

Rpt. **WRECK**
SECTION

No.

STEEL STEAMER OR MOTORSHIP.Received at London Office
SECTION
12 JUN 1952State 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 **16th OF MAY, 1952** Port of **BREMEN** No. **391**Survey held at **VEGESACK AND BREMERHAV** Date First Survey **14th June, 1951** Last Survey **10th April, 1952**On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) **SINGLE SCREW STEEL MOTOR TANKER "BONITA", MCHY FITTED AFT.**State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) **FULL SCANTLING VESSEL** State Type of Erections **POOP, BRIDGE, FLE.****10.059**paces }
Dk. } **Y.****Y.****11083****8.436****VAL SWEDISH****DIMENSIONS.****62.11 M****20.86 M****11.20 M****CLASS 100 A1** State if with freeboard as condition of Class **NO****CARRYING PETROLEUM IN BULK**Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) **503.62**Breadth (greatest moulded) **B 68.24**Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 37.40**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 **Y.**Do. Long Bridge to top of keel **Y.**Draught Moulded **29.102**Built at **VEGESACK**Launched **FEBRUARY 26, 1952** Yard No. **816**Builders **BREMER VULKAN**Owners **REDERI A/B DALEN**Managers **(Where necessary to be entered in Reg. Book)**Residence **GOTHENBURG**Port of Registry **GOTHENBURG**

If surveyed while building, afloat, or in dry dock

WHILST BUILDING ON STOCKS Afloat AND IN DRY DOCK**FRAMES, DOUBLE BOTTOM AND BEAMS.**

	mm	Any Departure from Approved Plans to be Noted.	mm	Any Departure from Approved Plans to be Noted.
Spacing amidships.....	875	NO	Bracket Floors, Frame.....	Y.
" from 1/2 length amidships to Collision bulkhead.....	875	NO	" " Reversed Frame.....	Y.
" in peaks.....	610	NO	" " Vertical Struts.....	Y.
MIDSHIP.			Centre Girder, depth and thickness amidships	1570 x 13 NO
Midships, Angle, E or F B.P. 240 x 11	NO		" " top Angles.....	NONE E.W. NO
" Extends up to.....	UPPER DECK	NO	" " bottom Angles.....	NONE E.W. NO
Frame Amidships, Angle.....	NONE	Y.	Side Girders, No. each side and thickness.....	TWO NO
" Extends up to.....	Y.	Y.	Margin Plate depth (excl. of flange) and thickness.....	NONE NO
Framing Girder.....	240	Y.	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem.....	Y. Y.
in Uppermost Continuous 'tween Decks, Angle, [or].....	Y.	Y.	" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area.....	Y. Y.
Second 'tween Decks, Angle, [or].....	Y.	Y.	" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	Y. Y.
Third " " " ".....	Y.	Y.	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area.....	Y. Y.
om 1/2 len. for'd. to 15% len. from Stem B.P. 240 x 11	NO		Tank Side Brackets, height above base line at toe of Frame and thickness.....	2270 x 11.5 NO
Peaks, Angle, [or] B.A. 230 x 90 x 11	NO		INNER BOTTOM PLATING.	
and Spacing of Rivets through Frame and Shell Plating amidships.....	NONE ELECTRIC WELDED	NO	Breadth and thickness of Middle Line Strake.....	1200 x 14.0 NO
Frame Joggled.....	NO	Y.	Thickness of remainder in ENGINE ROOM	14.0 NO
scantlings and arrangements in the Area in accordance with the Rules as approved?.....	YES	NO	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?.....	30.0 mm IN WAY OF ENGINE SEATING
scantlings and arrangements in way of Bottom Forward in accordance with Rules and/or as approved?.....	YES	NO	BEAMS.	
BOTTOM.			Uppermost Continuous Deck, amidships in Well, Angle, E or F.....	SEE PARTICULARS OF LONGITUDINAL FRAMING ON SEPARATE SHEET.
Depth and thickness at mid-line in Holds.....			" " in way of Bridge, Angle, E or F.....	Y. Y.
Height of Brackets at side above base line at toe of frame.....			Spacing.....	Y. Y.
Line Keelson, on Floors, Angles, [or].....	SEE		Second Deck, amidships, Angle, [or].....	NONE NO
" " Through Plate or Inter-costal Plate.....	PARTICULARS OF LONGITUDINAL FRAMING		Spacing.....	Y. Y.
" " Foundation Plate on Floors.....			Third Deck, amidships, Angle, [or].....	NONE NO
" " Flat Plate Keel Angles.....			Spacing.....	Y. Y.
Side Keelsons, No. each side.....			Fourth Deck, amidships, Angle, [or].....	NONE NO
" " thickness of Inter-costal Plate.....			Spacing.....	Y. Y.
" " Angles.....			POOP DECK, Angle, E or F (BULP. PLATE) 200 x 11	NO
DOUBLE BOTTOM. IN MACHINERY SPACE			Spacing.....	875 NO
Solid Floors, thickness and spacing.....	11.5 x 875	NO	B.P. AFT OF FRAME 2 = 200 x 9	NO
" " Are Frame and Reversed Frame joggled?.....	NONE FLOORS E.W.	NO	AT FRAME 3 TO 39 = 200 x 11	NO
Bracket Floors, breadth and thickness at middle line.....	NONE	NO	TO FRAME 3 - - - - - 610	NO
" " breadth and thickness at margin plate.....	Y.	Y.	AT FRAME 3 - 39 - - - 875	NO
			B.P. (BULP. PLATE) 200 x 11	NO
			Spacing.....	875 NO
			Forecastle Deck, Angle, E or F B.P. { 240 x 11 } NO	
			{ 220 x 12 } NO	
			{ 220 x 10 } NO	
			Spacing.....	610 AND 685 NO

