

STEEL STEAMER OR MOTORSHIP.

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. YES

Date of completion of report 1ST SEPTEMBER 1952. Port of HAMBURG. No. 2023

Survey held at HAMBURG - FINKENWERDER Date First Survey 17th April Last Survey 29th August 19 52

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) M.V. "MOSOIL" - SINGLE SCREW - MACHINERY FITTED AFT.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING. State Type of Erections POOP, BRIDGE AND FORECASTLE.

TONNAGE under Tonnage Deck ... 9838.58

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

Total 9838.58

Tonnage 11,348.65

Net Tonnage 6712.83

REGISTERED DIMENSIONS.

FEET

Length 517.50

Breadth 68.17

Depth 38.43

CLASS 100 A.I. CARRYING PETROLEUM IN BULK.

State if with freeboard as condition of Class NO

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 510.00

Breadth (greatest moulded) B 68.00

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 39.00

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 (30'-4 5/8") 9.261 METRES 30'-3 3/4"

Built at FINKENWERDER.

Launched 19TH JULY 1952 Yard No. 640

Builders DEUTSCHE WERFT A.G.

Owners COMPAGNIA NAVIGAZIONE DE MARITIMA S.A.

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

Residence

Port of Registry PANAMA CITY

If surveyed while building, afloat, or in dry dock

WHILST BUILDING, AFDATA AND IN DRY DOCK

FRAMES, DOUBLE BOTTOM AND BEAMS.

G.L. FRAMING AS PER PAGE 5.

mm INCHES IN SHIP.

Any Departure from Approved Plans to be Noted.

mm INCHES IN SHIP.

Any Departure from Approved Plans to be Noted.

FRAMES, Spacing amidships 760

" " from 1/3 length amidships to Collision bulkhead 685 AND 760

" " in peaks 610

SIDE FRAMING.

Frame Amidships, Angle [] or [] HOLLAND PROFILE 260x13.

" " Extends up to MAIN DECK.

Reversed Frame Amidships, Angle NONE

" " Extends up to

Depth of Framing Girder 260

Frames IN MACHINERY SPACE 340x100x13

" IN DEEP TANK AND CARGO HOLD 340x100x14

" IN POOP TWEEN DECK 200x90x11

" IN FORECASTLE TWEEN DECK 200x90x12

" from 1/2 len. for'd. to 15% len. from Stem HOLLAND PROFILE 260x13

" in Peaks, Angle [] 250x90x11

Diameter and Spacing of Rivets through Frame and Shell Plating amidships SIDE AND BOTTOM FRAMING E.W. TO SHELL

State if Frame Joggled NO

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

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

SINGLE BOTTOM.

Floors, Depth and thickness at mid-line in Holds

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

Middle Line Keelson, on Floors, Angles, [] or []

" " Through Plate or Inter-costal Plate

" " Foundation Plate on Floors

" " Flat Plate Keel Angles

Side Keelsons, No. each side

" " thickness of Inter-costal Plate

" " Angles

DOUBLE BOTTOM. IN MACH. SPACE.

Solid Floors, thickness and spacing 11.5 AND 13.5 SPACED 760.

" " Are Frame and Reversed Frame joggled? E.W. TO SHELL AND TANK TOP

Bracket Floors, breadth and thickness at middle line

" " breadth and thickness at margin plate

Bracket Floors, Frame

" " Reversed Frame

" " Vertical Struts

Centre Girder, depth and thickness amidships 1800x14.5

" " top Angles E.W. DIRECT TO T.T.

