

STEEL STEAMER or MOTORSHIP

Inspected at London Office

3 DEC 1942

Recd D.O. 7/12/42

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 20TH NOVEMBER, 1942

Port of GLASGOW

Survey held at GLASGOW

Date First Survey 1942 Jan. 7thLast Survey 11th November 1942

On the (State if Machinery fitted with or without Tonnage Openings)

STEEL SINGLE SCREW "EMPIRE GYPSY"

MACHINERY AFT

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

FULL SCANTLING

OIL TANKER

State Type of Erections

LONG POOP, TRUNK & FCLE

TONNAGE under Tonnage Deck... 536.09

CLASS 100 A1

State if with freeboard as condition of Class

"CARRYING PETROLEUM IN BULK"

FEET.

Built at POINTHOUSE, GLASGOW.

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

Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a)

L 190.0

Launched 31ST AUGUST, 1942 Yard No. 1175 P.

Total 536.09

Breadth (greatest moulded)

B 30.5

Builders A. & J. INGLIS, LTD.

Gross Tonnage 813.11

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 14.0

Owners THE MINISTRY OF WAR TRANSPORT

Register Tonnage 332.93

1st Longitudinal Number (L x D) = 2660

2nd Numeral L x (B + D) = 8453

Managers C. ROWBOTHAM & SONS.

(Where necessary to be entered in Reg. Book.)

Residence

Port of Registry GLASGOW.

If surveyed while building, afloat, or in dry dock

BUILDING & AFLOAT

REGISTERED DIMENSIONS.

FEET.

