

STEEL STEAMER OR MOTORSHIP.

Received at London 22 NOV 1952

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 17th November 1952 Port of Belfast No. 15464
 Survey held at Belfast Date First Survey 17th April 1951 Last Survey 7th November 1952
 On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Twin Screw "BRAEMAR CASTLE"
 State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Limited draught with tiers of superstructures State Type of Erections Bridge & F'stls combined

TONNAGE under Tonnage Deck ... 9553.62CLASS 100 A1State if with freeboard as condition of Class yesBuilt at BelfastLaunched 24th April 1952 Yard No. 1459Builders Harland & Wolff LtdOwners Union Castle Mail S.S. Co., LtdManagers (Where necessary to be entered in Reg. Book)Residence ✓Port of Registry London

If surveyed while building, afloat, or in dry dock

Building afloat & in drydock
Date of unblocking 9th October 1952of space or spaces between Tonnage Dk. Upper Dk. 2850.193m, 10.52 12403.81Tonnage 17029.36er Tonnage 9490.43

REGISTERED DIMENSIONS.

FEET

556.4.74.3.40.37.Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 540.89Breadth (greatest moulded) 74.0Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 44.01st Longitudinal Number (L x D) ✓2nd Numeral L x (B + D) ✓Framing Depth "d," at middle of length. See Sec. 3 (1d) 28.08Proportions—Depth to Length—Uppermost continuous deck to top of keel ✓Do. Long Bridge to top of keel ✓Draught Moulded 28'-1" ✓

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.
MES, Spacing amidships...	33	✓	Bracket Floors, Frame	BA. 9 3/2 .43	✓
" " from 1/2 length amidships to Collision bulkhead...	27	✓	" " Reversed Frame	BA. 9 3/2 .38	✓
" " in peaks	24	✓	" " Vertical Struts	BA. 6 3/2 .46	✓
FRAMING. IN <u>NO 2 HOLD.</u>			Centre Girder, depth and thickness amidships	49 1/2 x .58	✓
me Amidships, Angle <u>[off]</u>	8 x 52 x 3 1/2 x 3 1/2 x .52	✓	" " top Angles	dbl 3 1/2 3 1/2 .54	✓
" Extends up to	upper & shade dk alt.	✓	" " bottom Angles	dbl 5 5 .60	✓
Reversed Frame Amidships, Angle	4 3 1/2 .56 aft	✓	Side Girders, No. each side and thickness	2 @ .42	✓
" " Extends up to	5 5 .60 fwd	✓	Margin Plate depth (excl. of flange) and thickness	42 x .61	✓
th of Framing Girder	8 x 9	✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	Elec-Welded	✓
nes in Uppermost Continuous 'tween Decks, Angle, [off]	8 3 1/2 .38	✓	" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	Elec-Welded	✓
" Second 'tween Decks, Angle, [off]	8 x 3 1/2 x 3 1/2 x .52	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem	.48 continuous, 21" overhang	✓
" Third " " "	-do- .58	✓	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	-do- -do-	✓
from 1/2 len. for'd. to 15% len. from Stem	NO 1 HOLD: 12 x 52 x 3 1/2 x 3 1/2 x .60 TO LOWER DK. WITH 4 x 3 1/2 x 50 REIN BARS AT FORE END. NO 2 HOLD: 8 x 3 1/2 x 3 1/2 x .52 WITH 5 x 5 x 60 REIN BARS FORWARD.	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	79 x .49 flange 3 1/2	✓
in Peaks, Angle [off]	9 3 1/2 .43	✓	INNER BOTTOM PLATING.		
ter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 5 1/4	✓	Breadth and thickness of Middle Line Strake	58 x .58	✓
Frame Joggled	yes	✓	Thickness of remainder in Holds	.51	✓
scantlings and arrangements in the ing Area in accordance with the Rules 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 1/2 Bunkers and Boiler Room?	yes	✓
scantlings and arrangements in way Bottom Forward in accordance with Rules and/or as approved?	yes	✓	BEAMS.		
BOTTOM.			Uppermost Continuous Deck, amidships in	8 x 32 x 3 1/2 x 3 1/2 x .52	✓
Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, [off]	-do-	✓
Height of Brackets at side above base line at toe of frame			" " Spacing	33"	✓
Line Keelson, on Floors, Angles, [or]			" " Second Deck, amidships, Angle, [off]	8 x 46 x 3 1/2 x 3 1/2 x .52 FOR	✓
" " Through Plate or Inter-costal Plate			" " Spacing	33"	✓
" " Foundation Plate on Floors			" " Third Deck, amidships, Angle, [off]	8 x 32 x 3 1/2 x 3 1/2 x .52	✓
" " Flat Plate Keel Angles			" " Spacing	33"	✓
Side Keelsons, No. each side			" " Fourth Deck, amidships, Angle, [off]	8 x 46 x 3 1/2 x 3 1/2 x .52	✓
" " thickness of Inter-costal Plate			" " Spacing	33	✓
" " Angles			Poop Deck, Angle, [or]	✓	✓
DOUBLE BOTTOM.			Spacing	✓	✓
Solid Floors, thickness and spacing	.47 every 3 rd frame	✓	& F'stLE	8 x 32 x 3 1/2 x 3 1/2 x .52, 8 x 46 x 3 1/2 x 3 1/2 x .52 To	✓
" " Are Frame and Reversed Frame joggled?	frames joggled	✓	Bridge Deck, Angle, [off]	8 x 34 x 3 1/2 x 3 1/2 x .52	✓
Bracket Floors, breadth and thickness at middle line	37 x .47	✓	Spacing	33	✓
" " breadth and thickness at margin plate	37 x .47	✓	Forecastle Deck, Angle, [or]	✓	✓
			Spacing	✓	✓

