

STEEL STEAMER OR MOTORSHIP

28 OCT 1953

Received at London Office

State if Report has been sent on the Freeboard of the Vessel YES

State if Report is sent on the Machinery of the Vessel

Date of completion of report 20 OCT 1953 Port of GREENOCK No. 25002Survey held at GREENOCK Date First Survey 7-1-52 Last Survey 29th SEPT. 1953On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SINGLE SCREW MOTOR SHIP "ALVA CAPE" (MACHINERY AFT)State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING State Type of Erections POOP, BRIDGE & FLETONNAGE under Tonnage Deck ... 9883.7Do. of space or spaces between Tonnage Dk. and Upper Dk. -Total -Gross Tonnage 11252.4Register Tonnage 6420.58

REGISTERED DIMENSIONS.

FEET

Length 521.8Breadth 69.3Depth 38.5CLASS +100 A.I. (CARRYING PETROLEUM IN BULK) State if with freeboard as condition of Class -Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 512.0Breadth (greatest moulded) 69.0Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 38.51st 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 29' 9 1/2"Built at GREENOCKLaunched 15th MAY, 1953 Yard No. 480Builders GREENOCK DOCKYARD CO. LTD.Owners ALVA STEAMSHIP CO. LTD.Managers NAVIGATION AND COAL TRADE CO. LTD. (Where necessary to be entered in Reg. Book)Residence BILLITER BUILDINGS LONDON.Port of Registry LONDON.

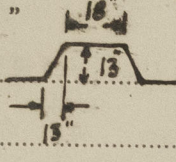
If surveyed while building, afloat, or in dry dock

BUILDING AFLOAT & IN DRY DOCK. VESSEL UNDOCKED GLASGOW 22/9/53.

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...	<u>SHEET 1*</u>	<u>/</u>	Bracket Floors, Frame	<u>-</u>	
" " from <u>DEEP TANK</u> length amidships to Collision bulkhead	<u>27</u>	<u>/</u>	" " Reversed Frame	<u>-</u>	
" " in peaks	<u>24</u>	<u>/</u>	" " Vertical Struts	<u>-</u>	
" " <u>MACH'Y SPACE</u>	<u>29</u>	<u>/</u>	Centre Girder, depth and thickness <u>IN MACH'Y SPACE</u>	<u>73 1/4 x .58 - 50</u>	
SIDE FRAMING.	<u>SHEET 1*</u>	<u>/</u>	" " top Angles	<u>3 1/2 x .52</u>	
Frame Amidships, Angle, [or]	<u>-</u>		" " bottom Angles	<u>5 x .58</u>	
" " Extends up to	<u>-</u>		Side Girders, No. each side and thickness	<u>2 @ .66</u>	
Reversed Frame Amidships, Angle	<u>-</u>		Margin Plate depth (excl. of flange) and thickness	<u>HORIZONTAL</u>	
" " Extends up to	<u>-</u>		" " Vertical Angle to Tank side	<u>-</u>	
Depth of Framing Girder	<u>-</u>		" " Bracket abaft 1/4 len. from stem	<u>-</u>	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	<u>-</u>		" " Vertical Angle to Tank side	<u>-</u>	
" " Second 'tween Decks, Angle, [or]	<u>-</u>		" " Bracket from forward 1/4 len. from stem to Panting Area	<u>-</u>	
" " <u>THIRD MACHINERY SPACE</u>	<u>11 3 1/2 .63</u>	<u>/</u>	" " Gussets, spacing and scantling abaft 1/4 len. from stem	<u>-</u>	
" " <u>from 1/4 len. for'd. to 15% len. from stem IN DEEP TANK FORD. E</u>	<u>10 3 1/2 .46</u>	<u>/</u>	" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	<u>-</u>	
" " in Peaks, Angle [or]	<u>9 3 1/2 .48</u>	<u>/</u>	Tank Side Brackets, height above base line at toe of Frame and thickness	<u>-</u>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>10 3 1/2 .44</u>	<u>/</u>	INNER BOTTOM PLATING. IN MACH'Y SPACE.		
State if Frame Joggled (AFT & FWD)	<u>YES</u>	<u>/</u>	Breadth and thickness of Middle Line Strake	<u>45" x 1.25</u>	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<u>AS APPROVED</u>	<u>/</u>	Thickness of remainder in Holds	<u>1.25 x .56</u>	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<u>AS APPROVED</u>	<u>/</u>	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?	<u>YES</u>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	<u>SHEET 1*</u>	<u>/</u>	Uppermost Continuous Deck, amidships in Wells, Angle, [or]	<u>SHEET 1*</u>	
Height of Brackets at side above base line at toe of frame	<u>-</u>		" " in way of Bridge, Angle, [or]	<u>-</u>	
Middle Line Keelson, <u>on Floors</u> , Angle, [or]	<u>6 3 1/2 .48</u>	<u>/</u>	Spacing	<u>-</u>	
" " <u>IN CARGO TANKS</u> , <u>Through Plate or Inter-costal Plate</u>	<u>59 x .44</u>	<u>/</u>	Second Deck, amidships, Angle, [or]	<u>-</u>	
" " Foundation Plate on Floors	<u>-</u>		Spacing	<u>-</u>	
" " Flat Plate Keel Angles	<u>4 4 .50</u>	<u>/</u>	Third Deck, amidships, Angle, [or]	<u>-</u>	
Side Keelsons, No. each side	<u>-</u>		Spacing	<u>-</u>	
" " thickness of Inter-costal Plate	<u>-</u>		Fourth Deck, amidships, Angle, [or]	<u>-</u>	
" " Angles	<u>-</u>		Spacing	<u>-</u>	
DOUBLE BOTTOM. AFT IN MACH'Y SPACE.			Poop Deck, Angle, [or]	<u>7 3 1/2 .34</u>	
Solid Floors, thickness and spacing	<u>.44-.60 29"</u>	<u>/</u>	Spacing	<u>8 3 1/2 .38</u>	
" " Are Frame and Reversed Frame joggled?	<u>YES</u>	<u>/</u>	Spacing	<u>24 - 29</u>	
Bracket Floors, breadth and thickness at middle line	<u>-</u>		Bridge Deck, Angle, [or]	<u>9 3 1/2 .45</u>	
" " breadth and thickness at margin plate	<u>-</u>		Spacing	<u>33</u>	
			Forecastle Deck, Angle, [or]	<u>7 3 1/2 .48</u>	
			Spacing	<u>9 3 1/2 .45</u>	
			Spacing	<u>24 - 27</u>	

