters.

The scauttings and arrangements are in accordance with, or equivalent to, those shown on the approved plans. ✓

The materials and workmanship are of good quality.

All the double bottom tanks and fore and after peak tanks have been tested as required by the Rules and found satisfactory. The weather decks, watertight bulkheads, watertight flats and tunnel were hose tested and found satisfactory. The gunboard has been verified, and the marks cut in on the vessel's sides.

The pumps, steering gear, auxiliary steering gear, windlass, bilge suction
 & W.T. doors were tested and found efficient. ✓

Section number 34 of the 1939-40 Rules has been complied with so far as applicable.

The amount of Entry Fee..... £ : Fees applied for,
25th Oct 1946

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

Special Survey Fee..... £403 0 : 0
 FREEBOARD 16 0 : 0
 DAMAGE 5 5 : 0
 Travelling Expenses, if any £

Received by me, _____ 19__

I am of opinion the Vessel should be Classed +100A1

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

Certificate to be sent to GREENOCK

Date of issue 22/11/46

Signature

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned ✓ -1- 100 A7

10.46

-1- Linc 10.46 ID

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Lloyd's Register
Foundation

0268 $\frac{2}{7}$

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 plans of Midship Section, and Profile & Decks as built also approved plans and forging reports are forwarded.

This vessel is a sister to the "JALAKRISHNA" — Lillops N° 904 with slight modifications at stem and stern.

DAMAGES ① Stated to have been sustained by contact with the T.E.V. "BEAVERLAKE" in Kingston Basin Port Glasgow 25-9-46.

Poop sheer strake plate N°1 from aft side set in and scored has been renewed at this time. 3 shell frames failed in place, 3 beam hives removed and refitted, portlight removed for access & replaced, renewed as required. Shell caulking & riveting in the vicinity of the damage overhauled and some additional elec welding carried out — waterway cement renewed. On completion of repairs shell hose tested.

② Whilst in Garvel Dry Dock, Greenock, 30-9-46 two planks were found, wedged between the keel plating & the keel blocks — it was not possible to remove these planks whilst the vessel was on the blocks but on the vessel refloating the planks were dragged clear. The double bottom tank in way (N° 3) was examined internally and no damage or disturbed cement was found.

PARTICULARS OF ELECTRIC WELDING (if employed) Cruiser stern, stringer plates to shell at upper deck (clear girders) & at 2nd deck; gusset plates to tank top & a few minor items.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Lloyd's A & C. Cruiser Stern.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	41.1.1 (incl pin) ✓	J.H.J.	7401	9-1-46 ✓
	2nd "	41.0.14 " ✓	J.H.J.	7402	9-1-46 ✓
	3rd "	33.2.11 " ✓	A.E.G.	7992	27-11-45. ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 40.08 ft., R.Q.D. ✓ ft., Bridge 144.7 ft., Forecastle 36.0 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 ✓ Extreme Breadth over Belting 52.00' Over-all Length 420.5' (Circ. 1611) (Circ. 1703)

No. and Material of Decks TWO — STEEL ✓

Parts of Bottom of Vessel coated with cement or approved composition BOTTOM OF VESSEL FROM FRAME 8 TO FRAME 164 COATED WITH CEMENT COVERING RIVET HEADS. F & A PEAK TANKS CEMENT BETWEEN FLOORS.

Particulars of composition (if fitted) and of approval.

Dry tank under boiler room cemented see letter 22-11-46.

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. 114.3 ✓	SW. Tons. 318 ✓	Fore peak tank,	Feet. —	SW. Tons. 78 ✓
Double bottom, under Engines and Boilers,	46.6 ✓	204 ✓	After peak tank,	—	47 ✓
Double bottom, if under Engines only,	—	—	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	—	—
Double bottom, forward,	182.1 ✓	627 ✓	Other tanks, if fitted,	—	—
Total length (if continuous) and Capacity	343.0 ✓	1149 ✓	(If necessary furnish further information by sketch.)	—	—

Order for Special Survey No. —

Date 3.10.45

Dates of Surveys held while building

(1945) SEPT. 27.28. OCT. 1.2.3.4.5.8.9.11.15.16.17.18.22.23.24.26.29. NOV. 5.6.7.13.15.23.26.30. DEC. 3.14.5. 11.17.20.21.24.26.24. (1946) JAN. 4.7.11.14.16.18.21.23.25.28. FEB. 1.4.5.7.8.11.13.14.19.21.25.27.28. MAR. 1.5.6. 8.12.13.18.20.21.22.25.28. APR. 1.3.4.5.10.11.15.17.18.22.24.30. MAY 2.6.7.8.9.10.13.14.16.17.20.22.24.27.28. JUNE 1.4.5.6.7.10.11.12.13.14.17.19.20.21.24.25.26.27.29.30.31. AUG. 2.5.7.19.23.26.27.29.30. SEPT. 5.6.10.11. 12.13.16.17.18.19.20.24.25.26.27.28. OCT. 1.4.8.11.

Total No. of Visits 1149.