

RECEIVED

19 MAY 1950

IN D.O.

STEEL STEAMER OR MOTORSHIP.

Received at London Office

18 MAY 1950

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 8th MAY 1950 Port of GREENOCK No. 21104Survey held at PORT GLASGOW Date First Survey 3rd APRIL 1949 Last Survey 28th APRIL 1950

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SINGLE SCREW TANKER WAZIRISTAN. MCHY AFT

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING State Type of Erections POOP BRIDGE & F.C.L.

TONNAGE under 8033.10
Tonnage Deck ...

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

Total ✓

Gross Tonnage 9115.00

Register Tonnage 5262.33

CLASS ± 100 A.1
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 470 ✓

Breadth (greatest moulded) B 62 ✓

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 35.25 ✓

1st Longitudinal Number (L × D) = 16567 ✓

2nd Numeral L × (B + D) = 45707 ✓

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.33 ✓

Do. Long Bridge to top of keel ✓

Draught Moulded 28.2 1/2 ✓

Built at PORT GLASGOW

Launched JANUARY 21st 1950 Yard No. 1051

Builders LITHGOWS LTD

Owners HINDUSTAN STEAM SHIPPING CO. LTD

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

Residence NEWCASTLE-ON-TYNE

Port of Registry SUNDERLAND

If surveyed while building, afloat, or in dry dock

BUILDING AFLOAT & IN DRY DOCK
DATE OF UNDOCKING APRIL 10th 1950 ✓

REGISTERED DIMENSIONS.

FEET

Length 481.0

Breadth 62.25

Depth 35.1

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	30 ✓		Bracket Floors, Frame	✓	
IN ENGINE ROOM	30 1/2 ✓		Reversed Frame	✓	
from 1/2 length amidships to Collision bulkhead	27 ✓		Vertical Struts	✓	
IN FOR DEEP TANK	24 ✓		Centre Girder, depth and thickness amidships	62 x 46 ✓	
in peaks	24 ✓		top Angles	WELDED ✓	
SIDE FRAMING.			bottom Angles	WELDED ✓	
Frame Amidships, Angle E or F	11 3 1/2 .43 ✓		Side Girders, No. each side and thickness	2 @ .60 P.S. ✓	
Extends up to	UPPER DK ✓		Margin Plate depth (excl. of flange) and thickness		
Reversed Frame Amidships, Angle	30 x .42 WITH 2 x .42 FACE BAR ✓		Vertical Angle to Tank side		
Extends up to			Bracket abaft 1/2 len. from stem	TANK	
FRAMES IN ENGINE SPACE	9 3 1/2 .52 ✓		Vertical Angle to Tank side	TOP	
Depth of Framing Girder	11 ✓		Bracket from forward 1/2 len. from stem to Panting Area	LEVEL ✓	
Frames in Uppermost Continuous 'tween Decks, Angle E or F			Gussets, spacing and scantling abaft 1/2 len. from stem		
Second 'tween Decks, Angle E or F			Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
Third DEEP TANK FORWARD	10 3 1/2 .50 ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	FRAMES CONTINUOUS ✓	
from 1/2 len. for'd to 15% len. from Stem	9 3 1/2 .37 ✓				
in Peaks, Angle or F			INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/8 SPACED 6 DIAS. ✓		Breadth and thickness of Middle Line Strake IN ENGINE SPACE	1/4 UNDER ENGINES ✓	
State if Frame Joggled	YES ✓		Thickness of remainder in Holds	.54 ELSEWHERE ✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES ✓		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?	YES ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES ✓			MOTORSHIP ✓	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	LONGITUDINAL		Uppermost Continuous Deck, amidships	LONGITUDINAL ✓	
Height of Brackets at side above base line at toe of frame	FRAMING ON BOTTOM		Walls, Angle E or F		
Middle Line Keelson, on Floors, Angles, E or F	IN WAY OF CARGO		in way of Engine Room	9 3 1/2 .36 SPACED 30 1/2 ✓	
Through Plate or Inter-costal Plate	OIL TANKS ✓		Second Deck, amidships, Angle E or F	8 3 1/2 .45 " 27 ✓	
Foundation Plate on Floors			Spacing	EVERY FRAME ✓	
Flat Plate Keel Angles			FLAT IN WAY OF ENGINE ROOM	9 3 .37 ✓	
Side Keelsons, No. each side			Second Deck, amidships, Angle E or F	8 3 .35 ✓	
thickness of Inter-costal Plate			Spacing	EVERY FRAME ✓	
Angles			G.T. FLAT IN WAY OF FOR' HOLD	7 3 46 ✓	
DOUBLE BOTTOM. IN ENGINE SPACE ONLY			Third Deck, amidships, Angle E or F	EVERY FRAME ✓	
Solid Floors, thickness and spacing	.60 IN WAY OF GIRDERS ✓		Spacing		
Are Frame and Reversed Frame joggled? OUTSIDE GIRDERS ONLY	.51 BETWEEN GIRDERS 40" FLOOR ✓		Fourth Deck, amidships, Angle E or F		
Bracket Floors, breadth and thickness at middle line	.46 OUTSIDE GIRDERS ✓		Spacing		
breadth and thickness at margin plate	WELDED IN WAY OF GIRDERS ✓		Poop Deck, Angle E or F	8 x 3 x 44-44 ✓	
			Spacing	EVERY FRAME ✓	
			Bridge Deck, Angle E or F	LONGITUDINALS ✓	
			Spacing	SPACED 2' 9" APART ✓	
			Forecastle Deck, Angle E or F	9 3 .50 SPACED 27" ✓	
			Spacing	8 3 .45 " 24" ✓	
				EVERY FRAME ✓	

