

STEEL ~~STEAMER~~ OR MOTORSHIP

Received at London Office.

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YESWRECK
SECTIONNo. 998No. 80034Date of completion of report 14th March '53 Port of GLASGOWSurvey held at GLASGOW Date First Survey 12th Oct. 1950 Last Survey 9th March 1953On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SINGLE SCREW Oil TANKER "POLARTANK" (MACHINERY AFT)State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLINGState Type of Erections ADD, BRIDGE & FORECASTLETONNAGE under Tonnage Deck 11218.44CLASS 100A1 State if with freeboard YES
CARRYING PETROLEUM IN BULK condition of ClassBuilt at GLASGOWLaunched 20-12-52 Yard No. 724Builders BARCLAY CURLE & CO. LTD.Owners HVALFANGERSELSKAPET ALNARIS N/SManagers MELSON & MELSON
(Where necessary to be entered in Reg. Book)Residence LARVIKPort of Registry LARVIK

If surveyed while building, afloat, or in dry dock

BUILDING, AFLOAT & IN DRY DOCK 6-3-53.space or spaces
between Tonnage Dk.
Upper Dk.age 12651.35nnage 7246.50

TERED DIMENSIONS.

FEET

544.272.840.8Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 530.0Breadth (greatest moulded) 72.5Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 40.51st Longitudinal Number (L x D) 524.75 x 40.5 21252.42nd Numeral L x (B + D) 524.75 x (72.5 + 40.5) 59296.7Framing Depth "d," at middle of length. See Sec. 3 (1d) 13.09Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.09