Length 193.0

Breadth 30.7

Depth 13.8

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	22 1/2	✓	Bracket Floors, Frame		
FROM 25 L TO FRAME 85	22 1/2	✓	Reversed Frame		
" " FR. 85 TO FR. 87	18 1/2	✓	Vertical Struts		
" " from 3 length amidships to Collision bulkhead	22 1/2	✓	Centre Girder, depth and thickness amidships	45 1/4 x 38	✓
" " in peaks	22	✓	" " top Angles	DOUBLE 3 1/2 3 1/2 34	✓
IDE FRAMING.			" " bottom Angles	DOUBLE 3 1/2 3 1/2 38	✓
Frame Amidships, Angle E or F	7 3 33	✓	Side Girders, No. each side and thickness	ONE 28	✓
" " IN WAY OF TRANSVERSES	9 3 1/2 38	✓	Margin Plate depth (excl. of flange) and thickness	INNER BOTTOM IN ENG. SPACE ONLY, & CARRIED OUT TO SHIP'S SIDE TANK SIDE BRACKETS ATTACHED TO INNER BOTTOM BY 5 x 5 x 38 L	✓
" " Extends up to	UPPER DECK	✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	63 x 30 FL. 3'	✓
Reversed Frame Amidships, Angle			" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	96 x 75	✓
" " Extends up to			" " Gussets, spacing and scantling abaft 1/2 len. from stem	Thickness of remainder in Holds	34
Depth of Framing Girder			" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Boiler and Boiler Room?	YES
Frames in Uppermost Continuous Tween Decks, Angle E or F			Tank Side Brackets, height above base line at toe of Frame and thickness	BEAMS.	
" " Second Tween Decks, Angle E or F			INNER BOTTOM PLATING, IN ENGINE SPACE	Uppermost Continuous Deck, amidships	LONG BEAMS AS PER PAGE 5
" " Third			Breadth and thickness of Middle Line Strake	" " in Well, Angle E or F	5 3 32
" " FRAME 71			Thickness of remainder in Holds	" " in way of Bridge, Angle E or F	EVERY FRAME
" " from 1/2 len. from Stem to 15% len. from Stem	B.A. 7 3 40	✓	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Boiler and Boiler Room?	Spacing	
" " in Peaks, Angle E or F	5 3 35	✓		Second Deck, amidships, Angle E or F	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4 @ 4 1/2	✓		Spacing	
State if Frame Joggled	YES	✓		Third Deck, amidships, Angle E or F	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES	✓		Spacing	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES	✓		Fourth Deck, amidships, Angle E or F	
DOUBLE BOTTOM. IN BOILER SPACE				Spacing	
Floors, Depth and thickness at mid-line	24 x 40	✓		Poop Deck, Angle E or F	5 3 28
" " Hold	NONE	✓		Spacing	EVERY FRAME
Height of Brackets at side above base line at toe of frame	DOUBLE 4 4 42	✓		Bridge Deck, Angle E or F	
Middle Line Keelson, on Floors, Angles	4 4 42	✓		Spacing	
" " Through Plate	48	✓		Forecastle Deck, Angle E or F	5 3 32
" " Intercoastal Plate	12 x 48	✓		Spacing	EVERY FRAME
" " Foundation Plate on Floors	DOUBLE 3 1/2 3 1/2 42	✓			
" " Flat Plate Keel Angles	ONE	✓			
Side Keelsons, No. each side	40	✓			
" " thickness of Intercoastal Plate	DOUBLE 4 4 42	✓			
" " Angles					
DOUBLE BOTTOM. IN ENGINE SPACE					
Solid Floors, thickness and spacing	28 EVERY FRAME	✓			
" " Are Frame and Reversed Frame joggled?	YES	✓			
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.....	CENTRE LINE				Stringer Plate, breadth and thickness in way of Bridge				
" in 'tween Decks, Size and Spacing.....	BULKHEAD IN CARGO TANKS,				Thickness of Plating abreast Deck openings in way of Wells				
" " " " "	O. F. BUNKERS,				Thickness of Plating abreast Deck openings in way of Bridge				
" in Holds " "	COFFERDAMS & PUMP ROOM ✓				Thickness of Plating within line of openings... If Sheathed, material and thickness				
" " " " "									
Centre Line Bulkhead. IN CARGO TANKS [9 3½ .38✓] ON EVERY FR. ✓					Third Deck.				
Stiffeners and Spacing..... [10 3½ .40✓]					Stringer Plate, breadth and thickness.....				
Plating, thickness of 30 8 .35✓	IN N° 1 TANK ✓				If Plated, state thickness.....				
	.40 IN N° 1 TANK								
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....				
Stringer Plate, breadth and thickness in Wells 54 x .40 ✓					If Plated, state thickness				
" " " " in way of POOP ✓ BRIDGE 36 ✓									
" " " " Angle in Well 5 5 .40 ✓					Poop Deck.				
Thickness of Plating abreast Deck openings TRUNK ✓ in way of Well 35 ✓					Stringer Plate, breadth and thickness 71 x .30 - .25 ✓				
Thickness of Plating abreast Deck openings 25 ✓					Plating, Sheathing, material and thickness ... 30 - 25 ✓				
Thickness of Plating within line of openings... 25 ✓					Bridge Deck TRUNK TOP ✓				
If Sheathed, material and thickness COMPOSITION IN POOP ACCOM ^N ✓					Stringer Plate, breadth and thickness..... 66 x .35 ✓				
Second Deck					Plating, Sheathing, material and thickness ... 40 ✓				
Stringer Plate, breadth and thickness in Wells...					Forecastle Deck.				
					Stringer Plate, breadth and thickness..... 30 ✓				
					Plating, Sheathing, material and thickness ... 30 ✓				