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.	Number of Certificate.
PILLARS, No. of Rows	<i>three</i>			Stringer Plate, breadth and thickness in way of Bridge	<i>75 x .36</i>	✓	<i>\$32</i>
" in 'tween Decks, Size and Spacing	<i>about</i>			Thickness of Plating abreast Deck openings in way of Wells	<i>.40 - .31 aft .36 - .33 fwd</i>	✓	<i>\$31</i>
" " " " "	<i>3 to 4 frame</i>			Thickness of Plating abreast Deck openings in way of Bridge.....	<i>.31</i>	✓	<i>\$30</i>
" in Holds " " "	<i>spaces apart</i>			Thickness of Plating within line of openings...	<i>.31</i>	✓	
" " " " "	<i>as approved</i>		✓	If Sheathed, material and thickness.....	✓		
Centre Line Bulkhead.	✓			Third Deck. (MAIN)			
Stiffeners and Spacing	✓			Stringer Plate, breadth and thickness.....	<i>.31</i>	✓	
Plating, thickness of	✓			If Plated, state thickness	<i>.31</i>	✓	
STRINGERS AND DECKS.				Fourth Deck. (LOWER)			
Uppermost Continuous Deck. AFT				Stringer Plate, breadth and thickness.....	<i>.31</i>	✓	
Stringer Plate, breadth and thickness in Wells	<i>67 x 1.125</i>	✓		If Plated, state thickness.....	<i>.31</i>	✓	
" " " " in way of Bridge	<i>67 x .40</i>	✓		Poop Deck.		✓	
" Angle in Wells AFT.	<i>7 7 .90</i>	✓		Stringer Plate, breadth and thickness.....	✓		
Thickness of Plating abreast Deck openings in way of Wells AFT.....	<i>.90 - .35</i>	✓		Plating, Sheathing, material and thickness ...	✓		
Thickness of Plating abreast Deck openings in way of Bridge & FORECASTLE COMBINED..	<i>.36 - .31</i>	✓		Bridge Deck & FORECASTLE COMBINED.			
Thickness of Plating within line of openings FOR.	<i>.31</i>	✓		Stringer Plate, breadth and thickness.....	<i>68 x .60, .75 at Break</i>	✓	
AFT.	<i>.39 - .35</i>	✓		Plating, Sheathing, material and thickness ...	<i>.59, 2 1/2" wood deck</i>	✓	
If Sheathed, material and thickness.....	<i>3" TEAK.</i>	✓		Forecastle Deck.		✓	
Second Deck. "A" DECK (UPPER) WAY OF				Stringer Plate, breadth and thickness.....	✓		
Stringer Plate, breadth and thickness in Wells	<i>75 x .40 - .31</i>	✓		Plating, Sheathing, material and thickness...	✓		