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.	
Stringer Plate, breadth and thickness in way of Bridge								
Thickness of Plating abreast Deck openings in way of Wells						36	✓	
Thickness of Plating abreast Deck openings in way of Bridge							✓	
Thickness of Plating within line of openings							✓	
If Sheathed, material and thickness						NOT SHEATHED	✓	
Third Deck. O.T. FLAT FOR								
Stringer Plate, breadth and thickness						38	✓	
If Plated, state thickness							✓	
Fourth Deck.								
Stringer Plate, breadth and thickness							✓	
If Plated, state thickness							✓	
Poop Deck.								
Stringer Plate, breadth and thickness						38	✓	
Plating, Sheathing, material and thickness						40-30 2 1/2	OPHARE EXPOSED	
Bridge Deck.								
Stringer Plate, breadth and thickness						78x44	✓	
Plating, Sheathing, material and thickness						EXPOSED BARE STEEL.	✓	
Forecastle Deck.								
Stringer Plate, breadth and thickness						38	✓	
Plating, Sheathing, material and thickness						36	NOT SHEATHED	✓

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.			State if jogged?	No.	No. of Rows of RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing cr. to cr.		
	Inches.	Inches.	Inches.	Inches.	SINGLE OR DOUBLE.	Inches.	Inches.	Inches.	Inches.			
Flat Plate Keel.....	81✓	90✓	80✓	80✓	Double ✓	1	3 3/4 ✓					
„ Dblg. (if any)	3 STRAKES OF BOTTOM PLATING 72x75 FROM FOR 1/2 L TO COLLISION B 74 AS APPROVED ✓					Double ✓	7/8 ✓	3 1/3 ✓				
Bottom Plating, No. of Strakes } F.O.W.R.	.66 ✓	.52 ✓	.52 ✓		„ ✓	„ ✓	„ ✓	ALL				
Bilge Plating, No. of Strakes } ONE	.66 ✓	.52 ✓	.52 ✓		„ ✓	„ ✓	„ ✓					
Side Plating, No. of Strakes } F.O.W.R.	.64 ✓	.48 ✓	.48 ✓		„ ✓	„ ✓	„ ✓					
Upper Deck, Sheer-strake in Wells } 72	.94 ✓	.48 ✓	.48 ✓		LOWER ✓	1 1/8 ✓	4 ✓					
Upper Deck, Sheer-strake in Bridge }	INCREASED TO 116 AT POOP & BRIDGE ENDS ✓					„ EDGE ✓	1 ✓	3 3/4 ✓	BUTTS			
Strake below Sheer-strake in Wells } 72	.78 ✓	.48 ✓	.48 ✓		Double ✓	1 ✓	3 3/4 ✓	WELDED ✓				
Strake below Sheer-strake in Bridge }												
Poop Side Plating.....			.44 ✓		Single ✓	7/8 ✓	3 1/3 ✓					
Bridge Side Plating.....	.44 ✓				„ ✓	7/8 ✓	3 1/3 ✓					
Forecastle Side Plating		.44 ✓			„ ✓	7/8 ✓	3 1/3 ✓					