" " bottom Angles E.W. DIRECT TO SHELL

Side Girders, No. each side and thickness. ENG. SEATING AS APPROVED

Margin Plate depth (excl. of flange) and thickness

" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem

" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area

" " Gussets, spacing and scantling abaft 1/4 len. from stem

" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area

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PILLARS AND DECKS.

		m.m. Inches IN SHIP.		Any Departure from Approved Plans to be Noted.		m.m. Inches IN SHIP.		Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows									
"	in 'tween Decks, Size and Spacing								
"	" " " " " "								
"	in Holds " " " " " "								
"	" " " " " "								
Centre Line Bulkhead. Stiffeners and Spacing									
Plating, thickness of									
STRINGERS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells									
"	" " " " " in way of Bridge								
"	Angle in Wells								
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									
Second Deck. Stringer Plate, breadth and thickness in Wells									
Stringer Plate, breadth and thickness in way of Wells									
Plating, Sheathing, 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									
Plating, Sheathing, material and thickness ...									
Bridge Deck. Stringer Plate, breadth and thickness									
Plating, Sheathing, material and thickness ...									
Forecastle Deck. Stringer Plate, breadth and thickness									
Plating, Sheathing, material and thickness ...									

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED,	EDGES.		BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <u>NO</u> E.W.	RIVETS.		No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.	Diam.	
	Inches. mm.	Inches. mm.	Inches. mm.	Inches. mm.			Inches. mm.	Inches. mm.		Inches. mm.	Inches. mm.	
Flat Plate Keel.....	1920	27.0	27.0	27.0								
„ Dblg. (if any)	NO											
Bottom Plating, No. of Strakes <u>FOUR</u>	"A to D"	19.5	A, B, C = 20.0 D = 12.5	A = 13.0 B = 14.0 C, D = 13.0		SEAMS E.W.						
Bilge Plating, No. of Strakes <u>ONE</u>	"E"	19.5	19.5	19.5		DOUBLE.	25	100.				
Side Plating, No. of Strakes <u>FOUR</u>	"F to J"	17.5	G, H = 18 F, J = 12.5	F = 13.0 G, H, J = 12.5								
Upper Deck, Sheer-strake in Wells	"K 1650"	25.0	12.5	12.5	INCREASED IN WAY OF BREAK POOP TO 30.0.							
Upper Deck, Sheer-strake in Bridge	"K 1650"	25.0	-	-								
Strake below Sheer-strake in Wells	"J"	17.5	12.5	12.5		SEAMS E.W. EXCEPT SHORT LENGTH POOP SIDE PLATING AT BREAK						
Strake below Sheer-strake in Bridge	"J"	17.5	-	-								
Poop Side Plating	"L"	-	-	11.5	INCREASED IN WAY OF BREAK POOP TO 15.0							
Bridge Side Plating.....	-	9.0	-	-	STIFFENED BY HORIZ. PLATS AS APPROVED.							
Forecastle Side Plating	-	-	11.5	-								

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 13 AT WINGS
17 IN CR. TANKS. ✓ 14 for RB

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

„ Deck next below ONE (AFT PEAK BHD) ✓

As per Rule..... AS APPROVED ✓

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
KEEL, Bar	FLAT PLATE KEEL			
STEM	NO STEM BAR—PLATING 18 TO 25 mm. THICK.			
STERN FRAME	Propeller Post Rudder	FABRICATED BY DEUTSCHE WERFT A.G. AS APPROVED.		
Speed of Vessel	14 3/4 KNOTS.			
RUDDER—Type	"SIMPLEX" BALANCED RUDDER			
HAULING	A x D	487		
ENGINE	Diam. of head	306 mm		
DRIVE	Mainpiece at top pintle	FABRICATED BY DEUTSCHE WERFT. A.G. AS APPROVED. TOP AND BOTT. CASTINGS BY THIESSER SAIDE OF OLDENBURG.		
ENGINE	" Wheel			
HAULING	how constructed	FABRICATED BY E.W.		
DRIVE	double or single plate coupling, vertical or horizontal	DOUBLE PLATE.		
		HORIZ—6—95 mm. DIA. FITTED BOLTS.		