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER EDGES. State if joggled? <i>NO</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		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	<i>54</i>	<i>.75</i>	<i>.75</i>	<i>.75</i>	<i>APPROVED 55-44</i>	<i>DOUBLE</i>	<i>7/8</i>	<i>3-2</i>	<i>3 R</i>	<i>7/8</i>	<i>3 1/8</i>	<i>LAPPED</i>
„ DELC. (if any)												
BOTTOM PLATING, No. of of Strakes <i>2</i>		<i>.40</i>	<i>.40</i>	<i>.40</i>		<i>DOUBLE</i>	<i>3/4</i>	<i>2 1/2" IN WAY OF OIL 3" CLEAR OF OIL</i>	<i>3 R-2 R</i>	<i>3/4</i>	<i>2 5/8</i>	<i>LAPPED</i>
BILGE PLATING, No. of Strakes <i>1</i>		<i>.40</i>	<i>.37</i>	<i>.35</i>		<i>DOUBLE-SINGLE</i>	<i>"</i>	<i>"</i>	<i>3 R-2 R</i>	<i>"</i>	<i>"</i>	<i>"</i>
SIDE PLATING, No. of Strakes												
UPPER DECK, Sheer- strake in Well <i>48</i>		<i>.40</i>	<i>.37</i>						<i>3 R-2 R</i>	<i>3/4</i>	<i>2 5/8</i>	<i>LAPPED</i>
			<i>.60 AT POOP FRONT</i>								<i>7/8 R @ 3/8" AT POOP FRONT</i>	
UPPER DECK, Sheer- strake in Bridge <i>POOP</i> ...		<i>.40</i>		<i>.33</i>		<i>SINGLE</i>	<i>3/4</i>	<i>3-2-3</i>	<i>3 R-2 R</i>	<i>3/4</i>	<i>2 5/8</i>	<i>LAPPED</i>
STRAKE BELOW Sheer- strake in Well <i>65 1/2</i>		<i>.40</i>	<i>.37</i>			<i>DOUBLE-SINGLE</i>	<i>"</i>	<i>2 1/2" IN WAY OF OIL 3" CLEAR OF OIL</i>	<i>3 R-2 R</i>	<i>3/4</i>	<i>"</i>	<i>"</i>
STRAKE BELOW Sheer- strake in Bridge <i>POOP</i> ...		<i>.40</i>		<i>.33</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>3 R-2 R</i>	<i>"</i>	<i>"</i>	<i>"</i>
POOP SIDE PLATING				<i>.38-25</i>					<i>2 R-1 R</i>	<i>"</i>	<i>"</i>	<i>"</i>
BRIDGE SIDE PLATING...												
FOREC'TLE SIDE PLATING				<i>.25</i>		<i>SINGLE</i>	<i>3/4</i>	<i>3</i>	<i>1 R</i>	<i>3/4</i>	<i>2 5/8</i>	<i>LAPPED</i>

WATERTIGHT BULKHEADS.

07. ✓		
Total No. of	W.T. BULKHEADS in Vessel—	9 ✓
	TRUNK TOP ✓	
Extending to	Upper Deck (Sec. 3 c)	6 ✓
	UPPER ✓	
„	Deck next below	3 ✓
As per Rule	APPROVED ✓	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM	ROLLED STEEL	6 1/2 x 1 3/8		
STERN FRAME	{ Propeller Post	FORGING 6 1/8 x 4	T. S. FORSTER	
	{ Rudder	" 5 3/4 x 4	& SONS, LTD	
Speed of Vessel	UNDER 12 KTS.			
RUDDER—Type	ORDINARY			
„ A x D	91.59			
„ Diam. of head	FORGING 5 7/16		T. S. FORSTER	
„ Mainpiece at top pintle	"	5 1/2 F.R.A.	& SONS, LTD.	
„ „ heel	"	5 7/8 BATH.		
„ how constructed	MAIN PIECE & ARMS FORGED IN ONE PIECE			
„ double or single plate	DOUBLE	38		
„ coupling, vertical or horizontal	VERTICAL			

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
<i>O.T.</i>						
MIDSHIP BULKH'D,	Upper tween deck					
"	Second					
"	Third					
"	Holds					
			35' 9" 3 1/2" 38 B A	28 1/2"	GIRDER AT UPPER	OK. LEVEL
COLLISION	(in Hold)		40' 30" 7 x 3 x 38 B A	24"	DEEP TANK FLAT	
AFTER PEAK			42' 30" 8 x 3 x 35 B A	24"	NONE	
			3 x 3 x 30 O A	24"		

STEEL.

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

Has the Steel been tested as required by the Rules?