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 <i>(Fore & Aft)</i>	2			
" in 'tween Decks, Size and Spacing	AS APPROVED.			
" " " " "	-			
" in Holds " " "	-			
" " " " "	-			
LONGITUDINAL Centre-Line Bulkhead. Stiffeners and Spacing CORRUGATED		.48 TOP STRAKE .55 BOTTOM " .42-48 REMAINDER		
Plating, thickness of	13			
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	77 x .82			
" " " " in way of Bridge ENDS	77 x .96			
" Angle in Wells	7 7 .82			
Thickness of Plating abreast Deck openings in way of Wells	.72			
Thickness of Plating abreast Deck openings in way of Bridge ENDS	.78			
Thickness of Plating within line of openings	.78 + .72			
If Sheathed, material and thickness	-			
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	75 x .30			
Plating, Sheathing, material and thickness	2 1/2" WOOD COMP. AND LIME WOOD			
Bridge Deck.				
Stringer Plate, breadth and thickness	81 x .33			
Plating, Sheathing, material and thickness	.31 INSIDE DECKHOUSE. .33 EXPOSED			
Forecastle Deck.				
Stringer Plate, breadth and thickness	.33			
Plating, Sheathing, material and thickness	.33 .50 UNDER WINDLASS			

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.				
	AMIDSHIPS.		FORWARD.	AFT.	Top EDGES. State if jogged? No	BUTTS.			
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.		SINGLE OR DOUBLE.	RIVETS. Diam. Inches.	Spacing cr. to cr. Inches.	STRAPPED OR LAPPED.
Flat Plate Keel	8 3/4	1.06	1.06	1.06		WELDED			
" Dblg. (if any)	-	-	-	-					
Bottom Plating, No. of Strakes 4	(2)	.77	.52	.54		DR	1"	4	
Bilge Plating, No. of Strakes 1	(2)	.76	.52	.54		DR	1	4	
Side Plating, No. of Strakes 5	(1)	.78	.52	.52		DR	1	4	
Upper Deck, Sheer-strake in Wells	(4)	.67	.51	.52		DR	7/8	3 1/2 (3 SEAMS AT N.A. 3" CRS.)	
Upper Deck, Sheer-strake in Bridge AT POOP	(4)	.65	.50	.50		DR	7/8	3 1/2	WELDED
Strake below Sheer-strake in Wells						LOWER EDGE. DR	7/8	3 1/2	
Strake below Sheer-strake in Bridge						LOWER EDGE.			
Poop Side Plating				.41		S.R.	3/4	3	
Bridge Side Plating		.45							
Forecastle Side Plating			.45			S.R.	3/4	3	

WATERTIGHT BULKHEADS.