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>770</i>	SINGLE OR DOUBLE.	RIVETS.		No. of Rows of Rivets.	RIVETS.		STRAP LAPS.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
Flat Plate Keel.....	<i>59</i>	<i>.98</i>	<i>.98</i>	<i>.98</i>		DOUBLE	<i>1</i>	<i>4 1/8</i>	<i>✓</i>			Electric Weld	
„ Dblg. (if any)	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>		<i>✓</i>	<i>✓</i>	<i>✓</i>				Electric Weld	
Bottom Plating, No. of Strakes <i>FOUR</i>	<i>3 @</i>	<i>.73</i>	<i>.89</i>	<i>.52</i>	FITTED 1.0" AT STEM AND 1.0" x .71" AT STERNFRAME. <i>✓</i>	DOUBLE	<i>1</i>	<i>4 1/8</i>	<i>✓</i>			- do	
Bilge Plating, No. of Strakes <i>TWO</i>	<i>1 @</i>	<i>.73</i>	<i>.60</i>	<i>.64</i>		DOUBLE	<i>1</i>	<i>4 1/8</i>	<i>✓</i>			- do	
Side Plating, No. of Strakes <i>FOUR</i>	<i>1 @</i>	<i>.73</i>	<i>.60</i>	<i>.76-.64</i>		DOUBLE	<i>1</i>	<i>4 1/8</i>	<i>✓</i>			- do	
Upper Deck, Sheer-strake in Wells CLEAR OF .4 LENGTH	<i>67</i>	<i>.70</i>	<i>.52</i>	<i>.73-.52</i>	FITTED 1.0" AT STEM & .71" AT STERNFRAME. <i>✓</i>	DOUBLE & WITH 2 PAIR ADDITIONAL.	<i>7/8</i>	<i>3 2/3</i>	<i>✓</i>			- do	
Upper Deck, Sheer-strake in Bridge ...	<i>67</i>	<i>.70</i>	<i>.75</i>	<i>.43</i>	.75 DBLG AT AFT END OF BRIDGE <i>✓</i>	DOUBLE	<i>7/8</i>	<i>3 2/3</i>	<i>✓</i>			- do	
Strake below Sheer-strake in Wells CLEAR OF .4 LENGTH.	<i>75</i>	<i>.70</i>	<i>.70</i>	<i>.52</i>		DOUBLE	<i>7/8</i>	<i>3 2/3</i>	<i>✓</i>			- do	
Strake below Sheer-strake in Bridge ...	<i>75</i>	<i>.70</i>	<i>✓</i>	<i>✓</i>		DOUBLE	<i>7/8</i>	<i>3 2/3</i>	<i>✓</i>			✓	
Poop Side Plating.....	<i>✓</i>	<i>✓</i>				<i>✓</i>	<i>✓</i>					- do	
Forecastle Bridge/Side Plating.....	<i>✓</i>	<i>.70</i>	<i>.71-.47</i>	<i>.84</i>	.84" AT AFT END OF BDGE 1.0" AT BREAK OF BRIDGE ERECTION FORWARD. <i>✓</i>	DOUBLE	<i>7/8</i>	<i>3 2/3</i>	<i>✓</i>			✓	
Forecastle Side Plating	<i>✓</i>	<i>✓</i>				<i>✓</i>	<i>✓</i>						
					FORGINGS AND CASTINGS.								