PILLARS AND DECKS.

	W/M Plans IN SHIP.	Any Departure from Approved Plans to be Noted.	W/M Plans IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	NONE	✓		
„ in 'tween Decks, Size and Spacing	✓	✓		
„ „ „ „ „	✓	✓		
„ in Holds „ „ „	✓	✓		
„ „ „ „ „	✓	✓		
Centre Line Bulkhead. (DEEP TANK)	220 x 12	NO		
Stiffeners and Spacing B.P.	220 x 10	NO		
SPACING	685	NO		
Plating, thickness of	8.6 9.5 12.0	NO		
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	2360 x 24.5	NO		
„ „ „ „ in way of Bridge	2360 x 24.5	NO		
„ Angle in Wells O.A.	200 x 200 x 22	NO		
Thickness of Plating abreast Deck openings in way of Wells	18.0 AND			
Thickness of Plating abreast Deck openings in way of Bridge	INSERTED PLATES 26.0 IN WAY OF OPENINGS	NO		
Thickness of Plating within line of openings	18.0	✓		
If Sheathed, material and thickness	NO	✓		
Second Deck.				
Stringer Plate, breadth and thickness in Wells	NONE	NO		
Stringer Plate, breadth and thickness in way of Bridge				
Thickness of Plating abreast Deck openings in way of Wells				
Thickness of Plating abreast Deck openings in way of Bridge				
Thickness of Plating within line of openings				
If Sheathed, material and thickness				
Third Deck.				
Stringer Plate, breadth and thickness				
If Plated, state thickness				
Fourth Deck.				
Stringer Plate, breadth and thickness				
If Plated, state thickness				
Poop Deck.				
Stringer Plate, breadth and thickness	1015 x 10.0	✓		
Plating, Sheathing, material and thickness	PLATING 8.5 x 9.5 SHEATHING 2 1/2 x 9.5 OREGON PINE	✓		
Bridge Deck.				
Stringer Plate, breadth and thickness	1040 x 10	✓		
Plating, Sheathing, material and thickness	8.5 NO SHEATHING	✓		
Forecastle Deck.				
Stringer Plate, breadth and thickness	NONE	✓		
Plating, Sheathing, material and thickness	8.5 NO SHEATHING	✓		

SHELL PLATING.

