

Rpt. 1

N/V "B.P. TRANSPORTER"  
STEEL STEAMER OR MOTORSHIP.WRECK SECTION  
Received at London Office 1945State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YESDate of completion of report 20<sup>TH</sup> APRIL 1945Port of GLASGOWNo. 69542Survey held at GLASGOWDate First Survey 10. 8. 44Last Survey 16. 4. 1945On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) STEEL SINGLE SCREW OIL TANKER "EMPIRE SHETLAND" (MACHINERY AFT)

LONG POOP, TRUNK

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLINGState Type of Erections 8 FORECASTLETONNAGE under Tonnage Deck ... 536.09Do. of space or spaces between Tonnage Dk. and Upper Dk. ✓Total 536.09ss Tonnage 812.69ister Tonnage 334.13REGISTERED DIMENSIONS.  
FEETLength 193.0Breadth 30.7Depth 13.8CLASS \* 100A1 "CARRYING PETROLEUM IN BULK"State if with freeboard as condition of Class NOLength from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 190.0Breadth (greatest moulded) 30.5Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 14.01st Longitudinal Number (L x D) 26602nd Numeral L x (B + D) 8455Framing Depth "d," at middle of length. See Sec. 3 (1d) ✓Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.57Do. Long Bridge to top of keel ✓Draught Moulded 13'-0 1/2"Built at POINTHOUSE, GLASGOWLaunched 19<sup>TH</sup> JANUARY 1945 Yard No. 1288PBuilders A. & J. INGLIS LTD.Owners MINISTRY OF WAR TRANSPORT.Managers ANGLO-SAXON PETROLEUM CO. LTD.  
(Where necessary to be entered in Reg. Book)Residence AS RECORDEDPort of Registry GLASGOW

