

STEEL STEAMER OR ^(TANKER) MOTORSHIP.

Received at London Office 15 AUG 1946

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 *14th August 1946* Port of *Sunderland* No. *34516*Survey held at *Sunderland* Date First Survey *15th June 1945* Last Survey *9th August 1946*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *S.S. "GANESELLA", Machinery Aft, Twin Screw.*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling*State Type of Erections *Poop, Trunk & F.C. Re.*TONNAGE under Tonnage Deck ... *3516.62*CLASS *+100 A.1. Cargo* State if with freeboard as condition of Class *No*Built at *Sunderland*Do. of space or spaces between Tonnage Dk. and Upper Dk. *✓*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *383.00'*Launched *7th March 1946* Yard No. *645*Total *✓*Breadth (greatest moulded) *B 62.50'*Builders *Messrs J.L. Thompson & Sons Ltd., N.V. Curacao'sche Scheepvaart*Gross Tonnage *5041.63*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 18.75'*Owners *Maatschappij, The Hague, Holland*Register Tonnage *2431.87*1st Longitudinal Number (L x D) *7125*Managers *✓*

(Where necessary to be entered in Reg. Book)

2nd Numeral L x (B + D) *30780*Residence *✓*Framing Depth "d," at middle of length. See Sec. 3 (1d) *✓*Proportions—Depth to Length—Uppermost continuous deck to top of keel *20.25*Port of Registry *Willemstad*If surveyed while building, afloat, ~~in~~ *AND* in dry dock *✓*Draught Moulded *16'-7 1/2"*

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	✓	
IN FORE HOLD			Reversed Frame	✓	
from length amidships to Collision bulkhead	24	✓	Vertical Struts	✓	
in peaks	24	✓	Centre Girder, depth and thickness amidships	56 x .55 8.45	
(SEE ALSO LONG'S FRAMING)	9 3 1/2 .42	✓	top Angles	3 1/2 3 1/2 .49 3 x 3 x .49	
SIDE FRAMING. (RPT. ATTACHED)	7 3 1/2 .36	✓	bottom Angles	3 1/2 3 1/2 .49	
Frame Amidships, with side girder & tie beams as affixed.			Side Girders, No. each side and thickness	3 @ .44 8.34	
Extends up to <i>Harbour Deck</i>			Margin Plate depth (excl. of flange) and thickness	✓	
Reversed Frame Amidships, Angle	✓		Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	✓	
Extends up to	✓		Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	✓	
Depth of Framing Girder	4	✓	Gussets, spacing and scantling abaft 1/4 len. from stem	✓	
Frames in <i>AT TRUNK SIDE (LONG'S)</i>	8 3 1/2 .44	✓	Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	✓	
Uppermost Continuous <i>Deck, Angle, [@ 30°]</i>			Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
Second 'tween Decks, Angle, [or [✓		INNER BOTTOM PLATING. (AFT)		
Third	✓		Breadth and thickness of Middle Line Strake	.52 8.42	
IN FORE HOLD (EX. TO TRUNK DK)	7 3 .40	✓	Thickness of remainder	.52 .42 8.38	
from 1/4 len. to 15% len. from Stem	6 3 .34	✓	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?	1/4	✓
in Peaks, <i>F.P. A.P.</i>	7 3 .33	✓	BEAMS. (AFT)		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4 @ 4 1/8	✓	Uppermost Continuous Deck, <i>amidships in</i>	7 3 .40 8 AS APPROVED	
State if Frame Joggled	1/4	✓	<i>in way of Bridge, Angle, [</i>	8 3 .36 8 AS APPROVED	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	1/4	✓	Spacing	Every frame	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	1/4	✓	Second Deck, amidships, Angle, [or [✓	
SINGLE BOTTOM.			Spacing	✓	
Floors, Depth and thickness at mid-line in <i>CA TANKS</i>	56 x .48	✓	Third Deck, amidships, Angle, [or [✓	
DEPTH AND THICKNESS IN SIDE TANKS	9 3 1/2 .50 BA. (DOUBLE)	✓	Spacing	✓	
Height of Brackets at side above base line at toe of frame	32 x .36 WITH 3 1/2 3 1/2 .36 FACE BAR	✓	Fourth Deck, amidships, Angle, [or [✓	
Middle Line Keelson, <i>TOP</i> Angles	6 3 .40	✓	Spacing	✓	
Through Plate Inter-costal Plate	36 x .40	✓	Poop Deck, <i>Angle, [or [</i>	8 3 .42 8 AS APPROVED	
Foundation Plate on Floors	✓		Spacing	Every frame	
Flat Plate Keel Angles	4 4 .52 (DOUBLE)	✓	Bridge Deck, Angle, [or [✓	
Side Keelsons, No. each side	✓		Spacing	✓	
thickness of Inter-costal Plate	✓		Forecastle Deck, <i>Angle, [or [</i>	8 3 .40 8 AS APPROVED	
Angles	✓		Spacing	Every frame	
DOUBLE BOTTOM. (AFT)					
Solid Floors, thickness and spacing	.44 8.34 (EVERY FRAME)	✓			
Are Frame and Reversed Frame joggled?	YES - FLOORS WELDED TO TANK TOP	✓			
Bracket Floors, breadth and thickness at middle line	✓				
breadth and thickness at margin plate	✓				