Do. Long Bridge to top of keel

Draught Moulded 32'-4 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.
ES, Spacing amidships.....	<u>32" IN COCKPITS.</u> <u>30" IN MACH. SPACE.</u> <u>27" IN WAY DECK TANKS.</u>		Bracket Floors, Frame	✓	
" from 1/2 length amidships to Collision bulkhead.....			" " Reversed Frame.....	✓	
" in peaks	<u>24"</u>		" " Vertical Struts	✓	
FRAMING.			Centre Girder, depth and thickness amidships.....	<u>78" 60</u>	
me Amidships, Angle, <u>E</u> or <u>F</u>	<u>11 3 1/2 43</u>		" " top Angles	<u>4 4 50</u>	
" Extends up to.....	<u>UPPER DECK</u>		" " bottom Angles.....	<u>5 3 60</u>	
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness.....	<u>2 CONT. 875</u>	
" Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	<u>WELDED TO SHELL</u>	
th of Framing Girder.....	<u>11</u>		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	✓	
mes in Uppermost Continuous 'tween Decks, Angle, <u>E</u> or <u>F</u>	✓		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	✓	
" Second 'tween Decks, Angle, <u>E</u> or <u>F</u>	✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	✓	
" Third " " " ".....	<u>11 3 1/2 43</u>		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	✓	
from 1/2 len. for'd. to 15% len. from Stem <u>IN DECK TANK.</u>	<u>12 3 1/2 64</u>		Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
in Peaks, Angle <u>E</u> or <u>F</u>	<u>10 3 1/2 45</u>		INNER BOTTOM PLATING, IN MACHINERY SPACE		
meter and Spacing of Rivets through Frame and Shell Plating amidships	<u>1 5 1/2</u>		Breadth and thickness of Middle Line Strake.....	<u>49" 70</u> <u>58" 80</u> <u>138 UNDER ENGINE</u>	
if Frame Joggled.....	<u>YES</u>		Thickness of remainder <u>HOLD</u>	<u>YES</u>	
the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<u>YES</u>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Tankers and Boiler Room?.....	<u>YES</u>	
the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?.....	<u>YES</u>		BEAMS.		
DOUBLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, <u>E</u> or <u>F</u>	<u>SEE LONG FILE</u>	
ors, Depth and thickness at mid-line in Holds.....	<u>SEE LONG FILE.</u>		" " in way of Bridge, Angle, <u>E</u> or <u>F</u>		
Height of Brackets at side above base line at toe of frame.....	<u>51" 44</u>		Spacing	✓	
the Line Keelson, on Floor, Angles, <u>BIRDER</u> <u>E</u> or <u>F</u>	<u>10 50</u>		Second Deck, amidships, Angle, <u>E</u> or <u>F</u>	✓	
" " Through Plate or Inter-costal Plate	<u>INTERCOSTAL</u>		Spacing	✓	
" " Foundation Plate on Floors	✓		Third Deck, amidships, Angle, <u>E</u> or <u>F</u>	✓	
" " Flat Plate Keel Angles.....	<u>WELDED TO SHELL</u>		Spacing.....	✓	
Side Keelsons, No. each side.....	✓		Fourth Deck, amidships, Angle, <u>E</u> or <u>F</u>	✓	
" thickness of Inter-costal Plate.....	✓		Spacing.....	<u>10 3 1/2 40</u> <u>9 3 46</u> <u>8 3 54</u>	
" Angles	✓		Poop Deck, Angle, <u>E</u> or <u>F</u>	<u>30"</u>	
DOUBLE BOTTOM, IN MACHINERY SPACE			Spacing.....	<u>8 3 35</u>	
Solid Floors, thickness and spacing.....	<u>50" 75 UNDER ENGINE</u> <u>30"</u>		Bridge Deck, Angle, <u>E</u> or <u>F</u>	<u>32</u> <u>9 3 1/2 36</u> <u>8 3 1/2 36</u> <u>6 3 1/2 36</u> <u>27" 2 14"</u>	
" Are Frame and Reversed Frame joggled?	<u>YES</u>		Spacing.....		
Bracket Floors, breadth and thickness at middle line	✓		Forecastle Deck, Angle, <u>E</u> or <u>F</u>		
" breadth and thickness at margin plate.....	✓		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.
PILLARS, No. of Rows	✓		Stringer Plate, breadth and thickness in way of Bridge	✓	
„ in 'tween Decks, Size and Spacing	✓		Thickness of Plating abreast Deck openings in way of Wells	✓	
„ „ „ „ „	✓		Thickness of Plating abreast Deck openings in way of Bridge	✓	
„ in Holds „ „ „	✓		Thickness of Plating within line of openings	✓	
„ „ „ „ „	✓		If Sheathed, material and thickness	✓	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing	10.0 A	9 3/4 46 9x3 1/2 x 8 1/2 x 35 1/2 in way of stringers with 4 in. dia. flat cut 10 1/2.	Stringer Plate, breadth and thickness	✓	
Plating, thickness of	55 to 46		If Plated, state thickness	✓	
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness	✓	
Stringer Plate, breadth and thickness in Wells	82 10		If Plated, state thickness	✓	
„ „ „ „ in way of Bridge	1 1/4 11 10 1/2		Poop Deck.		
„ Angle in Wells	7 7 36		Stringer Plate, breadth and thickness	34	
Thickness of Plating abreast Deck openings in way of Wells	66 to 36 2 in 15 1/2		Plating, Sheathing, material and thickness	28	
Thickness of Plating abreast Deck openings in way of Bridge	✓		Bridge Deck.		
Thickness of Plating within line of openings	✓		Stringer Plate, breadth and thickness	46	
If Sheathed, material and thickness	✓		Plating, Sheathing, material and thickness	38 BAKE STEEL	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells	✓		Stringer Plate, breadth and thickness	60	
			Plating, Sheathing, material and thickness	58 to 40 BAKE STEEL	

SHELL PLATING

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jagged?	SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED LAPPE
	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.....	84	1.08	.89	.89		DOUBLE	1 1/8	4 1/2					
„ Dblg. (if any)		✓						✓					
Bottom Plating, No. of Strakes ... 378	.56	.56	INCREASED TO .76 TO STERNFRAME	DOUBLE	1	4	WELDED.				
Bilge Plating, No. of Strakes ... 178	.64	.56		DOUBLE	1	4					
Side Plating, No. of Strakes ... 372	.52	.52		3 SEAMS T.R. FOR 3/4	7/8	3 1/2					
Upper Deck, Sheer-strake in Well	66	1.09	.52	.52	INCREASED TO 1.31 AT BURNS	DOUBLE	1 1/8	4 1/2					
Upper Deck, Sheer-strake in Bridge ...		✓											
Strake below Sheer-strake in Well	66	.86	.52	.52		DOUBLE	1	4	BUTTS				
Strake below Sheer-strake in Bridge ...					3 BOTTOM STRAKES .88" BETWEEN 1/2 LL 2 3/4 FORWARD								
					8" STRAKE FROM FORWARD LAST: 800 TO AHEAD POSITION AND COLL: 810: .92"								
Poop Side Plating.....	44		.50 AT BURNS			SINGLE	7/8	3 1/2	ALL				
							1	4					
Bridge Side Plating.....	46		.60 AT BURNS			SEE SHELL EXPANSION.							
Forecastle Side Plating	46					SINGLE	3/4	3					

WATERTIGHT BULKHEADS.