Lloyd's Register
Foundation

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.
Framing of $\Lambda, L \& K$													
Frames in Bridge between Decks													
Frames from Uppermost Continuous Deck Deck S. No. 1		10	3 1/2	40	9	3 1/2	38	IN N°1 TANK	3/4	3 3/8	IN N°1 TANK	12	7/8 TO LONG
CENTRE LINE BHD.													
P. & S. " 2													
P. & S. " 3													
P. & S. " 4													
" 5													
" 6													
" 7													
" 8													
" 9													
" 10													
" 11													
" 12													
" 13													
" 14													
" 15													
" 16													
Spacing of Longitudinal Frames		Amidships 2'-4 1/2"			At Ends 2'-4 1/2"								
Double Bottoms { Tank Top Longitudinals													
Bottom { Bottom													
Spacing of Longitudinals { Amidships													
{ At Ends													
Transverses.													
Side { Depth and Thickness													
(in 'tween Decks) { Face Angles													
{ Lugs to Shell*													
Side { Depth and Thickness													
(in Hold) { Face Angles													
{ Lugs to Shell*													
Bottom { Depth and Thickness		29	40		29	40							
{ Face Angles FLANGE		5	5	36	5	5	36						
{ Lugs to Shell*		5	5	36	5	5	36						
{ " " Back Bars													
{ Brackets		35	FLANGED 4"		35	FLANGED 4"							
Spacing of Transverse Frames		9'-4 1/2"	&	7'-6"	9'-4 1/2"	&	7'-6"						
* State if joggled or liners. JOGGLED													
Longitudinal Beams of $\Lambda, L \& K$													
TRUNK TOP		7	3	33	7	3	33	Spacing. 28 1/2					
Bridge Deck													
Upper													
Second													
Third													
Transverse Beams.													
Plate.													
Face FLANGE													
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.

EQUIPMENT No												LETTER <i>k</i>		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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Owts.			
42168	1st Bower ...	19	1	14	STOCKLESS			20	4	0	7	19 (STOCKLESS)	BYERS STOCKLESS	-	SUNDERLAND 21-7-42 R.J.VOGAN
42167	2nd „ ...	18	3	14	„			19	15	1	7	19	„	-	SUNDERLAND 21-7-42 R.J.VOGAN
	3rd „ ...											16 1/4	„		
	Collective weight.											54 1/4	„		
55235	Stream	5	1	6	1	1	22	7	11	3	14	5 1/4 (EX STOCK)	ORDINARY F.W.I.	-	CRADLEY HEATH 15.8.42 W.V.NORMAN

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.		Length.	Cir.	
1346	Fathoms.	Ins.	Tons.	Tons.	Owts. grs. lbs.	Owts.	Fathoms.	Ins.	STUD LINK	-	NETHERTON 7.9.42. J.A.RELF.	TOWLINE...	Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
	180½	1 5/16	31	46½	161-0-7	185½	210	1 5/16					90	3	18-6	90	3	
												HAWSERS & WARPS	90	2¼	10-8	90	2¼	
												"	90	1¾	6-4	90	1¾	
												"						
Lower Stream Chain - Steel Wire	60	3¼			21-7			60	3¼	(6x12)								

Steering Gear, Type (Power ~~or hand~~) *Haetics. Steam telmotor* Alternative Means of Steering *Block & tackle led to steam capstan on poop*

Steering Chains (Size and Test) *✓* Windlass *Emerson Walker - steam* Boats *2 20ft. lifeboats.*

Ceiling in Holds, thickness and material *None* Cargo Battens, thickness, material and spacing *None*

Cargo Hatchways. *Trunk Top* *Bull angle coamings* Thickness of Hatches *steel hinged covers.*

Size of Hatchways No. 1 (Fwd.) *Hold 3'9" x 5'0"* *Fore cofferdam* *Main oil tanks* No. 2 *2'0" x 2'0"* No. 3 *2'6" x 2'6"* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *None*

Builder's Signature

A. & J. INGLIS LIMITED

W. S. Milne

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).

The vessel has been built in accordance with the approved plans, the Secretary's letters of various dates and in general conformity with the Society's Rules for the class contemplated. The materials and workmanship are good.

The cargo oil tanks, oil fuel bunkers, settling tank, after cofferdam, forward cofferdam, fore peak tank, aft peak tank, forward deep tank and double bottom tanks in engine room were tested as required by the Rules & found satisfactory.

Weather decks hose tested & found satisfactory.

Freeboard verified & marks cut in.

Steering gear & windlass tried under working conditions & found satisfactory.