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	One, in way of transverse	✓		GIRDER	FACE BAR (O.A.)		
" in 'tween Decks, Size and Spacing		✓		Plate, FACE BAR		5	3 .36 ✓
" " " " "		✓		FACE BAR			
" C² TANKS ✓				GIRDER PLATE, CONN. ANGLE TO TRUNK DK.		3 1/2	3 .36 ✓
" in HOLD				FACE BAR			
" " " " "		✓		Thickness of Plating abreast Deck openings in way of Bridge			✓
" 10 x 3 1/2 x 3 1/2 x 3 1/2 ✓				Thickness of Plating within line of openings...			✓
" DOUBLE CHANNELS ✓		✓		If Sheathed, material and thickness.....			✓
" " " " "		✓		Third Deck.			✓
LONGITUDS				Stringer Plate, breadth and thickness.....			✓
Transverse Bulkheads (20ft - 1 P. 815.) ✓		8	3 .44 ✓	If Plated, state thickness			✓
Stiffeners and Spacing		@ 28" SPACING	✓	Fourth Deck.			✓
		9 1/2 x .60	✓	Stringer Plate, breadth and thickness.....			✓
Plating, thickness of	{ AT TRUNK SIDE	.40	✓	If Plated, state thickness.....			✓
	{ BELOW HARBOUR DK.						
	LEVEL						
STRINGERS AND DECKS.							
Uppermost Continuous Deck. (HARBOUR DK.)							
Stringer Plate, breadth and thickness		7 1/2 x .48	✓	Poop Deck.			
" " " " in way of Bridge		✓		Stringer Plate, FACE BAR thickness.....		.44	✓
" Angle FACE BAR		5 5 .48	✓	Plating, Sheathing, material and thickness507 .34	✓
Thickness of Plating abreast Deck openings in way of FACE BAR HARBOUR DK.		.48	✓	Bridge Deck.			
Thickness of Plating FACE BAR in way of FACE BAR TRUNK DK.		.64	✓	Stringer Plate, breadth and thickness.....			✓
Thickness of Plating within line of openings...		✓		Plating, Sheathing, material and thickness ...			✓
If Sheathed, material and thickness.....		✓		Forecastle Deck.			
Second Deck C.L. GIRDER UNDER TRUNK DK.				Stringer Plate, FACE BAR thickness.....		.34	✓
GIRDER FACE BAR Plate, FACE BAR and thickness FACE BAR		54 x .36 (INTERC.)	✓	Plating, Sheathing, material and thickness...		.34	✓



SHELL PLATING.

SCANTLINGS.					RIVETING.									
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	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.				Inches.	Inches.		Inches.	Inches.		
Flat Plate Keel.....	55	.66	.55	.52			Double	7/8	3/16		Butts welded			
„ Dblg. (if any)														
Bottom Plating, No. of Strakes <i>FOUR</i>	<i>A.B.F.C.</i> 0	.50	.55	.42			Double	3/4	25/8		Butts welded			
Bilge Plating, No. of Strakes <i>ONE</i>		.52	.48	.50			Double	3/4	27/8		Butts welded			
Side Plating, No. of Strakes														
Upper Deck, Sheer- strake <i>in Wells</i>	93	.48	.42	.42			Double	3/4	27/8		Butts welded			
Upper Deck, Sheer- strake in Bridge														
Strake below Sheer- strake <i>in Well</i>	93	.48	.42	.42			Double	3/4	27/8		Butts welded			
Strake below Sheer- strake in Bridge														
Poop Side Plating.....				.38			Single	3/4	3		Butts welded			
Bridge Side Plating.....														
Forecastle Side Plating			.40				Single	3/4	3		Butts welded			

