

## STEEL STEAMER or MOTORSHIP.

Received at London Office 28 SEP 1942

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 24/9/42.

Port of NEWCASTLE-ON-TYNE

No. 100736

Survey held at HEBBURN-ON-TYNE.

Date First Survey 27 Jan 43

Last Survey 4 Sept 42

On the *SINGLE SCANTLING* MOTOR TANKER "NUCULANA" (MACHINERY AFT)

State Type (Full Scantling, complete Superstructure with or without Tonnage Openings) FULL SCANTLING

State Type of Erections POOP, BRIDGE &amp; FORECASTLE

TONNAGE under Tonnage Deck... 7234.28

CLASS 100 A.1. "CARRYING PETROLEUM IN BULK"

State if with freeboard as condition of Class "No."

Built at HEBBURN-ON-TYNE

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

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 460.0

Launched 2<sup>ND</sup> JUNE 1942. Yard No. 649

Total

Breadth (greatest moulded) B 59.0

Builders P &amp; W. HAWTHORN, LESLIE &amp; CO LTD.

Gross Tonnage 8178.88

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 34.0

Owners THE ANGLO-SAXON PETROLEUM CO LTD.

Register Tonnage 4766.21

1st Longitudinal Number (L x D) = 15640

Managers *✓*  
(Where necessary to be entered in Reg. Book.)

## REGISTERED DIMENSIONS.

FEET.

Length 465.3

Framing Depth "d," at middle of length. See Sec. 3 (1d)

Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.52

Residence *✓*

Breadth 59.3

Do. Long Bridge to top of keel

Port of Registry LONDON.

Depth 33.85

Brought Moulded 27.35

If surveyed while building, afloat, or in dry dock

WHILE BUILDING &amp; AFLOAT &amp; IN DRY DOCK.

## FRAMES, DOUBLE BOTTOM AND BEAMS.

FOR LONGITUDINAL FRAMING. SEE ATTACHED SLIP REPORT \*

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

31 1/2

Bracket Floors, Frame

NONE

" " from 3 length amidships to Collision bulkhead

27

" " Reversed Frame

D°

" " in peaks. " OIL FUEL BUNKER. " MACHINERY SPACE

24

" " Vertical Struts

D°

IDE FRAMING. Frame Amidships, Angle, E or F. TANKS 1-6. TANKS 7-9. FORD DEEP TANK

10 3 1/2 44

Centre Girder, depth and thickness amidships

60 x 54 to 46

" " Extend up to UPPER DECK. IN MACHINERY SPACE

11 3 1/2 44

" " top Angles DOUBLE

3 1/2 3 1/2 50

Reversed Frame Amidships, Angle

10 3 1/2 44

" " bottom Angles D°

4 4 56

" " Extends up to 2<sup>ND</sup> DECK.

11" AND 10"

Side Girders, No. each side and thickness

1 @ 60

Depth of Framing Girder

9 3 1/2 40

Margin Plate depth (excl. of flange) and thickness

1 @ 42

Frames in Uppermost Continuous 'tween Decks, Angle, E or F

8 3 1/2 38

" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem

1 @ 50 1/2 HEIGHT

" " Second 'tween Decks, Angle, E or F

✓ ✓ ✓

" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area

✓

" " Third " " " "

AS ABOVE

" " Gussets, spacing and scantling abaft 1/2 len. from stem

✓

" " from 1 len. for'd. to 15 len. from Stem

8 3 1/2 46

" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area

✓

" " in Peaks, Angle or F

9 3 1/2 36

Tank Side Brackets, height above base line at toe of Frame and thickness

37 x 44

Diameter and Spacing of Rivets through Frame and Shell Plating amidships

7/8 @ 4 7/8

INNER BOTTOM PLATING.

71 x 70

State if Frame Joggled

YES

Breadth and thickness of Middle Line Strake

54 x 1 1/8

Are the scantlings and arrangements in the Panting Area in accordance with the Rules and as approved?

YES

Thickness of remainder in Hold

54 x 1 1/8 UNDER ENGINES

Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and as approved?

YES

Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. &amp; B. space and framing in Tankers and Boiler Room?

YES

INGLE BOTTOM. Floors, Depth and thickness at mid-line in Holds

27 &amp; 24

BEAMS.