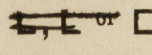
Total No. of W.T. BULKHEADS in Vessel—		17	
Extending to Upper Deck (Sec. 3 c)		✓	
Deck next below		✓	
As per Rule.		✓	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	5/16" 44	9x8 1/2 x 32 x 30"	30"	3 STRANGERS	
" " Second "	2 1/4"	9x8 1/2 x 32 x 44	40"		
" " Third "			✓		
" " Holds			✓		
COLLISION " (in Hold)	16/49	10x4x44	24"	N.T. PLAT 2	
AFTER PEAK "	30/47	7x3x30 10 1/2 24"	24"	2 1/2" STRANGERS	
		6x3 1/2 x 50	24"	FL. 2 RAIL THICK	
		3x8x32 10 1/2 24"	24"	FLATS ON FACE SIDE	

	Casting or Forging.	Scantlings.	Maker's Name.	Any Dep from App Plans to be
KEEL, Bar	FLAT	PLATE		
STEM	ROLLED	11x 3 1/8 PLTB.	68%	
STERN FRAME	Propeller Post	CAST	STAMMENS, VARNSTADT	
	Rudder	STEEL	OSLO.	
Speed of Vessel	14 1/2	KNOTS		
RUDDER—Type	FABRICATED OF STEEL PLATES BY COLLVILLE CONSTRUCTION			
" A x D.	1154			
" Diam. of head	17 1/2 (OWNERS) 16 5/8 RILE			
" Mainpiece at top pintle	✓			
" " heel	✓			
" how constructed	ELECTRICALLY WELDED.			
" double or single plate	DOUBLE 56 THICK.			
" coupling, vertical or horizontal	HORIZONTAL.			

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	OPEN HEARTY.
	COLVILLE'S LTD, LANARKSHIRE STEEL CO, STEEL CO OF SCOTLAND.	
	Has the Steel been tested as required by the Rules?	YES.

PARTICULARS OF LONGITUDINAL FRAMING.

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.
of 												
in Bridge 'tween Decks ... from Uppermost Continuous												
No. 1	15 x 4 x 4 x .54 / .62			AT FORE END IN				1 6		8 at appx. 3 1/2"	WELDED.	
" 2	do			NO CARGO TANK BACK						NO TANK 4 1/2" APART.		
" 3	do			BARS 4 x 4 x .44						ALSO IN BOTH FLANGES OF		
" 4	do			FITTED NO 1 / 106						BACK BARS.		
" 5	do			LONGS.								
" 6	do											
" 7	FORE & AFT BULKHEAD											
" 8	15 x 4 x 4 x .54 / .62											
" 9	do											
" 10	do											
" 11	do											
" 12	12 x 3 1/2 x 50 BR.											
" 13												
" 14												
" 15												
" 16												
ing of (Amidships ... itudinal (At Ends ... ames	20			30								
Tank Top Longitudinals												
Bottom												
Longitudinals (Amidships												
(At ends...												
Transverses.												
Decks												
Depth and Thickness												
Face Angles												
Lugs to Shell*												
Depth and Thickness	57 .56			16 1/2 FACE PLAT			WELDED TO SHELL					
Face Angles												
Lugs to Shell*	(58" BIRDER)											
Depth and Thickness	40 .50			8 .50 FACE PLAT			WELDED TO SHELL					
Face Angles												
Lugs to Shell*	(40 1/2" BIRDER)											
" " Back Bars												
Brackets												
ing of Transverse Frames... State if jogged or liners.	8'-0"											
nal												
of												
Bridge Deck							Spacing.					
Upper	8 3 1/2 35						30					
Second												
Third												
Transverse Beams.												
Plate.												
Face Angles.												
Any departure from Approved Plans to be Noted.												
95 x 4 1/2 9 x 50										CENTRE TANK		
35 x 4 1/2 9 x 50										WING TANK.		
WELDED TO DECK												

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

0272 7/3

ANCHORS.

Number of Departure Certificate. If moved Place be Noted	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.				
587	1st Bower ...	104	3	21	Stockless			69	2	2	0		Bears Improved Type	Nor Starred	L.P.H.-L.W. 10-9-51 R.S. Watson	
626	2nd " ...	104	3	7	do			69	2	2	0	298	do	do	do 22-10-51 do	
632	3rd " ...	89	0	14	do			63	5	0	0		do	do	do 23-10-51 do	
	Collective weight	298	3	14												
490	Stream	31	1	7	7	3	21	29	13	0	14	31	Rogers	S. Taylor & Sons	L.P.N.-N. 10-5-51.	