If surveyed while building, afloat, or in dry dock

BUILDING & 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 <u>FROM 3/8 L TO FRAME 65</u> <u>FR. 65 TO FR. 85</u> <u>from 1/2 length amidships to FR. 87 to Collision bulkhead</u>	<u>22 1/2</u> <u>22 1/2</u> <u>18</u> <u>22 1/2</u>	<u>✓</u> <u>✓</u> <u>✓</u> <u>✓</u>	<del>Bracket Floors, Frame</del>		
" " " in peaks	<u>22</u>	<u>✓</u>	" " " Reversed Frame		
SIDE FRAMING.			" " " Vertical Struts		
Frame Amidships, Angle <u>E or F</u>	<u>7 3 .33</u>	<u>✓</u>	Centre Girder, depth and thickness <u>IN ENGINE SPACE</u> <u>45 1/2 x .38</u>	<u>45 1/2</u> x <u>.38</u>	<u>✓</u>
" " " IN WAY OF TRANSVERSES <u>E</u>	<u>9 3 1/2 .38</u>	<u>✓</u>	" " " top Angles <u>DOUBLE</u>	<u>3 1/2 3 1/2 .34</u>	<u>✓</u>
" " " Extends up to <u>UPPER DECK</u>	<u>UPPER DECK</u>	<u>✓</u>	" " " bottom Angles <u>DOUBLE</u>	<u>3 1/2 3 1/2 .38</u>	<u>✓</u>
<del>Reversed Frame Amidships, Angle</del>			Side Girders, No. each side and thickness	<u>ONE</u> <u>.28</u>	<u>✓</u>
" " " Extends up to			Margin Plate depth (excl. of flange) and thickness		
<del>Depth of Framing Girder</del>			" " " Vertical Angle to Tank side		
<del>Frames in Uppermost Continuous 'tween Decks, Angle, E or F</del>			Bracket abaft 1/4 len. from stem		
" " " Second 'tween Decks, Angle, E or F			Vertical Angle to Tank side		
" " " Third			Bracket from forward 1/4 len. from stem to Panting Area		
" " " from 1/4 len. forward to 15% len. from Stem	<u>7 3 .40</u>	<u>✓</u>	Gussets, spacing and scantling abaft 1/4 len. from stem		
" " " in Peaks, Angle <u>E or F</u>	<u>5 3 .35</u>	<u>✓</u>	Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>3/4 @ 4 1/2</u>	<u>✓</u>	Tank Side Brackets, height above base line at toe of Frame and thickness	<u>63</u> x <u>.30</u>	<u>✓</u>
State if Frame Joggled	<u>YES</u>	<u>✓</u>	INNER BOTTOM PLATING, IN ENGINE SPACE		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<u>YES</u>	<u>✓</u>	Breadth and thickness of Middle Line Strake	<u>96</u> x <u>.75</u>	<u>✓</u>
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<u>YES</u>	<u>✓</u>	Thickness of remainder in Hold	<u>.34</u>	<u>✓</u>
SINGLE BOTTOM. IN BOILER SPACE			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & D. space and framing in Boiler Room?	<u>YES</u>	<u>✓</u>
Floors, Depth and thickness at mid-line	<u>24</u> x <u>.40</u>	<u>✓</u>	BEAMS.		
Height of Brackets at side above base line at toe of frame	<u>NONE</u>	<u>✓</u>	Uppermost Continuous Deck, amidships in Wells, Angle <u>E or F</u>		
Middle Line Keelson, on Floors, Angles	<u>4 4 .42</u>	<u>✓</u>	" " " in way of <u>POOP</u> , Angle, <u>E or F</u>	<u>5 3 .32</u>	<u>✓</u>
" " " Through Plate or Intercoastal Plate	<u>.48</u>	<u>✓</u>	Spacing	<u>EVERY FRAME</u>	<u>✓</u>
" " " Foundation Plate on Floors	<u>12</u> x <u>.48</u>	<u>✓</u>	<del>Second Deck, amidships, Angle, E or F</del>		
" " " Flat Plate Keel Angles	<u>3 1/2 3 1/2 .42</u>	<u>✓</u>	Spacing		
Side Keelsons, No. each side	<u>ONE</u>	<u>✓</u>	<del>Third Deck, amidships, Angle, E or F</del>		
" " " thickness of Intercoastal Plate	<u>.40</u>	<u>✓</u>	Spacing		
" " " Angles	<u>4 4 .42</u>	<u>✓</u>	<del>Fourth Deck, amidships, Angle, E or F</del>		
DOUBLE BOTTOM. IN ENGINE SPACE			Spacing		
Solid Floors, thickness and spacing	<u>.28 EVERY FRAME</u>	<u>✓</u>	POOP Deck, Angle, <u>E or F</u>	<u>5 3 .28</u>	<u>✓</u>
" " " Are Frame and Reversed Frame joggled?	<u>YES</u>	<u>✓</u>	Spacing	<u>EVERY FRAME</u>	<u>✓</u>
<del>Bracket Floors, breadth and thickness at middle line</del>			<del>Bridge Deck, Angle, E or F</del>		
<del>breadth and thickness at margin plate</del>			Spacing		
			Forecastle Deck, Angle, <u>E or F</u>	<u>5 3 .32</u>	<u>✓</u>
			Spacing	<u>EVERY FRAME</u>	<u>✓</u>

(MADE IN ENGLAND.)

004116-004124-0214 1/3



## 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 .....	CENTRE LINE		Stringer Plate, breadth and thickness in way of Bridge .....	
" in 'tween Decks, Size and Spacing .....	BULKHEAD IN CARGO TANKS,		Thickness of Plating abreast Deck openings in way of Wells .....	
" " " " " "	O.F. BUNKERS,		Thickness of Plating abreast Deck openings in way of Bridge .....	
" in Holds " " " "	COFFERDAMS,		Thickness of Plating within line of openings...	
" " " " " "	& PUMP ROOM.	✓	If Sheathed, material and thickness.....	
Centre Line Bulkhead. IN CARGO TANKS ✓	[ 9 3½ .38 ] ON EVERY FRAME ✓		Third Deck.	
Stiffeners and Spacing .....	[ 10 3½ .40 ] IN N° 1 TANK ✓		Stringer Plate, breadth and thickness.....	
Plating, thickness of .....	.30 & .35 ✓		If Plated, state thickness .....	
STRINGERS AND DECKS.	.40 IN N° 1 TANK ✓		Fourth Deck.	
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	
Stringer Plate, breadth and thickness in Well	54 x .40 ✓		If Plated, state thickness.....	
" " " " , in way of Bridge POOP ✓	.36 ✓			
" " " " , in way of Bridge	.48 ABREAST BOILER ✓			
" Angle in Well / .....	5 5 .40 ✓		Poop Deck.	
Thickness of Plating abreast Deck opening } TRUNK ✓	.35 ✓		Stringer Plate, breadth and thickness.....	71 x .30 - .25 ✓
Thickness of Plating abreast Deck openings } in way of Well / .....	.25 ✓		Plating, Sheathing, material and thickness ...	.30 - .25 ✓
Thickness of Plating abreast Deck openings } in way of Bridge POOP	.25 ✓		Bridge Deck. TRUNK TOP. ✓	COMPO. & LINO. IN ACCOMM ✓
Thickness of Plating within line of openings...	.25 ✓		Stringer Plate, breadth and thickness.....	66 x .35 ✓
If Sheathed, material and thickness.....	COMP. & LINO. IN POOP ACCOMM ✓		Plating, Sheathing, material and thickness ...	.40 ✓
Second Deck.			Forecastle Deck.	
Stringer Plate, breadth and thickness in Wells			Stringer Plate, breadth and thickness.....	.30 ✓
			Plating, Sheathing, material and thickness...	.30 ✓

