

Rpt. 1.

WRECK
SECTION

No

STEEL STEAMER MOTORSHIP.

WRECK
SECTION

Received at London Office

No

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 *APRIL 11th 42.*Port of *MIDDLESBROUGH*No. *17239.*Survey held at *HAVERTON HILL ON TESS*Date First Survey *4th July, 1941*

Last Survey

*8th April, 1942.*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *5th EMPIRE DICKENS MACHINERY AFT SINGLE SCREW STEAM TANKER.*

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

*FULL SCANTLING*State Type of Erections *POOP & FILE*

TONNAGE under Tonnage Deck...

*8899.17*CLASS *100 A.1. CARRYING PETROLEUM IN BULK* State if with freeboard (as condition of Class) *NO*LONGITUDINAL FRAMING *FIXED FOR FULL*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 475'-0"*Breadth (greatest moulded) *B 68'-0"*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 36'-0"*

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

Do. Long Bridge to top of keel

Draught Moulded *28'-3"*Built at *HAVERTON HILL ON TESS.*Launched *FEB 14th 42.* Yard No. *341.*Builders *FURNESS S.B.C. LTD.*Owners *MINISTRY OF WAR TRANSPORT.*Managers *DAVIES & NEWMAN LTD.*
(Where necessary to be entered in Reg. Book.)Residence *LONDON*Port of Registry *MIDDLESBROUGH.*

If surveyed while building, afloat, or in dry dock

SURVEYED WHILE BUILDING & Afloat

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

8899.17.

Gross Tonnage

9819.22.

Register Tonnage

*5789.69.*REGISTERED DIMENSIONS.
FEET.

Length

483.8

Breadth

68.3

Depth

36.15.