SCANTLINGS. (ALL METRIC $\frac{m}{m}$)					WELDING AND RIVETING. (ALL METRIC $\frac{m}{m}$)							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	RIVETS.		No. of ROWS OF RIVETS.	RIVETS.		STRAKES
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.	Diam.	
Flat Plate Keel.....	1750	26.5	26.5	26.5	No			E.W.				
„ Dblg. (if any)	1850	NONE			No	✓	✓	✓	✓	✓	✓	
Bottom Plating, No. of Strakes FOUR...	2200	19.0	19.5	14.5	No	✓	✓	E.W.	✓	✓	E.W.	
Bilge Plating, No. of Strakes ONE....	2300					DOUBLE RIVETING			25	100	ELECTRICALLY	
Side Plating, No. of Strakes 4 AND 5 AT ENDS	2050	20.0	19.5	✓	No							
Upper Deck, Sheer-strake in Wells.....	1650	25.0	13.5	12.5	No	✓	✓	E.W.	✓	✓	E.W.	
Upper Deck, Sheer-strake in Bridge ...	1650	30.0	✓	✓	No	✓	✓	E.W.	✓	✓	E.W.	
Strake below Sheer-strake in Wells	NONE	✓	✓	✓	No	✓	✓	✓	✓	✓	✓	
Strake below Sheer-strake in Bridge ...	NONE	✓	✓	✓	No	✓	✓	✓	✓	✓	✓	
Poop Side Plating.....	2300	16.0	20.0	14.5	No	✓	✓	E.W.	✓	✓	E.W.	
Bridge Side Plating.....	2300	14.5	14.0	14.0	No	✓	✓	E.W.	✓	✓	E.W.	
Forecastle Side Plating	2260	14.5	14.5	14.5	No	✓	✓	E.W.	✓	✓	E.W.	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		ALL METRIC		Casting or Forging.	Scantlings.	Maker's Name.	At fr Pl
Extending to Upper Deck (Sec. 3 c)		12					
,, Deck next below		1					
As per Rule		APPROVED					
ALL METRIC in m/m	CENTRE TKS PLATING THICKNESS	WING TANKS	STIFFENERS. WING TKS				C. TKS.
			VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings.	Spacing.	
MIDSHIP BULKH'D, U	10.5	10.5	O. T. W. T.		STRINGER I:	1300 x M	A x D. (METRIC)
"	10.5	10.5	VERTICALLY CORRUPDED DEPTH 300		1000 x M x 10.5	2200 x 12	17.49 x 0.76 = 13.2934
"	10.5	10.5	B. P. 240 x 12	750	STRINGER II:	1300 x M	300 APPROX. R. D. HATTINGEN
"	11.5	11.0			1000 x M x 10.5	2200 x 12	Mainpiece at top pintle
"	13.5	12.0			STRINGER III:	1300 x M	S. M. STEEL
"	13.5	12.5			1000 x M WITH A	1300 x M	" heel
"					FACE BAR 200 x 14	4380 x 16	how constructed
COLLISION	8.0 ÷ 13.5	B. P. 220 x 12, 200 x 10,			DEEP TANK TOP		DOUBLE PLATE
AFTER PEAK	7.5 ÷ 13.5	180 x 8, SPACING 610.			AND ONE STRINGER		STREAM LINE RUDDER
		B. P. 200 x 8, 160 x 9 ÷ 7.5					COUPLING HORIZONTAL
		SPACING 610 AND 675					
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)							
(S. M. STEEL) DORTMUND HOERDER HÜTTENVEREIN; HÜTTENWERK HASPE; HÜTTENWERK OBERHAUSEN; RUHRSTAHL A. G. HENRICHSHÜTTE, HATTINGEN; HÜTTENWERK HUCKINGEN A. G. DUISBURG;							
Has the Steel been tested as required by the Rules? YES							

PARTICULARS OF LONGITUDINAL FRAMING.