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER EDGES. State if joggled?			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.....	54✓	75✓	75✓	75✓	APP'D 55-44✓	DOUBLE✓	7/8	3-2✓	3R✓	7/8✓	3 1/8✓	LAPPED	
„ <del>Dble</del> (if any)													
Bottom Plating, No. of Strakes 2✓		45✓	40✓	40✓	APP'D 40-33✓	DOUBLE✓	3/4	2 1/2 IN WAY OF OIL 3 CLEAR OF OIL✓	3R-2R✓	3/4	2 5/8✓	LAPPED	
Bilge Plating, No. of Strakes 1✓		40✓	37✓	35✓		DOUBLE-SINGLE	„	„	„✓	„	„	„	
<del>Side Plating, No. of Strakes</del>													
Upper Deck, Sheer- strake in Well✓	48✓	40✓	37✓						3R-2R	3/4	2 5/8✓	LAPPED✓	
Upper Deck, Sheer- strake in <del>Bridge</del> POOP✓		40✓		33✓	60 AT POOP FRONT✓	SINGLE	3/4	3-2-3✓	3R-2R	3/4	2 5/8✓	LAPPED✓	
Strake below Sheer- strake in Well✓	65 1/2✓	40✓	37✓			DOUBLE-SINGLE	„	2 1/2 IN WAY OF OIL 3 CLEAR OF OIL✓	3R-2R	3/4	„	„✓	
Strake below Sheer- strake in <del>Bridge</del> POOP✓		40✓		33✓		„	„	„✓	3R-2R	„	„	„✓	
Poop Side Plating.....				38-25✓					2R-1R	„	„	„✓	
<del>Bridge Side Plating.....</del>													
Forecastle Side Plating				25✓		SINGLE	3/4	3✓	1R	3/4	2 5/8✓	LAPPED✓	

## WATERTIGHT BULKHEADS.

8 D.T.  
Total No. of W.T. BULKHEADS in Vessel— 9 ✓  
1 TRUNK TOP  
Extending to Upper Deck (Sec. 3 c) 6 ✓  
UPPER  
,, Deck next below 3  
As per Rule APPROVED

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
<del>KEEL, Bar</del>				
STEM	ROLLED STEEL	6 1/2 x 1 3/8		
STERN FRAME	Propeller Post	FORGING 6 1/2 x 4	T. S. FORSTER	
	Rudder	" 5 3/4 x 4	B. & SONS, LTD.	
Speed of Vessel	UNDER	12 KNOTS.		
RUDDER—Type	ORDINARY			
" A x D.	91.59			
" Diam. of head	FORGING	5 7/16	T. S. FORSTER	
" Mainpiece at top pintle	"	5 1/2 F&A	B. & SONS, LTD.	
" " heel		5 3/8 BATHN.		
" how constructed	MAIN PIECE & ARMS FORGED	IN ONE PIECE		
" double or single plate coupling, vertical or horizontal	DOUBLE	38		
	VERTICAL			

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
<i>O.T.</i>						
MIDSHIP	BULKH'D, Upper 'tween decks					
"	<del>Second</del>					
"	<del>Third</del>					
"	Holds .....	.35	9x3½x38BA	28½"	GIRDER AT UPPER DEEP TANK FLAT	16x35FLA ON LEVEL
COLLISION	(in Hold) .....	40-30	7x3x38BA	24"		
AFTER PEAK	" .....	42-30	8x3x35 BA. To 3x3x300x	24"	NONE ✓	

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open hearth*  
*Bahnells, Ltd.*  
Has the Steel been tested as required by the Rules? *Yes.*



"EMPIRE SHETLAND"

## PARTICULARS OF LONGITUDINAL FRAMING.

PAGE 5.