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 <i>ENGINE ROOM 30'-30 3/4" 30.27 1/2"</i>	<i>25"</i>		Bracket Floors, Frame	<i>✓</i>	
" " from 1/2 length amidships to Collision bulkhead.....			" " Reversed Frame	<i>✓</i>	
" " in peaks. <i>AFTER PEAK 24'-21" FORE PEAK 24'</i>			" " Vertical Struts	<i>ER 79'-50'-46' ✓</i>	
IDE FRAMING. LONGITUDINAL FRAMING SEE SEPARATE SHEET.			Centre Girder, depth and thickness amidships <i>BR. 13'-6" 40'-34"</i>		
Frame Amidships, Angle, [or] <i>✓</i>			" " top Angles <i>ER. 3 1/2" x 3 1/2" 7/16" ✓</i>		
FRAMES IN DEEP TANK FORWARD. <i>7 10 3 1/2 43</i>			" " bottom Angles <i>ER. 6" x 6" 5/8" ✓</i>		
" " Extends up to <i>WITH BACK BAR AT BOTTOM 3 1/2" x 3 1/2" 3/8"</i>			Side Girders, No. each side and thickness <i>1. 44</i>		<i>2 side girders</i>
Reversed Frame Amidships, Angle			Margin Plate depth (excl. of flange) and thickness <i>TANK TOP</i>		<i>FLAT IN ENGINE ROOM</i>
" " Extends up to...			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>✓</i>	<i>BOILER SPACE ✓</i>
Depth of Framing Girder <i>LONGITUDINAL FRAMING ✓</i>			" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	<i>✓</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, [or] <i>✓</i>	<i>5' 3" 3/8"</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	<i>✓</i>	
" " Second 'tween Decks, Angle, [or] <i>✓</i>			" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area.....	<i>✓</i>	
" " Third " " " " <i>✓</i>			Tank Side Brackets, height above base line at toe of Frame and thickness <i>✓</i>		
" " from 1/2 len. for'd. to 15% len. from Stem..... <i>7 7" 3 1/2" 3/8" ✓</i>			INNER BOTTOM PLATING.		
" " in Peaks, Angle or [<i>FORE PEAK 7 9" 3 1/2" 3/8" ✓</i>			Breadth and thickness of Middle Line Strake <i>ER. 13. 54' 62' ✓</i>		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships <i>7/8 54 ✓</i>			Thickness of remainder in Holds <i>ER. 13. 54' 62' ✓</i>		
State if Frame Joggled <i>NO. ✓</i>			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?.....	<i>✓</i>	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?..... <i>YES. ✓</i>			BEAMS. LONGITUDINAL SEE SEPARATE SHEET.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?..... <i>YES ✓</i>			Uppermost Continuous Deck, amidships in Wells, Angle, [or] <i>✓</i>		
DOUBLE BOTTOM.			" " in way of Bridge, Angle, [or] <i>✓</i>		
Floors, Depth and thickness at mid-line in Holds <i>48'-46" CENTRE TANKS 36'-44" WING TANKS. ✓</i>			Spacing <i>7 8' 3 1/2" 35' ✓</i>		
Height of Brackets at side above base line at toe of frame <i>5 1 1/2" 42' ✓</i>			Second Deck, amidships, Angle, [or] <i>✓</i>		
Middle Line Keelson, INTERCOSTAL PLATE on Floors, Angles, <i>7 6 3 1/2 40' ✓</i>			Spacing..... <i>EVERY. ✓</i>		
" " Through Plate or Intercostal Plate..... <i>✓</i>			BEAMS ON UPPER DECK IN FORE & AFTER PEAK.		
" " Foundation Plate on Floors <i>✓</i>			Third Deck, amidships, Angle, [or] <i>6' 3 1/2" 5/16" ✓</i>		
" " Flat Plate Keel Angles <i>5 6' 6" 60' ✓</i>			Spacing..... <i>EVERY. ✓</i>		
Side Keelsons, No. each side <i>FORE & AFT BULKHEAD PTS. ✓</i>			Fourth Deck, amidships, Angle, [or] <i>✓</i>		
" " thickness of Intercostal Plate... <i>✓</i>			Spacing..... <i>✓</i>		
" " Angles <i>✓</i>			Poop Deck, Angle, [or] <i>7 7' 3" 3/8" ✓</i>		
DOUBLE BOTTOM. IN ENGINE ROOM.			THROUGH BEAMS <i>8' 3 1/2" 35' ✓</i>		
Solid Floors, thickness and spacing <i>EVERY. 52' ✓</i>			Spacing..... <i>EVERY. ✓</i>		
" " Are Frame and Reversed Frame joggled?..... <i>YES. ✓</i>			Bridge Deck, Angle, [or] <i>✓</i>		
Bracket Floors, breadth and thickness at middle line..... <i>✓</i>			Spacing..... <i>✓</i>		
" " breadth and thickness at margin plate..... <i>✓</i>			Forecastle Deck, Angle, [or] <i>6' 3 1/2" 5/16" ✓</i>		
			Spacing <i>EVERY. ✓</i>		

PILLARS AND DECKS.

PILLARS, No. of Rows.....	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
Centre Line Bulkhead. IN DEPTANK FWD.							
Stiffeners and Spacing..	7' 8"	3 1/2"	3/8"	✓			
Plating, thickness of	42 To 30"			✓			
LONGITUDINAL BULKHEAD A-SIDE IN DEPTANK FWD.							
Plating, 50" 42"				✓			
STRINGERS AND DECKS.							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness in Wells	87 1/2"	82"		✓			
" " " " in way of Bridge				✓			
" Angle in Wells	7'	7'	82"	✓			
Thickness of Plating abreast Deck openings in way of Wells	76"	66"		✓			
Thickness of Plating abreast Deck openings in way of Bridge				✓			
Thickness of Plating within line of openings...				✓			
If Sheathed, material and thickness				✓			
DEPTANK TOP. FORWARD.	38"			✓			
Second Deck.							
Stringer Plate, breadth and thickness in Wells...							
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	64"	48"	38"	✓			
Plating, Sheathing, material and thickness	50"	40"	24"	✓			
Bridge Deck.							
Stringer Plate, breadth and thickness...				✓			
Plating, Sheathing, material and thickness				✓			
Forecastle Deck.							
Stringer Plate, breadth and thickness...				41"			
Plating, Sheathing, material and thickness	27"	50"		✓			