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	THIRTEEN
Extending to Upper Deck (Sec. 3 c)	THIRTEEN
" Deck next below	NONE
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				LOWER PART ROLLED 10 1/2 x 2 5/8
STERN FRAME				UPPER PLATES 609 50 THICK
Propeller Post				SEE PLAN
Rudder				BEARDMORE
Speed of Vessel				14 KNOTS
RUDDER—Type				BALANCED
" A x D				
" Diam. of head				FORGING 12" DIA
" Mainpiece at top pintle				CASTING SEE BEARDMORE
" " heel				PLAN
" how constructed				COMPLETE CAST STEEL FRAME
" double or single plate				DOUBLE 62 THICK
" coupling, vertical or horizontal				HORIZONTAL 6 1/2 DIA BOLTS

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks					
" " Second					
" " Third					
" " Holds	40	10x4 4750A	30	2 HORIZONTAL STRINGERS	AS APPROVED
COLLISION " (in Hold)	53-36	7x3x440A	24	4 SEMI-BOX BEAMS	
AFTER PEAK "	48-31	8x3x41 BA	24	2 1/2 DIA SIDE STRINGER	

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) COLVILLE, STEEL CO OF SCOTLAND, LANARKSHIRE OPEN HEARTH PROCESS.

Has the Steel been tested as required by the Rules? YES

- WAZIRISTAN -

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. Ins.	Speng. Ins.		Number.	Diameter. Inches.
ag of 1, 1, 1												
s in Bridge 'tween Decks ...												
s from <u>Uppermost Continuous</u>												
KEEL. No. 1	17	4	4	17	4	4	ENDS OF LONGITUDINALS WELDED IN	7/8	5 1/4	3/8 FOR 11 RIVETS	WELDED	
" 2		Do			Do		LIEU OF BACK BARS AS APPROVED	"	"	"	"	
" 3		Do			Do			"	"	"	"	
" 4		Do			Do			"	"	"	"	
" 5	LONGITUDINAL BULKHEAD							"	"	"	"	
" 6	17	4	4					7/8	5 1/4	3/8 FOR 11 RIVS	WELDED	
" 7		Do		TRANSVERSE FRAMING				"	"	Do	"	
" 8		Do		IN END				"	"	Do	"	
" 9		Do		WING TANKS				"	"	Do	"	
" 10		Do						"	"	Do	"	
ENTIRE GIRDER.												
IN CARGO TANKS												
PLATE												
Top ANGLES	42	42					INTERCOSTAL BETWEEN TRANSVERSES					
Bottom ANGLES	3 1/2	3 1/2	44 DBLE				"					
ERT ANGLES TO TRANSV.	4	4	50				"					
	6	6	44				"					
acing of Longitudinal Frames	At Ends			CENTRE TANKS 30" ✓								
Tank Top Longitudinals												
Bottom												
of Longitudinals	At ends...			DOUBLE BOTTOM IN ENGINE ROOM ONLY								
				TRANSVERSE FRAMING. ✓								
Bottom Transverses.												
Depth and Thickness												
Face Angles												
Lugs to Shell*												
Depth and Thickness	41	44	✓	41	44	✓						
Face Angles	9	3 1/2	50 BA DBLE	9	3 1/2	50 BA DBLE						
Lugs to Shell*	6	6	44	6	6	44						
Depth and Thickness	37	44	✓	37	44	✓						
Face Angles	6	4	60 SIN	6	4	60 SIN						
Lugs to Shell*	6	6	44	6	6	44						
" " Back Bars	PIVET SPACING CLOSED 3 1/2 x 3 1/2 x 44 BACK BARS IN CR TANKS ✓											
Brackets	48 x 44 TO FRAMES 48" WEB TO LONG BARS 69 x 44 AT ENDS OF CR TANK TRANSVERSES. ✓											
acing of Transverse Frames...	CENTRE SPAN 10' 0"			END SPAN 12' 6"								
inal	✓	Bridge Deck	5	3	36 BA	✓	Spacing.					
s of	✓	Upper "	9	3 1/2	38	✓	33					
or		Second "					30"					
		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.