27 &amp; 24

Height of Brackets at side above base line at toe of frame

30 1/4 &amp; 24

Uppermost Continuous Deck, amidships

8 3 42

Middle Line Keelson, on Floors, Angles, E or F

8 3 42

" " in Wells, Angle, E or F

8 3 42

" " Through Plate or Intercostal Plate

8 3 38

" " in way of Bridge, Angle, E or F

8 3 38

" " Foundation Plate on Floors

8 3 36

Spacing

27 &amp; 24

" " Flat Plate Keel Angles

27 &amp; 24

Second Deck, amidships, Angle, E or F

8 3 42

Side Keelsons, No. each side

8 3 42

Spacing

10 3 1/2 40

" " thickness of Intercostal Plate

30 1/4, 27 1/4 &amp; 24

Fourth Deck, amidships, Angle, E or F

✓

" " Angles

8 3 46

Spacing

8 3 40

DOUBLE BOTTOM. IN MACHINERY SPACE Solid Floors, thickness and spacing

50 EVERY FRAME 42

Poop Deck, Angle, E or F

8 3 46

" " Are Frame and Reversed Frame joggled?

YES

Spacing

30 1/4, 27 1/4 &amp; 24

Bracket Floors, breadth and thickness at middle line

NONE

Bridge Deck, Angle, E or F

7 3 42

" " breadth and thickness at margin plate

NONE

Spacing

3 1/2



| WATERTIGHT BULKHEADS.  |  |                    |             |          |             | FORGINGS AND CASTINGS. |  |  |  |  |
|--|--|--------------------|-------------|----------|-------------|------------------------|--|--|--|--|
| Total No. of W.T. BULKHEADS in Vessel—   |  |                    |             |          |             |                        |  |  |  |  |
| Extending to Upper Deck (Sec. 3 c) 17 ✓  |  |                    |             |          |             |                        |  |  |  |  |
| " Deck next below ✓  |  |                    |             |          |             |                        |  |  |  |  |
| As per Rule ✓  |  |                    |             |          |             |                        |  |  |  |  |
|  |  | Plating Thickness. | STIFFENERS. |          |             |                        |  |  |  |  |
|  |  |                    | VERTICAL.   |          | HORIZONTAL. |                        |  |  |  |  |
|  |  |                    | Scantlings. | Spacing. | Scantlings. | Spacing.               |  |  |  |  |
| MIDSHIP BULKHEAD, Upper tween decks  |  |                    |             |          |             |                        |  |  |  |  |
| " " Second "   |  |                    |             |          |             |                        |  |  |  |  |
| " " Third "  |  |                    |             |          |             |                        |  |  |  |  |
| " " Holds .....  |  |                    |             |          |             |                        |  |  |  |  |
| COLLISION " (in Hold) .....  |  |                    |             |          |             |                        |  |  |  |  |
| AFTER PEAK " " .....   |  |                    |             |          |             |                        |  |  |  |  |
| Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)   |  |                    |             |          |             | OPEN HEARTH PROCESS. ✓ |  |  |  |  |
| STEEL.   |  |                    |             |          |             |                        |  |  |  |  |
| APPLEBY FRODINGHAM STEEL CO., CONSETT IRON CO., DORMAN LONG & CO., SOUTH DUPHAM STEEL & IRON CO., SKINNINGROVE IRON CO., CARO FLEET IRON CO., COLVILLE & SONS, STEEL COMPANY OF SCOTLAND, LANARKSHIRE STEEL CO., RAIN & CO. LTD. |  |                    |             |          |             |                        |  |  |  |  |
| Has the Steel been tested as required by the Rules? YES.   |  |                    |             |          |             |                        |  |  |  |  |