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. Ins.	Speng. Ins.		Number.	Diameter. Inches.
Framing of <del>L, L or E</del> .....													
<del>Frames in Bridge 'tween Decks</del> ...													
<del>Frames from Uppermost Continuous Deck</del> ...													
CENTRE LINE BULKHEAD		10	3 1/2	40	9	3 1/2	38	IN N° 1 TANK.	3/4	3 3/8	3 3/8	FOR 9 RIVETS	12 7/8 TO LONG.
P.B.S. 2			"			"							
P.B.S. 3			"			"							
P.B.S. 4			"			"							
5													
6													
7													
8													
9													
10													
11													
12													
13													
14													
15													
16													
Spacing of Longitudinal Frames		2' 4 1/2"			2' 4 1/2"								
Double Bottoms													
L, L or C													
Spacing of Longitudinals													
Transverses.													
Side (in 'tween Decks)													
Side (in Hold)													
Bottom													
Depth and Thickness		29 x 40			29 x 40								
Face Angles		5			5								
Lugs to Shell*		5 5 36			5 5 36								
Back Bars													
Brackets		35 FLANGED 4"			35 FLANGED 4"								
Spacing of Transverse Frames...		9' 4 1/2" & 7' 6"			9' 4 1/2" & 7' 6"								
* State if joggled or liners.					27 1/2" IN N° 1 TANK.								
Longitudinal Beams of L, L or E													
TRUNK TOP		7 3 33			7 3 33			Spacing.	28 1/2"				
Bridge Deck									28 1/2"				
Upper DECK													
Second "													
Third "													
Transverse Beams.													
Plate.													
Face FLANGE													
Any departure from Approved Plans to be Noted.													

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. 9392												LETTER K		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.					
47448	1st Bower	19	0	14	STOCKLESS	✓	19	19	2	21	19 (STOCKLESS)	✓	BYERS STOCKLESS	✓	SUNDERLAND 27.3.45 F.W. DOVEY	
47450	2nd "	19	0	14	"	✓	19	19	2	21	19	"	"	✓	SUNDERLAND 27.3.45 F.W. DOVEY	
	3rd "										16 1/4	"	✓			
	Collective weight										54 1/4	"				
58098	Stream	5	1	0	1	1	7	7	11	3	14	5 1/4 (EX STOCK)	✓	ORDINARY F.W.I.	✓	BRADLEY HEATH. 20.6.44 W.V. NORMAN

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.	Statu- tory.	Break- ing.	Supplied.		Per Rule.	Length.	Diam.					Length.	Cir.		Tons.	Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.		Fathoms.	Ins.	
4450	165 1/2	1 5/8	31	46 1/2	148	1	15	185 1/2	210	1 1/8	STUD LINK	✓	NETHERTON 31.3.45 J.A. REIF ✓	TOWLINE	90	3	18.6	90	3
4453	15	1 5/8	31	46 1/2	13	2	7				STUD LINK	✓	NETHERTON 10.4.45 J.A. REIF ✓		HAWSERS & WARPS	90	2 1/4	10.8	90
					161.3.22 ✓											90	1 3/4	6.4	90
Iron Steam Steel Wire		Cir.								Cir.									
	60	3 1/4		21.7					60	3 1/4	6 x 12	✓							

Steering Gear, Type (Power or hand) *Haste's steam telemotor* Alternative Means of Steering *Block & tackle led to steam capstan on poop.*

Steering Chains (Size and Test) *✓* Windlass *Emerson Walker* Boats *2. 22.6" lifeboats fitted with motors.*

Ceiling in Holds, thickness and material *None* Cargo Battens, thickness, material and spacing *None*

Cargo Hatchways. (Upper Deck) *Trunk top Bull angle coamings.* Thickness of Hatches *steel hinged covers.*

Size of Hatchways No. 1 (Fwd.) *Hold 3'9" x 5'0" No. 2 2'0" x 2'0" No. 3 2'6" x 2'6" No. 4*

Number of Shifting Beams and/or Fore and Afters *None*

Builder's Signature *A. & J. INGLIS LIMITED.*  
*W. S. Munn*  
 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. *✓* 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 in conformity with the Society's Rules & Regulations and the Secretary's letters. The scantlings and arrangements are in accordance with, or equivalent to, those shown on the approved plans. The materials and workmanship are good.*