Lloyd's A.C.P.
With endorsement 2 DB-180W

EQUIPMENT No. 47721 ✓													LETTER dt ✓				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.					
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				Cwts.					
30266	1st Bower ...	82	2	14	✓	Stockless		60	0	0	0	✓	81 1/4 ✓	BYERS IMPROVED ✓	REH. L. BYERS & CO	LW	29/9/99	VOGAN ✓		
30265	2nd „ ...	82	2	14	✓	„		60	0	0	0	✓	81 1/4 ✓	„ „ ✓	D.	LW	29/9/99	„ ✓		
30182	3rd „ ...	70	3	0	✓	„		54	5	0	0	✓	69 1/2 ✓	„ „ ✓	D.	LW	30/8/99	STONE ✓		
	Collective weight	236	0	0	✓	„						✓	232.							
4753	Stream	23	3	0	✓	6 1 0		23	13	3	0	✓	23 1/2 ✓	RODGERS ✓	STAYLOR & SONS	N	2/11/99	MURPHY ✓		

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.	Sta- tory.	Break- ing.	Supplied.			Per Rule.	Length.					Diam.	Length.		Cir.	Length.	Cir.
	Fathoms	In.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms	In.				Fathoms	In.	Tons.	Fathoms	In.	
12599	30 1/3	2 3/16	120 6	168 7	772 0	21		7 1/2	300	2 7/16	SPECIAL STEEL OR 2 7/16 INCH DIAM TAYCO	TAYLOR & SONS N. 30 1/4 49 MURPHY		TOWLINE	130	5 1/2	24 4	130	5 1/2
													HAWSEERS & WARPS	40 100	2 3/4	15 2 4	100	2 3/4	
Long Stream Chain or Steel Wire		Cir.								Cir.									
	120	4 3/4		64 6					120	4 3/4									

Steering Gear, Type (Power ~~or hand~~) ELECTRO-HYDRAULIC (2RAM) By HASTIE

Alternative Means of Steering DUPLICATE PUMP & MOTORS

Chains (Size and Test) TELE MOTOR CONTROL V

Windlass CLARK. CHAPMAN (STEAM) Boats 4- 24 FT LIFEBOATS
1- 20 FT WORKING BOAT ✓

Holds, thickness and material NONE ✓

Cargo Battens, thickness, material and spacing **Not Fitted** ✓

chways.—(Upper Deck) (FORWARD) STEEL COAMING 30" HIGH x 44 THICK. ✓

Thickness of Hatches STEEL HINGED COVERS '40 THICK.

To Hold 26 OIL TIGHT HATCHES 4'-0" DIA. ✓
 bchways No. 1 (Fwd.) 9' x 15' ✓ No. 2 ✓ No. 3 No. 4

Shifting Beams } NONE ✓

For LITHGOWS LIMITED

5 HT HATCHES 4'-0" DIA. ✓

Builder's Signature

AMING 30 x .75 ✓

S 50 DISHED ✓

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 MOTORSHIP ✓
 whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo OIL TANKER ✓ 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 in conformity with the Society's Rules & Regulations and the
 a/y's letters. The scantlings & arrangements are in accordance with or equivalent to
 shown on the approved plans. The materials & workmanship are of good quality.
 The double bottom tanks, fore & aft peak tanks, oil cargo tanks, oil fuel bunkers
 deep tanks & cofferdams have been tested to rule requirements & found satisfactory.
 weather decks & watertight bulk heads clear of oil tanks have been hose tested & found
 o/y. The windlass, steering gear, & bilge suction were tried & found satisfactory.
 and has been verified & the marks cut in on the vessel's sides Oil fuel F.P. above 150°
 is carried in the cross bunker, forward deep tank & in the double bottom at the forward end of the motor space.
 The requirements of Sec 20 of the rules for steel ships where applicable have been complied
 with.