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—						Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
Extending to Upper Deck (Sec. 3 c) Ten (10)									
Deck next below Six (6)									
As per Rule									
						STIFFENERS.			
						VERTICAL.		HORIZONTAL.	
Plating Thickness.						Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D,	IN CENTRE TANK	.38"	8"x3"x46"	28 3/4'	2 GIRDERS .35"x40"x24"x36"				
"	IN SIDE TANKS	.38"	8"x3"x40"	28 3/4'	FACE BARS 8"x6"x8"x5"				
"	Third				1 GIRDER .32"x36"-3 1/2" FLANGE				
"	Holds								
COLLISION	(in Hold) FR. 15B	.34"	7"x3 1/2"x38" TOE WELDED	30"	FLAT ON FORE SIDE				
AFTER PEAK	FR. 9	.42"	7"x3 1/2"x38" WELDED	30"	W. T. FLAT				
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)						Siemens Open Hearth			
Appleby - Frodingham Steel Co., Ltd.; Skinningrove Iron Co., Ltd.; Dorman, Long & Co., Ltd.; Cargo Fleet Iron Co., Ltd.; South Durham Steel & Iron Co., Ltd.; Consett Iron Co., Ltd.; Colvilles, Ltd. and Steel Co. of Scotland, Ltd.									
Has the Steel been tested as required by the Rules?						Yes			

PARTICULARS OF LONGITUDINAL FRAMING.
(AT BOTTOM IN CENTRE TANK, UPPER DECK & TRUNK DK. & SIDES.

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. Ins.
ng of  AT EX ² TRUNK SIDES	8	3 1/2	.44	✓				7/8	5 1/4	throughout	As approved.
is in Bridge											
is from Uppermost Continuous Deck											
No. 1											
" 2											
" 3											
" 4											
" 5											
" 6											
" 7											
" 8											
" 9											
" 10											
" 11											
" 12											
" 13											
" 14											
" 15											
" 16											
acing of (Amidships	30	✓									
ngitudinal											
Frames (At Ends	✓										
T TRUNK SIDES)											
Tank Top Longitudinals											
Bottom (C ² TANK)	12	3 1/2	.46	✓				3/4	4 1/2		
Amidships	28 3/4			✓				EXCEPTING IN FORE TANK (NET) WHERE			
of Longitudinals (At ends...								3/4	3 3/8		
Transverses.											
Depth and Thickness	21	X	.40	✓							
Face Angles	3 1/2	3 1/2	.40	✓							
Lugs to  BULKHEAD	6	4	.50	✓							
Depth and Thickness											
Face Angles											
Lugs to Shell*	CENTRE TANK	WING TANK									
Depth and Thickness	56 X .48	32 X .36									
Face Angles	9 X 3 1/2 X .50 BA. (DOUBLE)	3 1/2 X 3 1/2 X .36 (SINGLE)									
Lugs to Shell*	5/16" DOUBLE	3 X 3 X .36 (CONT.)									
" " Back Bars	FILLET WELDS										
Brackets											
acing of Transverse Frames...	11'-8" & 9'-4"										
* State if joggled or liners.	SHELL FRAME IN WING TANK JOGGLED.										
udinal	TRUNK										
is of	Deck	8	3 1/2	.40	✓			28 3/4			
	Upper (HARBOUR DK)	7	3	.36	✓			28 3/4			
	Second										
	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.

Nº 34516.

EQUIPMENT No. 33476

LETTER 4

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
48313	1st Bower	Cwts. 60 grs. 3 lbs. 0	Cwts. 48 qrs. 15 lbs. 0	48 15 0 0	60	Stockless	✓	LPH.S. 10/9/45 F.W.D.
48422	2nd "	60 2 7	48 15 0 0	48 15 0 0	60	do.	✓	LPH.S. 24/9/45 F.W.D.
48848	3rd "	51 0 6	43 1 2 7	43 1 2 7	50 1/2	do.	✓	LPH.S. 22/12/45 F.W.D.
	Collective weight	172 1 13			170 1/2			
61749	Stream	16 3 21	4 1 0	18 5 0 0	16 1/4	Iron Stock	✓	LPH.CH. 24/45 W.Y.N.