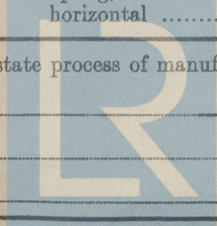
Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	17.
" Deck next below	
As per Rule	

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	PLATE.			
STEM	R.B.	11 1/4 x 3		
STERN FRAME	C.	17 1/2 x 16	AS STROMMENS.	
Propeller Post	-	-		
Rudder	-	-		
Speed of Vessel	14 KNOTS.			
RUDDER—Type	SEMI-BALANCED			
" A x D.	480.			
" Diam. of head	F.	12 1/4	GEORGMARIENWES	
" Mainpiece at top	C	18 1/2 x 6 1/2	OSNABRUCK.	
" heel		18 1/2 x 15 1/2	A.S. STROMMENS	
" how constructed	WELDED SIDE PLATING.			
" double or single plate	DOUBLE			
" coupling, vertical or horizontal	HORIZONTAL.			

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper 'tween decks					
" " Second					
" " IN CENTRE TANKS	.42	.44	.49	CORRUGATED. (SEE SKETCH)	
" " Third	.44	.47	.51	10 x 4 x .44 TO	
" " IN SIDE TANKS	.44	.47	.51	10 x 4 x .64 INV. ANG.	SPACED 30 1/2"
" " Holds	.32 TO	.32	.32	4 x 3 x .30 TO	
COLLISION " (in Hold)	.52	.52	.52	7 x 3 1/2 x .46 INV. ANG.	" 24"
AFTER PEAK "	.30 TO	.30	.30	4 x 2 x .30 TO	" 24"
	.49	.49	.49	8 x 4 x .44 INV. ANG.	

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	Steel Company of Scotland, Colvill & Co. Ltd.
	Has the Steel been tested as required by the Rules? YES.



Lloyd's Register
Foundation

pt. 1°. S.S.M.S. "ALVA CAPE".
PARTICULARS OF LONGITUDINAL FRAMING. 28 OCT 1953

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 Transverse Bulkheads.	Rivets in Brackets to Bulkheads.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam. Ins.	Speng. Ins.	Inches.	Number.	Diameter. Inches.	
ng of 7, 1 1/2 x 1/2		TRANSVERSE			FRAMING.									
s in Bridge 'tween Decks ...		No. 1	8	3 1/2	.60	8	3 1/2	.60		7/8	5 1/4	5 1/4	10	7/8
s from Uppermost Continuous		2	8	3 1/2	.60	8	3 1/2	.60		"	"	"	"	"
eck		3	8	3 1/2	.60	8	3 1/2	.60		"	"	"	"	"
		4	9	3 1/2	.48	9	3 1/2	.48		"	"	"	"	"
		5	10	3 1/2	.42	10	3 1/2	.42		"	"	"	"	"
		6	10	3 1/2	.54	10	3 1/2	.54		"	"	"	"	"
		7	11	3 1/2	.48	11	3 1/2	.48		"	"	"	"	"
		8	11	3 1/2	.56	11	3 1/2	.56		"	"	4	12	7/8
		9	11	3 1/2	.64	11	3 1/2	.64		"	"	"	"	"
		10	12	3 1/2	.52	12	3 1/2	.52		"	"	"	"	"
		11	12	3 1/2	.58	12	3 1/2	.58		"	"	"	"	"
		12	12	3 1/2	.68	12	3 1/2	.68		"	"	3	"	"
		13	15	4	.42/.62	15	4	.42/.62		"	"	"	"	"
		14	15	4	.42/.62	15	4	.42/.62		"	"	"	16	7/8
		15	17	4	.48/.68	17	4	.48/.68		"	"	"	"	"
REMAINDER		16	17	4	.62/.68	17	4	.62/.68		"	"	"	19	7/8
acing of (Amidships		30"	7	32 1/4"								{ 7/8 Rivets @ 3 1/8" + welding. OR WELDED.		
itudinal														
Frames		At Ends												
Tank Top Longitudinals														
Bottom														
of Longitudinals		Amidships												
		At ends...												
Transverses.														
Depth and Thickness		47 1/2"	x	.46	47 1/2"	x	.46							
Face Angle		5	3 1/2	.42	5	3 1/2	.42							
Lugs to Shell*		WELDED.			WELDED									
Depth and Thickness		38 1/2"	x	.45	38 1/2"	x	.45							
Face Angle		4	3 1/2	.42	4	3 1/2	.42							
Lugs to Shell*		6	6	.54	6	6	.54		7/8	4 3/8				
Depth and Thickness		59"	x	.50	59"	x	.50							
Face Angles		9	3 1/2	.64	9	3 1/2	.64							
Lugs to Shell*		WELDED.			WELDED									
" " Back Bars														
Brackets		62"	x	.50	62"	x	.50							
ing of Transverse Frames...														
* State if joggled or liners.														
inal		Bridge Deck												
of		Upper	9	3 1/2	.58	9	3 1/2	.58						
r		Second	9	3 1/2	.60	9	3 1/2	.60						
		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.