| BOTTOM FRAMING. |   | AMIDSHIPS. |      |      | ENDS.    |      |      | AMIDSHIPS.               |      |      | ENDS.                    |      |      | RIVETS IN LONGITUDINAL FRAMES. |        | SPACING OF RIVETS ON EACH SIDE OF TRANSVERSES AND BULKHEADS. |         | RIVETS IN BRACKETS TO BULKHEADS. |  |
|-----------------|---|------------|------|------|----------|------|------|--------------------------|------|------|--------------------------|------|------|--------------------------------|--------|--|---------|----------------------------------|--|
|                 |   | In Ship.   |      |      | In Ship. |      |      | Per Rule or as approved. |      |      | Per Rule or as approved. |      |      | Diam.                          | Speng. | Inches.  | Number. | Diameter.                        |  |
|                 |   | Ins.       | Ins. | Ins. | Ins.     | Ins. | Ins. | Ins.                     | Ins. | Ins. | Ins.                     | Ins. | Ins. | Ins.                           | Ins.   | Ins.   |         | Inches.                          |  |
| BOTTOM          | Framing of L, C or C .....                  |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | Frames in Bridge 'tween Decks ...           |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | Frames from Uppermost Continuous Deck No. 1 |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | " 2   |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | " 3   |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | " 4   |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | " 5   |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | " 6   |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | " 7   |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | " 8   |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | WING TANKS [                                |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | " 9   |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | " 10  |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | " 11  |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | " 12  |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | " 13  |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | CENTRE TANKS [                              |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | " 14  |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | " 15  |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | " 16  |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | Spacing of Longitudinal Frames              |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | Double Bottoms L, C or C                    |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | Tank Top Longitudinals                      |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | Bottom "                                    |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | Spacing of Longitudinals                    |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | Amidships                                   |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | At Ends...                                  |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | Transverses.                                |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | In Bridge                                   |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | 'tween Decks                                |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | Depth and Thickness                         |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | Face Angles                                 |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | Lugs to Shell*                              |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | In Upper 'tween Decks.                      |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | Depth and Thickness                         |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | Face Angles                                 |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |
|                 | Lugs to Shell*                              |            |      |      |          |      |      |                          |      |      |                          |      |      |                                |        |  |         |                                  |  |

Committee's Minute  
Character assigned  
+ Hooks  
Carrying petroleum in bulk  
Lloyd's a/c, O.R. E.S.D.  
note for S.R.L.  
+ Linc. G. & E.  
D.B. - 180th Oil Exp. Co.,  
Lloyd's Register  
Foundation



EQUIPMENT No 44693

LETTER CT

ANCHORS. 2 BOWERS. 1 STREAM.

| Number of Certificate. | Anchor.            | WEIGHT, EX. STOCK.      | WEIGHT OF STOCK.        | TEST, PER CERTIFICATE.         | WEIGHT REQUIRED BY TABLE 53. | Description of Anchor.            | Makers.          | Where and when tested and Superintendent. |
|------------------------|--------------------|-------------------------|-------------------------|--------------------------------|------------------------------|-----------------------------------|------------------|---|
| 41270                  | 1st Bower          | Cwts. qrs. lbs. 73 3 14 | Cwts. qrs. lbs. 55 15 0 | Tons. cwt. qrs. lbs. 55 15 0 0 | 73 1/2                       | BYERS APP <sup>NO</sup> STOCKLESS | BYERS & CO LTD   | SLD. 10-10-41. W.V. NORMAN.               |
| 41271                  | 2nd "              | 73 3 14                 | 55 15 0                 | 55 15 0 0                      | 73                           | D <sup>O</sup> .                  | D <sup>O</sup> . | SLD. 10-10-41. W.V. NORMAN.               |
| 53187                  | 3rd "              | 73 3 21                 | 55 15 0                 | 55 15 0 0                      | 73                           | D <sup>O</sup> .                  | D <sup>O</sup> . | " 30-11-48                                |
|                        | Collective weight. | 221 2 21                |                         |                                | 219 1/2 CWTs.                |                                   |                  |   |
| 54213                  | Stream             | 22 0 0                  | 5 2 24                  | 22 15 0 0                      | 22                           | FODGERS FORGED WROUGHT IRON       |                  | CRADLEY HEATH 16-11-42. L.C. PAUL.        |

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. |
|------------------------|---------------------------|-----------------------|------------------------|-------------------------------|--------------|-------------------|--|-----------------|---------------------------|------------------------------|-------------------------------|
| 116731                 | 240 2 7/16                | 106 3/10 149 5/8      | 720-0-14               | 290 1/4                       | 300 2 7/16   | STUD LINK.        | NETHERTON 31-1-42. R.E.F.                  | TOWLINE         | 130 5 1/4                 | 77 1/2                       | 130 5 1/4                     |
|                        |                           |                       |                        |                               |              |                   |  | HAWSERS & WARPS | 2@100 3 1/4               | 21.7                         | 2@100 2 3/4                   |
|                        |                           |                       |                        |                               |              |                   |  |                 | 2@100 3 1/4               | 21.7                         | 2@100 2 3/4                   |
| Iron Stream            | 120 5                     | 52.8                  |                        |                               | 120 5        | BRITISH ROPES     |  |                 |                           |                              |                               |

Steering Gear, Type (Power ~~on hand~~) STEAM-HYDRAULIC BY HASTIE & CO. Alternative Means of Steering BLOCKS AND TACKLE OPERATED FROM STEAM WINCH ON POOP DECK.