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.
4831	135 3/4	2 3/8	332-2-0	270 2 3/8	Steel	Hingley	LPH.N. 7/2/46 J.A.R.	TOWLINE	120 4 3/4	47.0	120 4 3/4
4832	135 3/8	2 3/8	329-3-6		Link			HAWSERS & WARPS	4 @ 3'	18.6	2 @ 90 2 3/4
			662-1-6						90		2 @ 90 2 1/2
Stream	90 4 3/4	47.0 (6x12)		90 4 3/4	Q.S.W.R. British Republic.						(Owner's requirements)

Steering Gear, Type (Power or hand)

J. Hastie Steam Hydraulic with telemotor control.

Alternative Means of Steering

Efficient arrangement of blocks & tackle led to after warping wheel. 2 steel motor boats

Steering Chains (Size and Test)

Windlass

Stream, 10" x 12 1/2"

Boats 30.1 x 9.5 x 4.0

1 Dinghy - 18.0 x 5.75

Ceiling in Holds, thickness and material

Cargo Battens, thickness, material and spacing

Cargo Hatchways.-(Upper Deck)

Steel Coaming 4'-0" x .40 tth. welded to deck

Thickness of Hatches

.40 steel O.T. Covers

Size of Hatchways No. 1 (End)

4'-0" dia

No. 2

No. 3

No. 4

No. 5

No. 6

Number of Shifting Beams and/or Fore and Afters

FOR AND ON BEHALF OF

JOSEPH L. THOMPSON & SONS, LIMITED.

Builder's Signature

W. J. Thompson

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. *oil tanks* 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 and Regulations & the Secretaries' orders. The scantlings and arrangements are in accordance with or equivalent to those shown on the approved plans. The materials and workmanship are of good quality. The double bottom, peaks, deep oil fuel, and fresh water tanks, the cargo oil tanks and cofferdams, decks, bulkheads, W.T. doors, steering gear, hand pump and windlass have been tested and found satisfactory. The freeboards assigned by the Committee have been verified and cut in on the vessel's sides. Oil is carried as fuel in the oil fuel cross bunkers (p.e.s.) for of machinery space, and in double bottom tanks, (port & starboard, frames 28-40) under boilers. The flash point of oil is not lower than 150°F. Section 20 of the Rules has been complied with.

The vessel between the cofferdam forward and the pump room aft is divided into 15 cargo and water ballast tanks, viz: - 7 centre and 2 wing tanks (p.e.s.), N° 2 & 3, for the carriage of petroleum in bulk, and two wing tanks (p.e.s.), N° 1 & 4, suitable for the carriage of water ballast only. (P.T.O. for Continuation)

The amount of Entry Fee..... £ 9: - :
Special Survey Fee..... £ 489 1: 6
Travelling Expenses, if any..... £ : :
Fees applied for, 4 AUG 1946
Received by me, 16

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

I am of opinion the Vessel should be Classed +100 A.I.

Carrying Petroleum in Bulk.

D. Forsyth

Signature Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey

Certificate to be sent to

Sunderland

Date of issue

23/8/46.

Committee's Minute

FRI. 23 AUG 1946

Character assigned

+100A1 Carrying Petroleum in Bulk.

8,46 Sld.

Fitted for oil fuel 8,46 F.P. above 150°F

Lloyd's A & C.P.

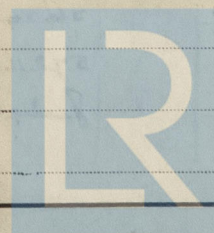
+LMC 8,46

much aft.

F.D. C.L.

2 WTBS 22016.

White Ark.



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Lloyd's Register Foundation

0196 313

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 Cofferdam forward separates the No 7 cargo tank from the hold space, and the pump room is situated aft between the oil fuel cross bunker tanks, and the No 1 Cargo oil tank. Complete pumping arrangements have been fitted for dealing with the cargo oil, also for dealing with the fore peak tank, chain locker, hold & cofferdam forward, and the No 4 wing ballast tanks (P.S.), and also the after peak tank, D.B. tanks, well and tank top bilge hats at after end, and the No 1 wing ballast tanks (P.S.).