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) 1.

„ Deck next below 8.

As per Rule as approved.

		STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
No 58 FORWARD					
MIDSHIP BULKH'D	Upper 'tween decks	26" $3\frac{1}{2} \times 2\frac{1}{2} \times .30$ I	30"		
"	Second	31" $5 \times 3 \times .32$ I	30"		
"	Third	✓			
"	Holds	44-33 $10"$ TEE SECTION WEB $9 \times 4 \times .40$ FLANGE $6 \times .60$	30"	I	
COLLISION	(in Hold)	57-28 $9 \times 4 \times .45$	24"		3 BOX BEAMS & MAIN DECK.
		54-30 $9 \times 4 \times .40$ WEB $6\frac{1}{2} \times .60$ FLANGE	24"	I	TUNNEL DECK.
		8" $7 \times 3\frac{1}{2} \times .40$			
AFTER PEAK					

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any from Plans
KEEL, Bar	Flat	Keel.		
FOREFOOT.	CS.	AS APPRO	ST. Co. of	Sci
STEM	ROLLED	11 x 3/4		
BOSS ARMS	C.S.	AS APPR	ST. Co. of	S
Propeller Post				
STERN FRAME	MS	FABRICATED BY	BUI	
Rudder				
Speed of Vessel	18 KNOTS.			
RUDDER—Type	ORDINARY	STREAMLIN		
" A x D. EFFECTIVE	197.5	SQ. FT.		
" Diam. of head	F.S.	16 1/2 DIA	THE DARK	FORGE
" Mainpiece at top pintle	FABRICATED	BY BUILD		
" " heel	MILD STEEL	PLATES & A		
" how constructed	AS APPROVED.			
" double or single plate	DOUBLE.			
" coupling, vertical or	VERTICAL	FORE & AF		
" horizontal				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *open hearth*
Messrs Colvilles, The Lanarkshire Steel Co Ltd; The Steel Company of Scotland Ltd;
Smith and McLean Ltd.

Has the Steel been tested as required by the Rules? yes

Lloyd's Register
Foundation

EQUIPMENT No. 69918

LETTER *h⁺*

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.				
532	1st Bower	114	3	0	500	0	0	72	17	2	0	✓	DREADNOUGHT TYPE (FORGED OPEN HEARTH INGOT STEEL)	SAM. TAYLOR & SONS LTD (B.H.)	NETHERTON 29/7/52.
531	2nd "	114	0	0	-do-			72	10	0	0		SHACKLE - UNWELDED STEEL.	-do-	-do- 12/8/52
530	3rd "	113	3	0	-do-			72	10	0	0		-do-	-do-	-do- 12/8/52
	Collective weight	342	2	0								324			
534	Stream	35	3	0	9	0	14	32	18	3	0	34	RODGERS (F.O.H.I.S.) ELEC. WELDED SHACKLE UNWELDED SH.	-do-	-do- 12/8/52

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.	
	Fathoms.	Ins.	Stations.	Break-ing.	Supplied.	Per Rule.		Fathoms.	Ins.					Fathoms.	Ins.		Fathoms.	Ins.
1685	330 1/2	2 5/8	169.3	237	1179:1:21	1089		330	2 9/16	TAYCO	S. Taylor & Sons (Buckley Hill) Ltd.	Netherton, 12/5/52 W.D. Stone	TOWLINE	140	7 (6/24)	130.7	140	7 S.W.R.
Includes 24 joining shackles & 2 spare joining shackles wt 1-2-14. N.B. 2 of the lengths of this cable are in 12 parts viz: 10 fms & 2 fms each.																		
186-87-88.	One adaptor piece of 2 links each		Certificate for 25/8 ST link		cable weight 1-2-0 each			-do-			-do-	12/5/52	HAWSERS & WARPS	6-100	3 1/2 (6/12)	25.7	5-120	2 3/4
189-90.	One shackle for 25/8" stud link		Tayco cable weight 2-1-4		cable weight 4-3-21			Netherton			H. Murphy	14/8/52						
191.	Two mooring shackles for 25/8" dia stud link		Tayco cable weight 4-3-21					G.S.W.R. Br. Ropes Ltd.			Makers Certif.	25/3/52						
195.	Stream	150	6" (6/24)		99.1			150	6" (6/24)									