HR 5
8/5

The amount of Entry Fee..... £	36 : 0 : 0	Fees applied for,
FREEBOARD		8 th MAY 1950
Special Survey Fee..... £	1265 : 0 : 0	Received by me,
<i>dd</i>		19
Travelling Expenses, if any	£ : :	

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

I am of opinion the Vessel should be Classed **100 A1.**
CARRYING PETROLEUM IN BULK.

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

Signature Kenneth Inglis
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to GREENOCK OFFICE Date of issue 18/7/50

Committee's Minute LASLOW 17 MAY 1950

Character assigned

Longitudinal framing at Carrying Petroleum in bulk

Lloyd's A & C.P.

pt. Elec welded

+ LMC 4/50 Nil Engine

with endorsement 2 DB-180u

Lloyd's Register
Foundation

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.)

Plans of midship section, Profile & decks as built, approved plans & forging reports are forwarded as per attached list.

An interim certificate has been issued and a copy is enclosed.

Date of undocking April 10th 1950

Sister vessel to M. Y. Isaforn Greenock 1st Entry at 24046

PARTICULARS OF ELECTRIC WELDING (if employed) All butts of shell & decks, all longitudinal & transverse bulkheads, engine seating, boss plates, side stringers to shell & bulkheads.

Note: Bottom plating & longitudinal, side plating & frames, deck plating & longitudinal hydraulically riveted in panels & assembled at berth.

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

LONGITUDINAL FRAMING AT BOTTOM PLATE DECK: LLOYDS A&CP: E.S.D: D.F: GYC:

RADAR: CRUISER STERN: OIL ENGINE: R ELEC WELDED: MCHY A&T:

CARRYING PETROLEUM IN BULK.

RADAR Equipment (State if fitted) YES

State Type or Pattern No. RADIOLOCATOR III N°310

State } Maker MARCONI.
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 51.3.7: A.E.G.: 1008: 1-7-49. ✓
2nd „ 51.1.0: A.E.G.: 977: 14-6-49. ✓
3rd „ 44.3.7: A.E.G.: 951: 24-5-49. ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 97.5 ft., R.Q.D. ✓ ft., Bridge 40 ft., Forecastle 49.8 ft.

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

Official No. 181,149.

Signal Letters

Extreme Breadth over Belting
(Circ. 1611)

Over-all Length 505.5 ✓
(Circ. 1703)

No. and Material of Decks 1 DK

Parts of Bottom of Vessel coated with cement or approved composition CEMENT IN PEAKS ONLY.

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,		143 ✓
Double bottom, under Engines and Boilers,			After peak tank,		86 ✓
Double bottom, if under Engines only,	76	176	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	33.75 ✓	810 ✓
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 3586

Date 2ND JUNE. 1949

Dates of Surveys held while building

(1949) APRIL 3. MAY 12. 13. 19. 24. 26. JUNE 17. 23. JULY 20. 22. 27. AUG. 5. 8. 11. 19. 23. SEPT. 1. 7. 8. 9. 15. 24.
OCT. 3. 10. 12. 14. 25. 31. NOV. 1. 4. 8. 14. 16. 18. 22. 23. 24. 25. 28. 29. 30. DEC. 1. 2. 5. 6. 4. 8. 9. 12. 13. 14. 15. 16. 17.
19. 20. 21. 22. 26. 29. 30. (1950) JAN. 5. 10. 11. 13. 18. 19. 21. FEB. 6. 15. MAR. 3. 8. 10. 21. 24. 28. APR. 4.
11. 12. 13. 18. 19. 24. 25. 26. 27. 28.

Total No. of Visits 88.