PARTICULARS GIVEN ARE FOR
BULKHEAD ON FR. NO 113 ✓

PARTICULARS GIVEN ARE FOR BULKHEAD ON FR. NO 113 ✓		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'twelve' tanks	Centre Tanks	10.5 TO	240x13 HOLLAND	760	I AND II 1520x12 W 200x18 FP - 826 5260 ABOVE BA	
"	Second	13.0	PROFILE		III = 1520x12 W x 25 FP 2660 AS BASE	
"	Third	10.5 TO	240x120 HOLLAND	720	I AND II 600 XII - FL 100	SPAC AND AS
"	Hold	13.0	PROFILE		III = 600x26 FL 100	ABD
COLLISION	(in Hold)	7.5	150x75x9 GA.		FOUR HORIZ GIRDERS	
		13.5	ABOVE TANK TOP	750	INTERMEDIATE ST	
		7.5	130x65x10 I		AS APPROVED	
		13.5	240x13 L.H.P.	650	BHD. RECESS AD ONE HORIZ. PLAT APPROVED	
AFTER PEAK						

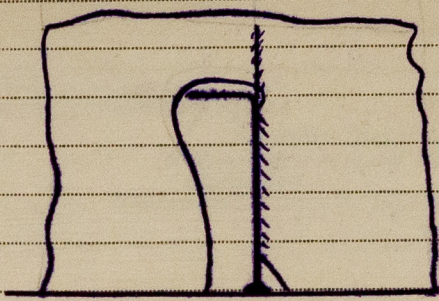
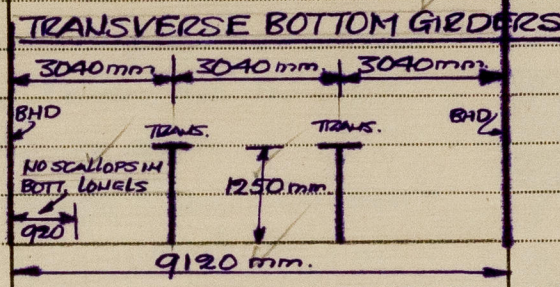
STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) HÜTTENWERK OBERHAUSEN A.G. OBERHAUSEN - HÜTTENWERK HÖRDE A.G. HÖRDE SIEMENS OPEN HEARTH PROCESS
SPECIAL QUALITY STEEL FOR WELDING PURPOSES BY HÜTTENWERK OBERHAUSEN A.G.
Has the Steel been tested as required by the Rules? YES

pt. 1*

M.V. MOSOIL. — DEUTSCHE WERFT. A.G. — YARD N° 640.

PARTICULARS OF LONGITUDINAL FRAMING.
HAMBURG REPORT N° — 2023

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.	Speng.		Number.	Diameter.			
ing of L, L or C	BOTTOM LONGELS. OF FLANGED PLATE SECTION.														
es in Bridge 'tween Decks ... es from Uppermost Continuous Deck CR. LINE	No. 1	550x100x12.5 mm. FLANGED PLATE						DETAIL OF NOTCH IN WAY OF BOTTOM TRANSVERSE.							
IN CENTRE TANKS.	" 2	— do —													
	" 3	— do —													
	" 4	— do —													
	" 5	— do —													
	" 6	— do —													
	" 7	— do —													
	" 8	500x100x12.5 mm. FLANGED PLATE													
	" 9	— do —													
	IN WING TANKS.	" 10	— do —												
		" 11	— do —												
		" 12	— do —												
		" 13	— do —												
		" 14	— do —												
		" 15	— do —												
		" 16	— do —												
		CR TANKS = 760 mm											TRANSVERSE BOTTOM GIRDERS. 3040 mm 3040 mm 3040 mm BHD TRANS. TRANS. BHD NO SCALLOPS IN BOTT. LONGELS 1250 mm. 920 9120 mm.		
WING TANKS = 720 mm															
Spacing of Longitudinal Frames															
At Ends															
le (Tank Top Longitudinals	DOUBLE BOTTOM AT AFT END IN WAY OF MACHINERY SPACE ONLY (TRANSVERSE FRAMING).														
ms Bottom															
or C															
g of Longitudinals															
At ends...															
Transverses.															
Side E TANKS (between Decks)	Depth and Thickness	TWEEN DE. BMDs. AS APPROVED													
	Face Angles														
	Lugs to Shell*														
	Depth and Thickness	SIDE STRINGERS ONLY													
Side TANKS (Hold)	Face Angles														
	Lugs to Shell*														
	Depth and Thickness	1250x11.5 mm.													
	Face Angles	200x16 mm FACE PLATS E.W. TO TRANS. IN CR. TANKS													
Bottom	Lugs to Shell*	E.W. DIRECT TO BOTTOM SHELL.													
	" " Back Bars	✓													
	Brackets	FLANGED 11.5 mm. BRKTS. AS APPROVED.													
	Spacing of Transverse Frames	3040 mm IN CR. TANKS (E.W.)													
* State if joggled or liners.															
itudinal	Bridge Deck	TRANSVERSE BEAMS													
ams of	Upper "	220x12 mm F HOLLAND PROFILE													
C or C	FORECASTLE	TRANSVERSE BEAMS.													
	Second "														
	POOP DECK	TRANS. BEAMS.													
	"														
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.								© 2021							
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							