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FRAMING.	AMIDSHIPS.		ENDS.			Any Departure from Approved Plans to be Noted.	Electric Welding		
	m/in In Ship.		Ins.	Ins.	Ins.		Rivets in Longitudinal Frames.	Spacing of Rivets on each side of Transverse and Bulkheads.	Rivets in Brackets to Bulkheads.
Notes toe welded									
Between Decks	None		Y.		Y.		Y.	Y.	Y.
Bottom									
Long tanks	500 x 130 x 15		Y.		No		6 75/225		Y.
Centre tanks	500 x 130 x 15		Y.		No		7 150/300 on forward 1/4 L		
Decks									
140 x 12									
Long tanks	240 x 12		Y.		No		5 75/225		Y.
Centre tanks	240 x 12		Y.		No				
Centre GIRDER:									
STAY	2200 x 15		Y.		No	FACE = 5.5-5.0	6.0	Y.	
FACE	630 x 20		Y.		No	STAY = 6.0-5.5	6.5	Y.	
STAY	1620 x 14		Y.		No	STAY = 6.0 230/380	5.0	Y.	
FACE	250 x 14		Y.		No	FACE = 5.0 75/225	5.0	Y.	
Amidships	750		Y.		No		Y.	Y.	Y.
At Ends	Y.		Y.		Y.		Y.	Y.	Y.
Top Longitudinals									
Bottom									
Amidships	None		Y.		Y.		Y.		Y.
At ends...									
Transverses.									
Depth and Thickness	860 x 10.5		Y.		No				
Face Angles	150 x 13.0		Y.		No				
Lugs to Shell*	None		Y.		Y.				
Depth and Thickness	860 x 14.5		Y.		No				
Face Angles	150 x 13.0		Y.		No				
Lugs to Shell*	None		Y.		Y.				
Depth and Thickness	1235 x 14.5		Y.		No				
Face Angles	200 x 13.0		Y.		No				
Lugs to Shell*	None		Y.		Y.				
Back Bars	None		Y.		Y.				
Brackets	500 RES. FITTED AT LONGIT.		Y.		No				
Transverse Frames	3500 m/in		Y.		No				
Bridge Deck	None		Y.		Y.				
Upper	B.P. 240 x 12		Y.		No (See above)	750 Y.			
Second	None		Y.		Y.				
Third	None		Y.		Y.				

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.

Lloyd's Register
Foundation

Lloyd's A4 CP

T LMC 4.52 (Vul Eng.)

0046

CLASSIFICATION WRITING

EQUIPMENT No. 54725

LETTER 27

ANCHORS.

Any Depart
Approved
be No

Anchor.	WEIGHT, EX. STOCK. Kgs.	WEIGHT OF STOCK. Kgs.	TEST, PER CERTIFICATE. Kgs.	WEIGHT REQUIRED BY TABLE 53. Cwts.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
1st Bower	4656		66.180	45 CWTs	"UNION" STOCK LESS ANNEALED CAST STEEL	HÜTTEN	DÜSSELDORF 17.3.52 J.R.
2nd "	4681		66.180	45 CWTs		UNION-F.G.	" 17.3.52 J.R.
3rd "	4701		66.180	45 CWTs		WERK HÖRDE	" 17.3.52 J.R.
Collective weight	14038			271 CWTs = 13800 kgs			
Stream	1484	372	28.710	138 CWTs = 14250 kgs	CAST STEEL STOCK ANCHOR	HÜTTEN UNION HÖRDE	DÜSSELDORF 17.3.52 J.R.

CHAIN CABLES.