Longitudinal framing

With occasional endorsement

0141 2/3

EQUIPMENT No. 56740.

LETTER 97

ANCHORS.

Certificate from Plans & Notes.	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.	Cwts.					
	32859	1st Bower	96	2	14				66	2	2	0	95	✓	Stock LBS	W.L. BYERS	Low-WALKER 21.2.53	
	32998	2nd "	95	0	14	✓			65	15	0	0	95	✓	"	"	R.J. VOGAN 10.4.53	
	32807	3rd "	81	1	7	✓			59	10	0	0	81	✓	"	"	R.J. VOGAN 28.2.53	
		Collective weight	273	0	7								271	✓			R.J. VOGAN	
	32939	Stream	28	1	0	✓	7	1	14	27	6	1	0	28	✓	Steel Stock Rodgers	"	28.3.53 R.J. VOGAN

CHAIN CABLES.

TYPE ANCHOR

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.	Tons.	Tons.	Cwts.	qrs.	lbs.	Fathoms	Ins.					Fathoms	Ins.	Tons.	Fathoms	Ins.
8296	120	2 5/16	134.8	108.7	326	3	2	330	2 1/4	STEEL	N.B. E. WILSON	27.2.53						
											GLASGOW. L.L. WRIGHT			130	6 1/2	112.3	130	6 1/2
8331	210	2 5/16	"	"	574	3	16			"	CO. LTD	30.3.53						
												L.L. WRIGHT						
														40			40	
														100	2 3/4	15.2	100	2 3/4
Stream	120	5 1/2	6/24	84.4				120	5 1/2									
Steel Wire																		

Steering Gear, Type (Power or hand) HASTIE STEAM HYDRAULIC Alternative Means of Steering Duplicate Pumps.Steering Chains (Size and Test) — Windlass CLARKE CHAPMAN (STEAM) Boats 4 @ 24.0'Ceiling in Holds, thickness and material — Cargo Battens, thickness, material and spacing —Cargo Hatchways. (Upper Deck) 27 @ 4'-0" DIA. Thickness of Hatches .50 STEEL.Size of Hatchways No. 1 (Fwd.) — No. 2 — No. 3 — No. 4 — No. 5 — No. 6 —Number of Shifting Beams and/or Fore and Afters —

Builder's Signature

THE GREENOCK DOCKYARD CO., LTD.

MANAGING DIRECTOR

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 —
(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).

THIS SHIP HAS BEEN BUILT UNDER SPECIAL SURVEY IN CONFORMITY WITH THE SOCIETY'S RULES AND REGULATIONS AND SECRETARY'S LETTERS. THE SCANTLING AND ARRANGEMENTS OF THE SHIP ARE AS GIVEN IN THE REPORT AND AS SHOWN AND AMENDED ON THE APPROVED PLANS NOW FORWARDED. ALL MODIFICATIONS OR ADDITIONS TO THE ORIGINAL APPROVED ARRANGEMENTS MADE DURING CONSTRUCTION HAVE BEEN INDICATED ON THE PLANS AND HAVE BEEN APPROVED AS BEING IN ACCORDANCE WITH, OR BY STANDARDS EQUIVALENT TO, THE RULE REQUIREMENTS. THE PLANS OF MIDSHIP SECTION AND PROFILE AND DECKS SHOWING THE SHIP AS BUILT, NOW FORWARDED HERewith HAVE BEEN CHECKED WITH THE APPROVED ARRANGEMENTS AND FOUND IN ORDER. THE MATERIALS AND WORKMANSHIP ARE OF GOOD QUALITY. ALL THE DOUBLE BOTTOM TANKS, FORE AND AFT PEAK TANKS, CARGO OIL TANKS, OIL FUEL BUNKERS, SETTling TANKS, FORWARD DEEP OIL FUEL TANKS, COFFERDAMS AND FRESH WATER TANKS HAVE BEEN TETted TO RULE REQUIREMENTS AND FOUND SATISFACTORY. THE WEATHER DECKS AND N.T. BULKHEADS HAVE BEEN HOSE TETted AND FOUND SATISFACTORY. BILGE SUCTIONS,