Steering Gear, Type (Power or hand) *Hydraulic Electric-Browns 4 ram type* Alternative Means of Steering *power unit in duplicate*Steering Chains (Size and Test) *telemotor control* Windlass *Napier Bros electric* Boats *2 @ 26-0 and 8 @ 30-0 (incl 1 motor)*Rigging in Holds, thickness and material *nil on tank top. 2 1/2" W.P. at Bilges* Cargo Battens, thickness, material and spacing *6" @ 9" spacing insulation.*Deck Hatchways.—(Upper Deck) *Steel plates & Bull angles.* Thickness of Hatches *2 1/2" W.P.*No. of Hatchways No. 1 (Fwd.) *22'-6" x 16'-0"* No. 2 *33' x 16'* No. 3 *22' x 16'* No. 4 *24'-9" x 16'-0"* No. 5 *19'-3" x 16'-0"* No. 6 ✓Number of Shifting Beams *4.* *7.* *4.* *5.* *3* FOR HARLAND AND WOLFF, LIMITED

Builder's Signature

Fred V. Smith

Secretary

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).187. *fuel is carried in deep bunker tanks situated at forward end of Boiler room, and in Nos 3, 4 & 5 double bottom*188. *hds under deep bunker tanks, boiler room & machinery rooms. The flashpoint is above 150°F.*189. *the ship has been built under Special Survey in conformity with the Society's Rules & Regulations and the*190. *Secretary's letters. The scantlings and arrangements of the ship are as given in the report and as shewn and*191. *ordered on the approved plans now forwarded. All modifications or additions to the original approved*192. *arrangements made during construction have been indicated on the plans and have been approved as being in*193. *accordance with, or by standards equivalent to the Rule requirements. The plans of Midship section, Profile, and*194. *plans, showing the ship as built, now forwarded herewith, have been checked with the approved*195. *arrangements and found in order. The material and workmanship are good. All double bottom tanks*196. *including cofferdams in way of same, fore peak, after peak, deep fresh water tanks and deep oil fuel bunkers*197. *have been tested under pressure to rule requirements and found satisfactory. The weather decks,*198. *tight bulkheads, flats & tunnels satisfactorily hose tested. W.I. shell doors, sidelights and*199. *lights.*200. *lights.*201. *lights.*202. *lights.*203. *lights.*204. *lights.*205. *lights.*206. *lights.*207. *lights.*208. *lights.*209. *lights.*210. *lights.*211. *lights.*212. *lights.*213. *lights.*214. *lights.*

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.)

deckhouses have been hose tested & found in order. The steering gear, windlass and anchors, W.T. doors, and bilge suction have been tested under working conditions and found satisfactory. Freeboards assigned, markings cut in, verified and Load line certificate & copy issued.

This vessel is designed for an all season moulded draught of 28'-1". The after tween decks have been insulated, and where necessary the scantlings of the beams have been increased for hanging cargo. Lloyds R.M.C. not required.

The Bulkhead deck is the first deck below the freeboard deck.

The vessel is a sister vessel to the same builders "RHODESIA CASTLE" YARD No 1431, Belfast report No 15283, and "KENYA CASTLE" YARD No 1432 Belfast report No 15346.