Oil fuel is carried in oil fuel bunkers & settling tanks at forward end of boiler space. Flash point above 150°F. Section 20 of the Rules complied with where applicable.

Anchors & cables in accordance with war emergency requirements.

The amount of Entry Fee £ 4 : 0 : 0 Fees applied for,

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

Special Survey Fee.... £ 121 : 19 : 0

SUPERVISION OF SPECIFICATION 30 9 9 Received by me,

Travelling Expenses, if any £ 19

FREE BOARD 8 : 0 : 0

I am of opinion the Vessel should be Classed *100A1* "CARRYING PETROLEUM IN BULK. SPECIAL NOTATION - LONGITUDINAL FRAMING AT BOTTOM & AT DECK. ✓"

State whether the Vessel has been built under Special Survey *yes*

Signature

S. W. Bolwell.

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Glasgow* Date of issue *27/1/43*

Committee's Minute *GLASGOW* *1 DEC 1942*

Character assigned *100A1*

11.42
Carrying Petroleum in Bulk
Longitudinal Framing at Bottom & at Deck
L.M.C. 11.42

Lloyd's accd

Note: - Expe.

Fitted for oil fuel 11.42 7.8. above 150°F.

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Lloyd's Register Foundation

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.)

This vessel is a sister to the "EMPIRE MAIDEN", 'Englis' N° 1151 P (see Glasgow Report N° 65040)

Midship section as built forwarded in advance.

The following approved plans are forwarded herewith:—

- Midship section
- Profile and Decks.
- Rudder & Stemframe
- C.T. Transverse Bulkheads
- C.T. Bunker & N° 1 cargo tanks.
- Riveting List
- Fore end framing
- Aft end framing
- Break of shell at poop front bulkhead.
- Engine & boiler casings.
- Reservoirs for sea inlets.
- Pump seats
- Bulge & ballast pumping arrangement

The following forging & basting Reports are enclosed:—

Rudder
Stemframe
Tiller
Quadrant

PARTICULARS OF ELECTRIC WELDING (if employed)

Stemframe fin plates, intermediate stiffeners on flat of bottom shell, & other minor details.

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

Longitudinal framing at bottom & at deck. Lloyd's A. & C.P. Machy. aft.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	WT. INC. PIN 12-3-0	S.P.R.	4852	22-5-42
	2nd "	12-2-27	K.L.	4842	21-5-42
	3rd "				

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 65.82 ft., TRUNK R.O.D. 101.6 ft., Bridge ✓ ft., Forecastle 22.1 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓ omit

Official No. Signal Letters Extreme Breadth over Belting STEEL AMIDSHIPS 30'10" Over-all Length 202'3" (Circ. 1611) (Circ. 1703)
No. and Material of Decks 1 DK. STEEL
Parts of Bottom of Vessel coated with cement or approved composition Peaks, D.B. in Engine Space, Boiler Room, Pump Room, & Deep Tank Forward.
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,	13.2	16 ✓
Double bottom, under Engines and Boilers,			After peak tank,	13.3	25 ✓
Double bottom, if under Engines only,	20.6	27	Deep tank, aft,	3.0	20
Double bottom, if under Boilers only,			FORWARD COFFERDAM	16.1	44 ✓
Double bottom, forward,			Deep tank, forward,	3.0	40 ✓
Total length (if continuous) and Capacity	20.6	27	Other tanks, if fitted, AFTER COFFERDAM		
			(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 6627

Date

26.12.41

Dates of Surveys held while building

1942 Jan'y 7, 13, 20 Feb'y 11, 24 Mar. 19 Apr. 1, 13, 23, 28, 29, 30 May 5, 6, 7, 13, 18, 20, 21, 26, 29 June 1, 10, 15, 18, 23 July 6, 8, 13, 16, 17, 21, 28, 29, 30, 31 Aug. 4, 6, 8, 10, 11, 12, 13, 14, 16, 17, 18, 19, 20, 22, 23, 25, 26, 27, 28, 29, 30, 31 Sept. 3, 4, 10, 11, 17, 19, 21, 22, 24 Oct. 1, 5, 9, 15, 26 Nov. 4, 8, 9, 11

Total No. of Visits 76