Steering Chains (Size and Test) NONE. TELEMOTOR CONTROL. Windlass STEAM BY EMERSON WALKER. Boats 2@ 24' x 7'5" x 3'0" FOR 34 PERSONS

Ceiling in Holds, thickness and material NONE. Cargo Battens, thickness, material and spacing NONE. (MOTOR LIFEBOAT)

Cargo Hatchways.—(Upper Deck) 27 @ 4'-6" x 3'-6" O.T. HATCHES. Thickness of Hatches { COAMINGS (STEEL) .40 & STIFFENERS UPPER EDGE 1 @ 8'-0" x 10'-0" TRUNKED HATCH (WT.) COVERS D<sup>O</sup> .54

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

FOR R. & W. HAWTHORN, LESLIE & CO. LIMITED.

Builder's Signature *C. Stephenson*

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 VESSEL HAS BEEN BUILT IN ACCORDANCE WITH THE APPROVED PLANS, THE SECRETARY'S LETTERS OF VARIOUS DATES, AND IN GENERAL CONFORMITY WITH THE SOCIETIES RULES FOR THE CLASS CONTEMPLATED.

THE MATERIALS AND WORKMANSHIP ARE GOOD.

THE WEATHER DECK'S CLEAR OF TANKS AND THE W.T. BULKHEAD ABOVE THE POPE PEAK TANK, HAVE BEEN HOSE TESTED AND FOUND SATISFACTORY. THE CARGO TANKS, COFFERDAMS, PEAKS, OIL FUEL BUNKERS, DEEP TANK FORWARD, LUBRICATING OIL TANKS, FW TANKS AND DOUBLE BOTTOM TANKS, HAVE BEEN TESTED AS REQUIRED BY THE RULES AND FOUND SATISFACTORY.

THE REQUIREMENTS OF SECTION 22 OF THE RULES WHERE APPLICABLE, FOR THE CARRIAGE OF OIL FUEL HAVING A FLASH POINT ABOVE 150°F HAVE BEEN COMPLIED WITH. THE OIL FUEL IS CARRIED IN THE CROSS BUNKER FORWARD OF THE MACHINERY SPACE, IN THE FORE DEEP TANK, AND PART OF THE DOUBLE BOTTOM UNDER THE ENGINES.

THE WINDLASS, MAIN AND AUXILIARY STEERING GEARS AND EMERGENCY CONTROL OF STEERING GEAR HAVE BEEN TRIED UNDER WORKING CONDITIONS AND FOUND SATISFACTORY.

THE ASSIGNED FREEBOARDS, HAVE BEEN MARKED ON THE SIDES OF THE VESSEL, VERIFIED, CUT IN AND PAINTED.

The amount of Entry Fee ..... £ 11 : - - Fees applied for, (Special notations, where part of class, to be stated.)

Special Survey Fee.... £ 606 : 14 : 3 21 SEP 1942

FREEBOARD ASSIGNMENT Received by me, I am of opinion the Vessel should be Classed +100 A1

Travelling Expenses, if any £ 19 : - - 19 CARRYING PETROLEUM IN BULK

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

Certificate to be sent to NEWCASTLE-ON-TYNE Date of issue 30/10/42

Committee's Minute

Character assigned +100 A1

*Carrying petroleum in bulk*

*Lloyd's aocl, O.L. E.S.D.*

*note for S.R.L.*

*+Limb. 9-11-2*

*DB-180th*

*Oil Sp. Ch.*

The Surveyor are requested not to write on or below the Committee's Minutes.



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.)

SISTER VESSELS:— M.V. DONOVANIA. NWC. RPT N° 32593.  
M.V. DIPLODAN. D° 32860  
M.V. SAN VENANCIO. D° 100,147.  
M.V. NICANIA. D° 100,491.