The following reports are enclosed :- C.S. Boss Arms, C.S. Forefoot, Forged Tiller crosshead, Forged Rudder Stock, coupling piece, gudgeons, piniles & nuts, coupling bolts & nuts, certificates of Derrick tubes. Reports of Welded Rudder and Sternframe.

Interim certificate issued copy of same attached.

Vessel undocked 9th October 1952.

List of Approved plans attached.

PARTICULARS OF ELECTRIC WELDING (if employed) "A" deck (upper) "B" deck (shade) "C" deck (Bridge & T'castle) "D" deck (Pro butts and seams; The boundary bulkheads of $\frac{1}{2}$ bunkers & T.W. tanks; Keel & shell butts, Fabricated R and sternframe, hatchway beams, stringer connections to shell and bulkheads, W.T. B'hd & stiffeners deck girders to decks; margin plating butts and to tank top, shell and floors; Tank top butts; deck chock plates, Pillar heads & heels; breast hooks; main engine seatings.

SPECIAL NOTATIONS :- Either as part of the vessel's class or for record in the Register Book
Cruiser stern, Radar, Gyro C, D.F., E.S.D.,
Refrig machy, Fitted for oil fuel, Part Elec-welded.

RADAR Equipment (State if fitted) yes
State Type or Pattern No. C.M.R. MARK II
State } Maker Cossor Marine Radar
Name } and/or
of } Supplier.

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

1st Bower ✓
2nd " ✓
3rd " ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge and ft., Forecastle 30

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated Bridge & Forecastle confined
Official No. 184728 Signal Letters not known Extreme Breadth over Belting no belting Over-all Length 576.5'
(Circ. 1611) (Circ. 1703)

No. and Material of Decks 3 decks of steel, 4th deck steel except in No 5 hold.

Parts of Bottom of Vessel coated with cement or approved composition clear of oil fuel.

Particulars of composition (if fitted) and of approval cement, "Latenac" & "Asterpiol."

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, <u>Nos 7 & 8</u>	W.B. 126.5	474	Fore peak tank,	W.B. 34.0	
Double bottom, under <u>O.F. BUNKERS</u>	O.F. 55.0	304	After peak tank,	W.B. 23.5	
Double bottom, if under Engines only, <u>Nos 5 & 6</u>	O.F. 44.0	166	Deep tank, aft, <u>IN TUNNEL P & S.</u>	F.W. 27.5	
Double bottom, if under Boilers only, <u>Nos 4 & 2</u>	O.F. 35.75	212	Deep tank, forward, <u>O.F. BUNKERS</u>	O.F. 57.75	2
Double bottom, forward, <u>Nos 1 & 2</u>	W.B. 147.0	402	Other tanks, if fitted,		
Total length (if continuous) and Capacity	427.5	876 W.B.	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 1023

Date 24.1.51

Dates of Surveys held while building

1951
Apr 17, 19, 27 May 4, 14, 17 June 8, 19, 23, 25, 28, 29 Aug 2, 17, 27, 29 Sept 4, 10
11, 15 Nov 8, 14, 15, 16, 21, 29 Dec 5, 5, 6, 7, 10, 12, 17, 18, 19 1952
Jan 2, 3, 10, 11, 14, 17, 18, 22, 23 from on
31 Feb 4, 5, 6, 8, 11, 13, 14, 15, 18, 19, 20, 21, 22, 25, 26, 28, 29 Mar 3, 4, 6, 7, 10, 11, 12, 13, 14, 17, 18, 23, &c.
28 Apr 2, 4, 8, 9, 11, 17, 18, 21, 23, 24, 30 May 6, 26 June 24 July 1, 2, 3, 10, 11, 28 Aug 1, 4, 11 Draft
1, 4, 8, 9, 12, 18, 22, 26 Oct 3, 8, 9, 10, 15, 17, 23, 27, 28, 29, 30, 31 Nov 3, 7 Total No. of Visits on M

Lloyd's Register Foundation