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.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.					SINGLE OR DOUBLE.	RIVETS.		
	Inches.	Inches.	Inches.	Inches.								
FLAT PLATE KEEL	54"	1.00	1.00	86"		DOUBLE.	1 1/8"	4"	3.	1 1/8"	4 1/2"	DOUBLE STRAPS.
„ DELG. (if any)												
BOTTOM PLATING, No. of Strakes4.....		76	87	86		"	1"	3 1/2"	5.	1"	4 1/2"	LAPPED.
BILGE PLATING, No. of Strakes12.....		76	72	76		"	7/8"	3 1/2"	3 1/8	5	1"	4 1/2"
SIDE PLATING, No. of Strakes3.....		64	50	48		"	7/8"	3 1/2"	3 1/8	3.	7/8"	3 1/2"
UPPER DECK, Sheer-strake in Wells.....	72"	1.00	46	46					3.	1 1/8"	4 1/2"	DOUBLE STRAPS.
UPPER DECK, Sheer-strake in Bridge ...		1.14	AT POOP BREAK.									
STRAKE BELOW Sheer-strake in Wells.....	90"	77	46	46		DOUBLE.	1"	4"	4	1"	4"	LAPPED.
STRAKE BELOW Sheer-strake in Bridge ...		BOSS 76										
POOP SIDE PLATING		See mid section as built (See also letter)	42			SINGLE.	7/8"		2.	7/8"	3 1/2"	LAPPED.
BRIDGE SIDE PLATING ...												
FORE'C'TLE SIDE PLATING			46 ONE PLATE IN WIDTH.						2.	7/8"	3 1/2"	LAPPED.

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) 13. ✓

Deck next below ALL EXTENDED TO UPPER DECK.

As per Rule AS APPROVED. 13.

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks		56-38 1/2	33 1/2	42 1/2	50"
" " Second		56-38 1/2	33 1/2	42 1/2	50"
" " Third		56-38 1/2	33 1/2	42 1/2	50"
" " Holds		56-38 1/2	33 1/2	42 1/2	50"
COLLISION		56-38 1/2	33 1/2	42 1/2	50"
AFTER PEAK		56-38 1/2	33 1/2	42 1/2	50"

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	FLAT PLATE			
STEM	see plan	14" PL 1 1/2"		
STERN FRAME	Propeller Post	Below Boss		
	Rudder	16"		
Speed of Vessel		11 1/2"		
RUDDER—Type	STREAM LINED BUILT UP PLATES & E.W.			
" A x D				
" Diam. of head		11"		
" Mainpiece at top pintle				
" " heel				
" how constructed				
" double or single plate				
" coupling, vertical				
" horizontal				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) open hearth process.

Plates. South Durham S. I. C. L. Dorman Long & Co. Ltd. Bethlehem Steel Company.

Sections. Cargo Steel S. I. C. L. Dorman Long & Co. Ltd. Appleby Hodgkinson, Skinningport, Colvilles, Consort.

Has the Steel been tested as required by the Rules? Yes.

EQUIPMENT No				LETTER e ⁺				ANCHORS. 2.3.15.			
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Where and when tested and Superintendent.
26854	1st Bower	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.
26474	2nd "	86	0	0	61	10	0	0	85	2	0
	3rd "	85	3	0	61	10	0	0	85	2	0
	Collective weight.	171	3	0					174	0	0
98912	Stream	25	0	21	6	1	7	24	19	1	14
									25	0	0

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.	Fathoms.
116359	120	2 9/16	116.7	163 3/8	397.3.21	489.0.0	300	2 9/16	STUD LINK.	HINGLEY & SONS.	HATHEARTON 28-11-41. J.A.R.	TOWLINE...	130	5 1/4	77.5	130	5 1/4
116358	120	2 9/16	116.7	163 3/8	396.3.0				"	"	"	HAWSERS & WARPS	100	2 3/4	15.2	100	8"
	240		TOTAL		794.2.21								2/100	2 3/4	15.2	2/100	8"
Iron Stream Chain or Steel Wire	120	4 1/2		58.6	STEEL WIRE.		120	4 1/2	see app mids. sec.								
							105	4 1/2	S.W.								