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.	HAWSERS AND WARPS.			
Length.	Diam.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.				Material.	Length and Size supplied.	Breaking Test of Steel Wire.	Length and Size per Table 53.
M.	mm	Tons	Kgs.	Kgs.	Cwts.	Fathoms	Ins.					Length.	Ins.	Length.
605	58.7	136.006	191.668	48.611	60.500	330	2 1/4	SPECIAL STEEL CABLE	RAMNÄS BRUKS A.B. RAMNÄS SWEDEN	STOCKHOLM 27.11.51 KE.RB.	LOWLINE	238	6 1/2	123.6
					1200							185	2 3/4	21.17
					CWTs							185	2 3/4	100
220	5 1/2	1.958	1.	1.	1.	120	5 1/2	6x24	NORDD. DRANT LSEN KONTOR BREITEN	WORKS TESTS BREITEN 14.3.52		185	2 3/4	21.2
												185	2 3/4	100
														23 1/2

Gear, Type (Power or hand) ELECTRIC - 2 INDEPEND. E-MOTORS - GOOD Alternative Means of Steering NONEChains (Size and Test) NONEWindlass STEAM - GOODBoats 2 STEEL MOTOR BOATS
2 STEEL LIFE BOATS
EACH 30 PERSONS OF
7.3 x 2.38 x 9.96 = 10.3Deck and material 2" pine - goodCargo Battens, thickness, material and spacing NONEUpper Deck 19 CARGO OIL HATCHWAYS, CIRCULAR 1250 DIAM.
(L+B) DRY CARGO HATCH Thickness of Hatches STEEL 12.5% - GOOD
1 (Fwd.) IN MM No. 4110 x 5000 No. 3 1120 x 900 No. 4 800 x 800 No. 5 960 x 950 No. 6Beams NONE

Builder's Signature

Bremer Vulkan
Schiffbau und Maschinenfabrik*K. K. K. K. K.*

RATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel. X
The vessel, not being an oil tanker, is fitted for carrying oil as cargo. X The positions in which oil is carried as fuel or cargo should
be stated with the flash point (where required to be inserted in the Notation).

Oil tanker has been built under special survey for the Class "A 100 A 1" in conformity with the Society's Rules and Regulations. She has been surveyed during the construction, at commencement of the work until the completion of the ship, and tests and trials. The material used in the construction of the vessel was found to be free from defects, made by the open hearth process, recognised by the Committee and tested in accordance with the Rules by the Society's Surveyors. The scantlings and fittings as fitted are as shown and amended on the approved plans (and herewith) and the workmanship is throughout of a high character. The Rules for electric arc welding have been complied with and approved electrodes have been used only by duly trained welders. The Rules for pumping and

Survey Fee D. MARKS 25.300,-
FREEBOARD FEE 635,-
Special Survey Fee 1
Travelling Expenses, if any D.M. 240,-

Fees applied for,

19

Received by me,

19

(Special notations, where part of class, to be stated.)
" LONGITUDINAL FRAMING AT BOTTOM AND DECK "
" ELECTRIC WELDED IN WAY OF OIL TANKS EXCEPT
SILGE STRAKE LANDINGS AND STRINGER ANGLE. "

I am of opinion the Vessel should be Classed "A 100 A 1"
CARRYING PETROLEUM IN BULK

The Vessel has been built under Special Survey YESTo be sent to THE OWNERS Bremen

Date of issue

29/7/52

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate's Minute

TUES. 15 JUL 1952

Certificate assigned

+100A1 "Carrying Petroleum in bulk"Lloyds A+C.P.+LMC 4.52 Oil Eng.C.L.2 DB 180 lbWrite Bremen (th)Note for SRLCLASSIFICATION
CERTIFICATES WRITTENLloyd's Register
Foundationm/m
0046

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 the Plans should be embodied.)

Piping have been complied with as far as they are applicable. All cargo tanks, cofferdams, deep tanks, fuel oil bunkers, double bottom tanks and after peak tanks have been hydraulically tested as prescribed in the Rules, examined and found in order. Rudder, steering gear and its connections, windlass, hand pumps examined and found in working order. The masts, standing and running rigging, life boats and launching gear, deck erections, houses, casings, skylight, ventilators, air and sounding pipes and striking plates examined and found in order. The equipment of anchors, chain cables, hawsers and shackles is in a good and efficient condition in accordance with the requirements of the Rules. The Special Survey has been completed to my satisfaction.