erture from
Plans
oted.

HAWSERS AND WARPS.

average
initial

Steering Gear, Type (Power or hand)

Steering Chains (Size and Test)

FO2E

in Hold, thickness and material 3 THICK PINE ALL OVER

Cargo Battens, thickness, material and spacing

Hatchways.—(Upper Deck)

Thickness of Hatches *SIPOL AS APPROVED*

Hatchways ~~No. 1~~ (Fwd.
HOLD ON FCLF DR ✓

of Shifting Beams }
Fore and Afters } **None**

Builder's Signature.

**DEUTSCHE WERFT
AKTIENGESELLSCHAFT**

pp. 21-22. 42. 1888

L 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).

ship has been built under Special Survey in conformity with the Society's Rules and
 lations and Secretary's letters. The scantlings and arrangements of the ship are as given
 the report and as shown and amended on the approved plans now forwarded. All
 ifications or additions to the original approved plans and arrangements made during
 tinction have been indicated on the plans and have been approved as being in
 lance with, or by standards equivalent to, the Rule Requirements.

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.
 manship and materials are good.

Fuel or Diesel oil for the ship's use is carried in the Deep Tanks (Jr'd), the Oil Fuel Bunker (aft), the port and starb'd double bottom tanks in engine space and in the Settling

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

Special Survey Fee..... £2230-0-0

Fees applied for,

19
A/c rendered from
Received by me, 7.10.52
London

WE ARE

1. ~~It~~ of opinion the Vessel should be Classed **100A.1**
CARRYING PETROLEUM IN BULK.

Travelling Expenses, if any £35-0-0.

State whether the Vessel has been built under Special Survey.....YES

Signature *O. Heyman and H. ...*
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to HAMBURG OFFICE

Date of issue.

4/11/52
FRI. 24 OCT 1952

Committee's Minute

Character assigned

+100A1 Carrying Petroleum in bulk

7,52 Ham.
Lloyd's A & C.P.

+ LMC 8,52 Qib Eng
CL

2 DB 171/6

CLASSIFICATION
CERTIFICATES WRITTEN

Lloyd's Register
Foundation

Note for SRL.

0033 3/3

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.)

Tanks in the engine space. (F.P. of oil fuel ABOVE 150°F). ✓
Main cargo tanks, deep tanks, oil fuel bunkers, cofferdams, double bottom tanks and peaks have been pressure tested to Rule Requirements and found good. The weather decks clear of cargo tanks, watertight doors, superstructure bulkheads etc have been tested with water from a hose and found tight.

Main and auxiliary steering gear, windlass and anchors and cables have been tested at sea under working conditions and found satisfactory.

Freeboard markings have been verified and cut in on ship's sides.

Prior to proceeding on sea trials the vessel has been examined in drydock.
Vessel undocked on 25th August 1952.

SISTER VESSEL — M.V. GRONLAND — YARD NO 635 — HAMBURG REPORT NO 1750. ✓

" " — M.V. MOSTANIK — " NO 637 — " " " 1861 ✓

" " — M.V. VIRGIN ISLANDS — " NO 638 — " " " 1928. ✓

Special quality steel for welding purposes (over 1" thick) has been fitted as follows:—

- (1) Steer-plate
- (2) Main deck insert plates in way of hatch openings
- (3) Thick shell insert plates in way of sea valves
- (4) Face plates for stringers in cargo tanks
- (5) Stern frame sole piece
- (6) Stern shoe plate

PARTICULARS OF ELECTRIC WELDING (if employed) THE WHOLE OF THE MAIN STRUCTURE OF VESSEL E.W. BY MANUAL AND MECHANICAL PROCESSES AS APPROVED WITH ELECTRODES OF APPROVED MAKE EXCEPT THE FOLLOWING:—

UPPER AND LOWER SEAMS OF BILGE STRAKES FROM FR. NO 52 TO FR. NO 166 ARE DOUBLE RIVETED.