Steering Gear, Type (Power or hand) *STEAM JURY LYNN - C.P.* Alternative Means of Steering *BLOCKS AND TACKLE LAD TO WHEEL ON POOP.*
TELEPHONE GEAR.
Steering Chains (Size and Test) *NONE FITTED.* Windlass *CLARK CHAPMAN & CO.* *QUICK WINDING DIRECT ACTING.*
Ceiling in Holds, thickness and material *NONE FITTED.* Cargo Battens, thickness, material and spacing *NONE FITTED.*
Cargo Hatchways.—(Upper Deck) *STEEL CORRUGAS 8" x 50", 4" x 2'6" x 44"* Thickness of Hatches *STEEL OIL TIGHT 50"*
Size of Hatchways No. 1 (Fwd.) *12'0" x 8'0"* No. 2 *18 OFF TO CARGO TANKS. 5'3" x 4'0" OIL TIGHT.* No. 3 No. 4 No. 5 No. 6
Number of Shifting Beams and/or Fore and Afters *✓*

Builder's Signature *J. M. Gouven.*

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). *Fitted for oil fuel flash point above 150°F.*
Double bottom in Boiler space & Cross bunker.
This vessel has been built in accordance with the approved plans the Secretary's letters and in general conformity with the Society's Rules and regulations for the class contemplated.
The main cargo tanks, Cofferdams, Oil Fuel tanks, Double bottom tanks in engine and boiler space, Forward deep ballast tank, Fore and Aft peak tanks have been tested to rule requirements with satisfactory results.
The weather decks clear of the oil tanks, Watertight doors etc have been tested with water from a hose and found tight.
Steam & Auxiliary steering gear, Windlass & winches have been tested under working conditions and found satisfactory. The foreboard markings have been cut in and verified. The workmanship and materials are good.

Line amount of Entry Fee £ 11 : 0 : 0 Fees applied for, *29/11/42*
Special Survey Fee.... £ 668 : 4 : 3 Received by me, 19
FREEBOARD. 20 0 0
Travelling Expenses, if any £
Supervision of Specn. £ 164 - 1 - 0

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

I am of opinion the Vessel should be Classed *100.A.1. Carrying Petroleum in bulk "Longitudinal Framing".*
Fitted for oil fuel. Flash point above 150°F.

Signature *April 13, 1942.*

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Middlesbrough* Date of issue *11/6/42.*

Committee's Minute

Character assigned *+ 100A*

Lloyd's assd., O.K., E.S.D.