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. Fathoms.	Diam. Ins.	Statu- tory. Tons.	Break- ing. Tons.	Supplied. Cwts. qrs. lbs.	Per Rule. Cwts.	Length. Fathoms.	Diam. Ins.					Length. Fathoms.	Cir. Ins.		Length. Fathoms.	Cir. Ins.
664	830 5/8	2 7/16	149 7/8	109 5/8	1056-1-0	1317	330 2 1/16	15 1/16	S. Taylor & Son L.R.H.-N. 18-9-53	TOWLINE	130	6 1/2	112-3	130	6 1/2		
	/	/	/	/	/	/	/	/	/	HAWSEERS & WARPS	120	2 3/4	15-3	120	2 3/4		
	Cir.						Cir.			"							
	120	5 1/2		84.4			120	5 1/2	6 x 2 1/4	BURISH PAPES DANCOSTER 17-9-51							

ing Gear, Type (Power or hand) POWER STEER HYDRAULIC BY HASTIE X Alternative Means of Steering SHOCK & TRACKS TO FIGHT CAPSTAN

ing Chains (Size and Test) ✓ Windlass Strong Black Iron Boats 4 LIFEBOATS (24 TONS)
1 1/2 & 1 1/2

ing in Holds, thickness and material ✓
 A Fore Hold:- STEEL PLATES 2 INCHES THICK, 15' 6" x 12' 6" ✓

o Hatchways.—(Upper Deck) *20" thick with 5 strainers. Hatchways on cargo tanks:—* Thickness of Hatches ✓
4'-0" dia. 12" x 3/4" covering, lined cover. 40" thick

ways No. 1 (Fwd.) ☒ No. 2 ☒ No. 3 ☒ No. 4 ☒ No. 5 ☒ No. 6 ☒

FOR BARCLAY CURLE & CO. LTD.

Builder's Signature W. H. McLay
(W. H. McLay), Director.


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 None whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo OIL TANKER. The positions in which oil is carried as fuel or cargo should be stated, together with the flash point (where required to be inserted in the Notation).

It has been built under Special Survey in conformity with the Society's Rules and Regulations and the latter. The Drawings and Arrangements of the ship are as given in the Report and as shown and amended and plans now forwarded. All modifications or additions to the original approved arrangements made during have been indicated on the plans and have been approved as being in accordance with, or of compliance to Rule requirements. The plans of Midship Section and Upper Deck showing the ship as built now with have been checked with the approved arrangements and found in order. The materials and workmanship the cargo oil tanks, oil fuel tanks, forward and aft cofferdams, forward deep tanks, fore and aft decks, double bottom water tanks, cofferdams, bulkheads and decks have been tested to Rule requirements and found satisfactory. Steering gear and winch have been tried under working and found satisfactory. Oil fuel F.P. above 150°F is carried in oil fuel tanks aft, deep tanks forward and in machinery space. Section 20 of the Rules complied with. Fireboards verified and marked out in and

Amount of Entry Fee ***40% OLD FEE*** £638 ✓ : Fees applied for,
60% NEW FEE 1101 ✓ ***17 MAR 1953*** 19_____
Special Survey Fee.....***£1739*** ✓ :
FREIGHT Received by me,
~~Travelling Expenses, if any~~ £50 - ✓ 19_____

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

Whether the Vessel has been built under Special Survey..... *Yes.*

WE ARE ~~of~~ of opinion the Vessel should be Classed  100A1
CARRYING PETROLEUM IN BULK.

ificate to be sent to Glasgow. Date of issue 10/4/53

Signature H. M. Owen, att. Crawford
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned +100 A1

Carrying Petroleum in bulk

Lloyd's A.C.P. + LMC. 3.53. Oil Engine

longitudinal framing at bottom & at deck.

with torsional endorsement

2 DB-180 lb

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 the Plans should be embodied.)

Sister Vessel "POLAR BOIS" HARBOR REPORT NO 77218

APPROVED PLANS AS PER ATTACHED LIST NOW FURNISHED.