AN ECHO SOUNDER "HUGHES" TYPE MS 21 - 220 VOLTS NO 1508 FITTED -
AN GYRO COMPASS "SPERRY GYRO PILOT" MKL 1 MOD 10-LS736 FITTED -
AN DIRECTION FINDER FITTED - GOOD

PARTICULARS OF ELECTRIC WELDING (if employed) SHELL PLATING, BUTTS AND SEAMS WITH EXCEPT OF BILGE STRAKE LANDINGS AND UPPER DECK STRINGER ANGLE;
LONGITUDINALS AND TRANSVERSES; SIDE FRAMES AMIDSHIPS AND STRINGERS;
DECK;
LONGITUDINAL - AND TRANSVERSE BULK HEADS WITH STRINGERS, WEBS AND STIFFENERS;
DOUBLE BOTTOM

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

"LONGITUDINAL FRAMING AT BOTTOM AND DECK"
"ELECTRIC WELDED IN WAY OF OIL TANKS EXCEPT BILGE STRAKE LANDINGS AND STRINGER ANGLE."
"G.Y.C. - E.S.D. - D.F. - RADAR - LLOYD'S A. & C.P."

RADAR Equipment (State if fitted) YES

State Type or Pattern No. KELVIN - HUGHES
Name of Supplier. RADAR Co. SERVO
- GOOD. POWER SUPPLY 180 VOLTS

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

1st Bower HEAD: 3032 kg. T.Q. 3068 - 25.2.52; SHANK: 1624 kg. T.Q. 3073 - 25.2.52;
2nd " : 3072 kg. T.Q. 3069 - 25.2.52; " : 1609 kg. T.Q. 3071 - 25.2.52;
3rd " : 3082 kg. T.Q. 3070 - 25.2.52; " : 1619 kg. T.Q. 3072 - 25.2.52;
ALL DROPPED FROM CLEAR HEIGHT OF 12 FEET - GOOD

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 101.3 ft., R.Q.D. Y. ft., Bridge 43.0 ft., Forecastle

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated. No

Official No. 9336 Signal Letters S.I. P.N. Extreme Breadth over Belting 68.56' Over-all Length 54.0' (Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 DECK, STEEL

Parts of Bottom of Vessel coated with cement or approved composition CEMENT IN AFTER PEAK-TANK AND FORE PEAK TANK
POSITION IN PUMP ROOMS AND ENGINE ROOM BILGES. - GOOD

Particulars of composition (if fitted) and of approval BITUMASTIC

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 included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.
Double bottom, aft,	Feet.	Tons.	Fore peak tank,	Feet.
Double bottom, under Engines and Boilers,	Y.	Y.	After peak tank,	14.00
Double bottom, if under Engines only, OIL FUEL AND LUB OIL TANKS ONLY	Y.	Y.	Deep tank, aft,	Y.
Double bottom, if under Boilers only,	Y.	Y.	Deep tank, forward,	31.29
Double bottom, forward,	Y.	Y.	Other tanks, if fitted,	Y.
Total length (if continuous) and Capacity	80	57	(If necessary furnish further information by sketch.)	Y.

Order for Special Survey No. Y.

Date 31st JANUARY, 1951

Dates of Surveys held while building

1951: 14/6, 21, 9/7, 14, 20, 23, 25, 30, 9/8, 16, 19, 2/9, 3, 18, 27, 29, 3/10, 30, 1/11, 7, 12, 17, 23, 27, 11/12, 17, 20,
1952: 3/1, 15, 21, 23, 25, 26, 28, 29, 2/2, 4, 5, 12, 19, 20, 21, 26, 1/3, 4, 12, 28, 31, 2/4, 3, 4, 5, 7, 10.

Lloyd's Register Foundation