note for S.R.L. - Home
Write Xpl

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.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam.	Spang.		Number.	Diameter.
Framing of <i>L, L & K</i>													
Frames in Bridge 'tween Decks ...													
Frames from Uppermost Continuous Deck													
	No. 1	7'	3 1/2'	40'	7'	3'	40'		1"	6"	THROUGH OUT	7 to L	7 to B
	2	7'	3 1/2'	40'		"			7/8"	5 1/2"		"	"
	3	7'	3 1/2'	40'		"			"	"		"	"
	4	7'	3 1/2'	43'	7'	3 1/2'	40'		"	"		"	"
	5	7'	3 1/2'	36'	8'	3 1/2'	36'		"	"		8 to L	12 to B
	6	7'	3 1/2'	36'		"			"	"	8 @ 4"	"	"
	7	7'	3 1/2'	44'	8'	3 1/2'	44'		"	"		"	"
	8	7'	3 1/2'	37'	9'	3 1/2'	37'		"	"		9 to L	14 to B
	9	7'	3 1/2'	37'		"			"	"		"	"
	10	7'	3 1/2'	41'	9'	3 1/2'	44'		"	"	8 @ 3 1/2"	"	"
	11	7'	3 1/2'	40'	10'	3 1/2'	40'		"	"		"	"
	12	7'	3 1/2'	43'	11'	3 1/2'	43'		"	"		11 to L	16 to B
	13	7'	3 1/2' x 3 1/2'	43/50	12' x 3 1/2' x 3 1/2'	43/50			"	"		12 to L	16 to B
	14	7'	15' x 4' x 4'	4 1/2"	15' x 4' x 4' x 4 1/2"				"	"	9 @ 3 1/2" 8-11"	16 to L	16 to B
	15	7'	15' x 4' x 4' x 4 1/2"		15' x 4' x 4' x 4 1/2"				"	"	7 @ 3 1/2" 7-2"	18 to L	18 to B
	16	7'	15' x 4' x 4' x 4 1/2"		15' x 4' x 4' x 4 1/2"				"	"		"	"
To 22													
Spacing of Longitudinal Frames		Amidships			At Ends			RIVETS THROUGHOUT IN WING & CR TANKS FWD OF 75 FRAME. 4" APART.					
Double Bottoms		Tank Top Longitudinals											
L, L or C		Bottom											
Spacing of Longitudinals		Amidships											
		At Ends...											
Transverses.													
Side (in 'tween Decks)	Depth and Thickness												
	Face Angles												
	Lugs to Shell*												
Side (in Hold)	Depth and Thickness												
	Face Angles												
	Lugs to Shell*												
Bottom	Depth and Thickness												
	Face Angles												
	Lugs to Shell*												
	" " Back Bars												
	Brackets												
Spacing of Transverse Frames		See plan											
State if joggled or liners.													
Longitudinal Beams of L, L & K	Bridge Deck	IN WAY OF OIL TANKS											
	Upper	8' 3 1/2' 35'			76 x 3 1/2' x 7/16 AFT			3'-0" ✓					
	Second												
	Third												
Transverse Beams.													
Plate.													
Face Angles.													
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, etc., 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, etc., on the first page.

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.)

? Lasedale

PARTICULARS OF ELECTRIC WELDING (if employed)

Stem frame & Rudder electrically welded.

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

Wireless, Direction finding apparatus, Echo sounding apparatus.

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

1st Bower	<i>48-2-4</i>	<i>JD</i>	<i>No 3256</i>	<i>24-9-10</i>
2nd "	<i>49-2-4</i>	<i>JD</i>	<i>No 3143</i>	<i>27-7-10</i>
3rd "				

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *108-54* ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle *38-90* ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. *164852* Signal Letters Extreme Breadth over Belting (Circ. 1611) Over-all Length (Circ. 1703) *503'-10"*

No. and Material of Decks *10x(54)*

Parts of Bottom of Vessel coated with cement or approved composition *FORE & AFTER PEAK CEMENT & CEMENT FILLERS IN FERO TANK*

Particulars of composition (if fitted) and of approval *CARGO AND OIL FUEL TANKS BARE COFFERDAMS CEMENT WASHED PUMPROOM PAINTED*

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,	<i>28-7 3/4</i>	<i>335</i>
Double bottom, under Engines and Boilers,			After peak tank,	<i>17-3</i>	<i>201</i>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only, <i>Runken gear</i>	<i>104</i>	<i>55-3</i>	Deep tank, forward,	<i>31-1</i> ✓	<i>647</i>
Double bottom, forward,	<i>416</i>	<i>27-6</i>	Other tanks, if fitted,		
Total length (if continuous) and Capacity		<i>82-9"</i>	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. *1539*

Date *10/1/41*

Dates of Surveys held while building

1941 July 4. 9. 14. 22. 28. 31. Aug. 5. 4. 28. Sept. 2. 5. 11. 14. 23. 25. 30. Oct. 2. 4. 13. 15. 21. 28. 30. Nov. 6. 13. 24. 27. Dec. 2. 4. 10. 15. 18. 22. 24. 29. 31. 1942 Jan. 2. 5. 6. 9. 10. 12. 13. 14. 15. 19. 21. 23. 26. 28. 30. Feb. 2. 4. 5. 9. 10. 11. 12. 13. 14. 19. 23. 24. Mar. 5. 6. 10. 16. 17. 24. 26. 29. 30. Apr. 1. 2. 5. 6. 4. 5.

Total No. of Visits *79*