IN ADDITION PLANS OF MIDDLE SECTION & LOWER DECK (AS FITTED) ALSO CAPACITY PLAN & DEADWEIGHT SCALE ALSO FOR

THE FOLLOWING CERTIFICATES ARE ATTACHED:—

1. INTERIM CERTIFICATE OF CLASSIFICATION

2. TOWER

3. SPARE TOWER

4. STEAM ENGINE

5. RUDDER PUMPS

6. RUDDER

7. RUDDER SACK

8. STEERING GEAR

9. PIVOT BOLTS & NUTS

PARTICULARS OF ELECTRIC WELDING (if employed) SPILL BUTTS. LOWER DECK BUTTS & BEAMS. FLOORS TO SPILL IN WAY OF STAINING OF BOTTOM FORWARD. O.T. & TRANSVERSE BULKHEADS. CENTRE GIRDER, DECK & SHELL. DECK & SHELL TRANSVERSES. STAINERS & TANKS. WELLS IN E.R. & FOREHEAD & VARIOUS OTHER DETAILS. BULKHEADS & STAINERS. ALL OTHER WELDING MANUAL. APPROX. ELECTRODES (INVERT) USED. ARRANGEMENTS WERE TAKEN OF A SECTION OF THE GUT WELDS IN SPREADERS, BAGE, BOTTOM SH & LOWER DECK (PARTICULARLY JOINTS) WITH RESULTS THAT WERE CONSIDERED SATISFACTORY.

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

CARRYING PETROLEUM IN BULK. LONGITUDINAL FRAMING AT BOTTOM & DECK. CRUISER STAIN. ON ENGINE. LLOYD'S A.R.C.P. D.F. E.S.B. G.Y.C. RADAR. PART ELECTRICALLY WELDED.

RADAR Equipment (State if fitted) YES

State Type or Pattern No. RAYTHEON RADAR MARK 140

State Maker RAYTHEON MANUFACTURING CO. Name and/or of Supplier WATKINS, MASS, USA.

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

1st Bower 72-1-7 K.W.F. 2552 31-8-51
2nd " 71-1-2 A.E.B. 2564 7-9-51
3rd " 56-3-14 A.E.B. 2701 19-10-51

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 196.42 ft., R.Q.D. ft., Bridge 41.16 ft., Forecastle 80.0 (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. Signal Letters L.C.Q.U. Extreme Breadth over Belting 72.92' Over-all Length 566.25' (Circ. 1611) (Circ. 1703)

No. and Material of Decks ONE STEEL DECK. 2ND DECK IN MACHINERY SPACE

Parts of Bottom of Vessel coated with cement or approved composition FORE & AFT PEAKS CEMENT & CEMENT WASH. D.B. FEED TANK & FRESH WATER TANKS CEMENT WASH.

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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	27.83	98
Double bottom, under Engines and Boilers,			After peak tank,	26	162
Double bottom, if under Engines only, FRESH WATER	32.5	59.4N.	Deep tank, aft,		
Double bottom, if under Boilers only, OIL FUEL	58.0	228 O.F.	Deep tank, forward, OIL FUEL OR WATER BALLAST	38.75	84
Double bottom, forward,			Other tanks, if fitted, FRESH WATER	3.0	214
Total length (if continuous) and Capacity INCLUDING COFFERDAM	102.5		(If necessary furnish further information by sketch.)		

Order for Special Survey No. 7205

Date 26.3.52

Dates of Surveys held while building

1950 Oct. 12. 1951 MAR. 2. APR. 2. JUNE 15. 28. JULY 31. AUG. 13. 23. 29. 31. SEP. 7. 7. 22. OCT. 2. 4. 10. 12. 17. 24. 26. NOV. 1. 14. 19. 20. 26. 27. 28. 30. DEC. 4. 14. 17. 19. 24. 27. 1952 JAN. 8. 9. 10. 16. 18. 29. FEB. 1. 11. 14. 20. 21. 26. 29. MAR. 7. 14. 17. 24. APR. 1. 7. 10. 22. 23. 29. MAY 1. 7. 12. 15. 16. 21. 26. 28. 29. JUNE 5. 10. 17. 18. 20. 26. 27. JULY 1. 3. 4. 8. 9. 10. 11. AUG. 6. 13. 20. 27. 28. SEPT. 17. 19. 22. 23. 24. 26. 30. OCT. 1. 5. 6. 7. 9. 10. 14. 17. 20. 21. 23. 24. 27. 28. 29. 30. 31. NOV. 3. 4. 5. 6. 7. 10. 11. 12. 13. 14. 17. 18. 19. 20. 21. 22. 27. 29. DEC. 1. 2. 3. 4. 5. 8. 9. 11. 16. 17. 18. 19. 20. 1953 JAN. 8. 9. 12. 14. 15. 21. FEB. 5. 10. 13. 16. 17. 24. 25. MAR. 4. 5. 11. 12. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. APR. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. MAY 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. JUN. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. JUL. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. AUG. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. SEP. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. OCT. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. NOV. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. DEC. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31.

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