COPIES OF THE APPROVED PLANS (AS PER ATTACHED LIST) ARE ENCLOSED, AND SHOULD BE RETURNED FOR REFERENCE IN BUILDING SISTER VESSELS.

REPORTS FOR STEPNFRAME, RUDDER COUPLING, UPPER & LOWER BEARINGS AND TILLERS ARE ENCLOSED.

A COPY OF THE MIDSHIP SECTION AND PROFILE AND DECK, AS BUILT IS ENCLOSED.

NOTE:— A BOWER ANCHOR AND 60 FATHOMS OF 2<sup>7</sup>/<sub>16</sub> DIA. CHAIN CABLE WILL REQUIRE TO BE SUPPLIED AT THE END OF THE PRESENT EMERGENCY, TO ENABLE THE EQUIPMENT TO COMPLY WITH THE RULES.

PARTICULARS OF ELECTRIC WELDING (if employed) RUDDER, SEAMS AND BUTTS OF DECKHOUSES AND BOAT DECK AND MINOR ITEMS. THE ELECTRIC ARC WELDING CARRIED OUT WITH ELECTRODES APPROVED FOR THE PURPOSE, AND IN ACCORDANCE WITH THE "RULES FOR THE APPLICATION OF ELECTRIC ARC WELDING TO SHIP CONSTRUCTION."

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 AND DECK"; "RUDDER ELECTRICALLY WELDED"; "LLOYD'S A & C.P."; "CRUISER STEPN"; MACHINERY AFT; SINGLE SCREW; ECHO SOUNDING DEVICE; DIRECTION FINDER.

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

1st Bower 44-2-6. IT N° 3615 16/12/40.  
2nd " 44-2-17. J.T. N° 3563. 15/11/40.  
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 32.63 ft., R.Q.D. ft., Bridge 44.61 ft., Forecastle 50.17 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 168,306 Signal Letters Extreme Breadth over Belting (Circ. 1611) Over-all Length 483.23 FEET. (Circ. 1703)  
No. and Material of Decks 1 DECK (STEEL) 2 DECK CLEAR OF CARGO TANKS.  
Parts of Bottom of Vessel coated with cement or approved composition

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.<br>Feet. | Water Capacity.<br>Tons. | Where Fitted.  | Length.<br>Feet. | Water Capacity.<br>Tons. |
|---|------------------|--------------------------|--|------------------|--------------------------|
| Double bottom, aft,                                 |                  |                          | Fore peak tank,  |                  | 138.3                    |
| Double bottom, under Engines and Boilers, OF ONLY.  | 46.46            |                          | After peak tank,                                       |                  | 85.6                     |
| Double bottom, # under Engines only, LUB. OIL ONLY. | 10.25            |                          | Deep tank, aft,  |                  |                          |
| Double bottom, if under Boilers only,               |                  |                          | Deep tank, forward,                                    | 24.75            | 265.6                    |
| Double bottom, forward, " 2 COFFERDAMS              | 2.56             |                          | Other tanks, if fitted,                                |                  |                          |
| Total length (if continuous) and Capacity (TOTAL)   | 59.27            |                          | (If necessary, furnish further information by sketch.) |                  |                          |

Order for Special Survey No. 5624

Date 17.12.40

Dates of Surveys held while building

1941  
Jan. 27. Feb. 12. Mar. 18. 19. Apr. 16. 17. May 20. 22. 23. 29. 30. June 16. 25. 30. July 18. 23. 29. 31. Aug. 6.  
1942  
Sep. 1. Oct. 17. 31. Nov. 25. Dec. 1. 10. 19. 29. Jan. 2. 20. 22. 26. 29. 30. Feb. 2. 6. 10. 13. 17. 23. 26. 27. Mar. 11. 12. 16. 19.  
23. 25. 26. 27. 30. Apr. 1. 2. 8. 9. 10. 14. 15. 16. 17. 18. 20. 21. 22. 23. 24. 25. 27. 28. 29. 30. May 1. 2. 5. 6. 7. 8. 9. 11. 12. 13. 14.  
15. 19. 20. 21. 22. 26. 28. June 1. 15. 18. 23. 25. 29. July 3. 7. 10. 13. 14. 17. 21. 23. 28. 30. Aug. 4. 7. 10. 18. 19. 21. 25.  
27. 31. Sep. 1. 4.

Total No. of Visits 116