The amount of Entry Fee..... £1696. - : -
Special Survey Fee..... £ 50. - : -
Travelling Expenses, if any £ : :
Fees applied for, 30.7.53.
Received by me, 19.

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

CARRYING PETROLEUM IN BULK
LONGITUDINAL FRAMING.I am of opinion the Vessel should be Classed 100 A1.State whether the Vessel has been built under Special Survey YESCertificate to be sent to G.R.K. Date of issue 12/53.Signature Alfred Pullen
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned

GLASGOW

27 OCT 1953

+ 100 A1.

9.53 Libs.

Carrying Petroleum in bulk

Lloyd's A.C.P.

Longitudinal framing

+ L.M.C. 9.53

with torsional endorsement

2 D.B. - 220 lb.

Lloyd's Register
Foundation

0141 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.)

HAND PUMPS, WINOLASS, STEERING GEAR AND AUXILIARY STEERING GEAR HAVE BEEN TRIED AND FOUND EFFICIENT. FREEBOARDS VERIFIED AND MARKS CUT IN ON SHIP'S SIDE. OIL FUEL FLASH POINT ABOVE 150° IS CARRIED IN THE CROSS BUNKER, DEEP TANK FORWARD AND IN DOUBLE BOTTOM TANK AT FORWARD END OF MACHINERY SPACE. THE REQUIREMENTS OF SECTION 20 OF THE RULES WHERE APPLICABLE HAVE BEEN COMPLIED WITH.

PLANS OF MIDSHIP SECTION, PROFILE AND DECKS, CAPACITY PLAN, AS BUILT AND FORGING REPORTS ARE FORWARDED HERewith.

PARTICULARS OF ELECTRIC WELDING (if employed)

ALL DECK AND SHELL BUTTS, BULKHEADS, TANK TOP BUTTS, BOTTOM TRANSVERSE TO SHELL, LONGITUDINAL BRACKETS TO BULKHEADS. KEEL SEAM F.W.A.

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

CARRYING PETROLEUM IN BULK; LONGITUDINAL FRAMING; MACHINERY AFT; C.S.; E.S.D.; D.F.; RADAR; L.A. & C.P.; GYRO COMPASS;

RADAR Equipment (State if fitted) YGT
State Type or Pattern No. RADIO LOCATOR TR
State Name of Maker and/or Supplier MARCONI. Co.

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

1st Bower	60.3.0	A.E.G.	3443	22.8.52
2nd "	61.2.21	A.E.G.	3732	9.12.52
3rd "	52.1.0	A.E.G.	3648	7.11.52

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 119 ft., R.Q.D. ft., Bridge 47.5 ft., Forecastle 56 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.
Official No. 185,954 Signal Letters M.Q.K.S. Extreme Breadth over Belting 69.3 Over-all Length 546.6
No. and Material of Decks ONE DECK STEEL. 2ND DECK CLEAR OF CARGO TANKS.
Parts of Bottom of Vessel coated with cement or approved composition FORE AND AFT PEAKS, PEER AND F.W. TANKS
CEMENTED.

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 Cap. Tons.
Double bottom, aft, FAS. 10-49.	94.25	67. F.W.	Fore peak tank,	26	170
Double bottom, under Engines and Boilers, FAS. 10-32.			After peak tank,	20	154
Double bottom, if under Engines only,			Deep tank, aft, CROSS BUNKER	12.4	0.4
Double bottom, if under Boilers only,			Deep tank, forward,	21.5	625
Double bottom, forward,			Other tanks, if fitted, C.O. FORD	3.	157
Total length (if continuous) and Capacity			Other tanks, if fitted, C.O. AFT.	3.	202

Order for Special Survey No. 368

Date 1st APRIL 1953

Dates of Surveys held while building

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

Total No. of Visits 2