MAIN DECK GUNWALE ANGLE FROM FR. NO 43 TO STEM RIVETED. POOP DECK GUNWALE ANGLE RIVETED.

VERTICAL SIDE FRAMES AT FORE END (FR. NO 181 TO STEM) AND AT AFT END IN ENGINE SPACE (FR. NO 43 TO AFT) RIVETED. INCLUDING BEAM KNEES AND BRACKETS.

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

CRUISER STERN — LONG L. FRAMING AT BOTTOM AND AT DECK — MACHINERY

AFT — ONE DECK — LLOYD'S A&CP. — OIL ENGINES — D.F. — E.S.D.

GYRO-COMPASS — FITTED FOR OIL FUEL (F.P. ABOVE 150°F)

(A SUITABLE NOTATION FOR E.W.)

RADAR Equipment (State if fitted) YES.

State Type or Pattern No. MODEL —

State } Maker RAYTHEON
Name } and/or
of } Supplier.

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

1st Bower 3158 kg — J.Q. — 2671 — 27-6-51

2nd " 3093 kg — J.Q. — 2669 — 27-6-51

3rd " 3103 kg — J.Q. — 2670 — 27-6-51

STREAM — 1160 kg — J.Q. — 2675 — 27-6-51.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 116.67 ft. (35,562 mm), R.Q.D. ✓ ft., Bridge 34.92 ft. (10,640 mm), Forecastle 62.88 ft. (19,165 mm).

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. Signal Letters H.O.L.E. Extreme Breadth over Belting (Circ. 1611) Over-all Length 549' 1 1/2" (176.37 m)

No. and Material of Decks ONE STEEL DECK

Parts of Bottom of Vessel coated with cement or approved composition. CEMENT IS LAID IN BOTTOMS OF FORE AND AFTER PEAK TANKS. THE STRUCTURE IN FORE PEAK TANK, AFTER PEAK TANK, AND DOUBLE BOTTOM F.W. TANKS IN ENGINE SPACE CEMENT WASHED. MAIN COFFERDAMS ARE PAINTED.

Particulars of composition (if fitted) and of approval BITUMASTIC OF APPROVED MAKE IN CHAIN LOCKER

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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons. SW.
Double bottom, aft,			Fore peak tank, FR. NO 197 TO STEM (W.B.)	28.00	144.3
Double bottom, under Engines and Boilers,			After peak tank, FR. NO 9 TO AFT (F.W. ONLY)	38.00	176.6
Double bottom, if under Engines only, FR 9 TO 43	84.78	—	Deep tank, aft (OIL ONLY) FR. NO 43 TO 49	14.96	991.9
FW. TANK ES. DOUBLE BOTTOM, FR 9 TO 26	42.35	82.7	Deep tank, forward (OIL ONLY) FR. NO 181 TO 197	39.87	653.9
Double bottom, if under Boilers only,			Other tanks, if fitted,		
Double bottom, forward,			(If necessary furnish further information by sketch.)		
Total length (if continuous) and Capacity					

Order for Special Survey No. 13

Date 16.1.1951

Dates of Surveys held while building

Apr: 17, 18, 24, 28, 30, May: 9, 10, 13, 15, 20, 23, 26, 27, 28, 30, Jun. 4, 6, 12, Jun. 15, 16, 17, 18, 19, 20, 21, 23, 24, 25, 26, 27, 28, 30, Jul. 1, 3, 4, 5, 8, Jul. 9, 10, 11, 12, 14, 15, 16, 17, 19, 20, 22, 26, Aug. 1, 4, 5, 6, 7, 8, 11, 12, Aug. 14, 19, 21, 24, 26, 28, 29.

Total No. of Visits 64