*The cargo oil tanks, oil fuel bunkers, settling tank, after cofferdam, forward cofferdam, fore peak tank, aft peak tank, forward deep tank and double bottom tank in engine room were tested as required by the Rules and found satisfactory.*

*Freeboard verified and marks cut in.*

*Steering gear and windlass tried under working conditions and found satisfactory.*

*Oil fuel is carried in oil fuel bunkers and settling tank at forward end of boiler space; also in fore peak & forward deep tank. Flash point above 150°F. Section 20 of the Rules complied with where applicable.*

*Weather decks hose tested and found satisfactory.*

*Anchors & cables in accordance with war emergency requirements (1 lower anchor & 30 fms. cable to supply).*

The amount of Entry Fee £ 4 : 0 : 0 Fees applied for, 24 APR 1945

Special Survey Fee £ 12 : 19 : 0

SUPERVISION OF SPECIFICATION 30 : 9 : 9 Received by me, 19

Travelling Expenses, if any £ 8 : 0 : 0

FREEBOARD

State whether the Vessel has been built under Special Survey *Yes.*

I am of opinion the Vessel should be Classed *100 A1 CARRYING PETROLEUM IN BULK. SPECIAL NOTATION - LONGITUDINAL FRAMING AT BOTTOM & AT DECK.*

Signature *R. Dunsen, J. W. Bolwell.*  
 Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Glasgow* Date of issue *17/5/45*

Committee's Minute *GLASGOW 24 APR 1945*

Character assigned *100 A1*

*Lloyds A&CD*

*Carrying Petroleum in Bulk*

*Longitudinal Framing at Bottom & at Deck*

*100 A1*

*Fitted for oil fuel 4.45 28 above 150°F*

*Age: 4yrs*



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 sister to the "EMPIRE ORKNEY" (see Glasgow Report N<sup>o</sup> 69405)

Midship section as built forwarded herewith.

The approved plans for this vessel are at present in the London Office for use in connection with the previous sister ships.

The following Taring & Basting Reports are forwarded herewith:—

Rudder.  
Stemframe.  
Siller and Quadrant.

PARTICULARS OF ELECTRIC WELDING (if employed)

Shell rubbing bars, bulge keels, trunk top to trunk side, butts of trunk top & trunk side plating, forecastle & poop deck seams & butts, tank top plating seams & butts, & other minor items.

SPECIAL NOTATIONS:—

Either as part of the vessel's class or for record in the Register Book. Longitudinal framing at bottom and at deck; Lloyd's A. & C.P.; Machinery aft; wireless; fitted for oil fuel 4.45. 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 12-0-14 (INC. PINS) A.E.G. 31.10.44. CERT. N<sup>o</sup> 6729  
2nd „ 12-0-0 (INC. PINS) A.E.G. 31.10.44. CERT. N<sup>o</sup> 6730  
3rd „

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 65.82 ft., <sup>TRUNK</sup> R.O.P. 101.6 ft., Bridge ft., Forecastle 22.1 ft.

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

Official No. 169436 Signal Letters Extreme Breadth over Belting <sup>STEEL</sup> AMIDSHIPS 30'10" Over-all Length 202'3"  
(Circ. 1611) " " IN WAY OF POOP 32'0 1/4 (Circ. 1703)

No. and Material of Decks 1 deck steel

Parts of Bottom of Vessel coated with cement or approved composition

Aft peak, double bottom in engine space, boiler room and pump room

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.
<del>Double bottom, aft,</del>			Fore peak tank,	13.2	16
<del>Double bottom, under Engines and Boilers,</del>			After peak tank,	13.3	25
Double bottom, if under Engines only,	20.6	27	Deep tank, aft, FORWARD COFFERDAM	3.0	20
<del>Double bottom, if under Boilers only,</del>			Deep tank, forward,	16.1	44
<del>Double bottom, forward,</del>			Other tanks, if fitted, AFTER COFFERDAM	3.0	40
Total length (if continuous) and Capacity	20.6	27	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 6738

Date 14.3.44

Dates of Surveys held while building

1944 Aug 10 18 28 31 Sep 5 11 18 22 28 Oct 3 11 17 19 23 30 Nov 8 13 15 17 23 30 Dec 5 7 9  
12 15 19 20 22 24 26 27 28 1945 Jan 4 6 8 10 12 16 19 23 25 Feb 1 9 20 Mar 1 15 20 28 30 Apr 4  
6 8 11 16

Total No. of Visits 56