This ship is the second of this type to be built by Messrs J. L. Thompson & Sons, Ltd., and is a sistership to their yard No 643 - "GALEOMMA" (Sunderland Rpt. No 34479). The vessel was also placed in drydock, shell plating & rudder, cleaned, examined & coated.

The following Casting Certificates are enclosed:- Sternframe, Shaft brackets (P.S.), Rudder head, Main Tiller and Spars, and for Simplex Rudder.

PARTICULARS OF ELECTRIC WELDING (if employed) Butts of keel & shell plating throughout & of the upper, trunk & poop dk. plating (in way oil tank) welded. Upper deck at fore & after ends, and F.P. tank top welded to shell & upper deck also welded to trunk sides. Butts & seams of E.R. tank top plating, fore & after peak tank bds & stiffeners thereto welded. Side girders in E.R. double bottom tanks & in fore hold welded. In cargo tanks transverse bds. welded to long. bds. & long. bds. to shell; horizontal girders welded to shell and bulkheads, and transverse in cr. tanks welded to shell. Hull & vent cramps, port rudder & other items of minor importance welded. Electrodes complying with Sect. 4 of the Rules have been employed for manual welding & the Rules for the Application of Electric Arc Welding in Ship Construction have been complied with where applicable.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Carrying Petroleum in Bulk; Fitted for oil fuel 8, 46, F.P. above 150°F.; Longitudinal Framing at bottom in Centre Tanks, and at Upper Deck and Trunk Deck; Shell and Deck butts welded; Cruiser stern.

Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	INCLUDING PINS. 1st Bower. 2nd " 3rd "	CWT QRS LBS.					
		37	- 1 - 5	✓	J.H.J.	6983	1-6-45
		38	- 2 - 7	✓	A.E.G.	7406	1-5-45
		33	- 2 - 2	✓	A.E.G.	7374	17-4-45.
							TRUNK 241' ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98.5 ft., R.Q.D. — ft., Bridge — ft., Forecastle 46.25 ft.

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

Official No. 6740 Signal Letters (Over Moulding) 62.90' Extreme Breadth over Belting NO BELTING Over-all Length 399.9' ✓
(Circ. 1611) (Circ. 1703)

No. and Material of Decks One (1) Steel deck (upper) — Forecastle, Trunk & Poop Decks, steel

Parts of Bottom of Vessel coated with cement or approved composition. Fore & After peak tanks cemented on bottom shell & cement washed elsewhere; D.B. feed water tanks under engines coated with Red Hand Heat Resisting Galvanised Paint. E.R. bilges cemented at both ends.

Particulars of composition (if fitted) and of approval E & B. Room Structures (incl. ceiling) below floor level, chain locker bottom & in way domestic refrig. chambers coated with bituminous solution & enamel.

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, OIL FUEL ONLY, FRS 28-40	27.00	153.0	Fore peak tank,	18.00	46.9
Double bottom, under Engines and Boilers, FEED FRS 11	36.00	77.0	After peak tank,	18.00	108.8
Double bottom, if under Engines only, COFFERDAM FRS 27-28	2.25	10.0	Deep tank, aft, NO 1 WING TANKS (P.S.) FRS 48-62	32.67	411.8
Double bottom, if under Boilers only,			Deep tank, forward NO 4 " " (P.S.) FRS 118-146	65.33	843.2
Double bottom, forward,			Other tanks, if fitted, FOR COFFERDAM FRS 146-147	3.00	98.5
Total length (if continuous) and Capacity	65.25	240.0	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 6171

Date 29.1.45

Dates of Surveys held while building

1945 June 2, 15, July 12, Aug 22, Sep 12, 21, Oct 2, 12, 15, 16, 18, 19, 22, 24, 25, Nov 5, 6, 8, 9, 12, 21, 26, 29, Dec 1, 6, 7, 10, 11, 14, 17, 18, 27, 28, 29, 1946 Jan 3, 7, 9, 11, 14, 17, 18, 21, 22, 24, 25, 26, 28, 29, 30, 31, Feb 5, 7, 8, 11, 12, 13, 14, 15, 19, 20, 23, 25, 26, 27, 28, 29, 1947 Apr 1, 2, 4, 5, 8, 11, 13, 15, May 2, June 17, 21, July 4, 15, 16, 17, 18, 19, 20, 21, Aug 6, 7, 9.

Total No. of Visits 95