

No. 2786

Survey held at AKOHAMA Date First Survey 17TH FEBRUARY 1958 Last Survey 22ND OCTOBER 1958

On the (State of Machinery fitted Aft and if Steel, Twin or Triple Screw) **'ALTHEA'** STEEL SINGLE SCREW. MACHINERY AFT.

State Type (Full Seawall, Complete Superstructure) OIL TANKER State Type of Erections FORECASTLE & POOP

TONNAGE under }
Tonnage Deck ... }

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

onnage **24256.99**


Tonnage 15243.96

REGISTERED DIMENSIONS.

FEET

OIL TANKER

***100 AI CARRYING**


CLASS PETROLEUM IN BULK. State if with freeboard }
as condition of Class } 

Length from fore part of stem to after part of stern } 669.29'
post on summer L.W.L. See Sec. 3 (1a) } 204.000m

Breadth (greatest moulded) _____ B 94.49'
 (28.800 m)

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) (28-800 m.)
D 48.23'
(14.700 m.)

1st Longitudinal Number ($L \times D$)..... =

2nd Numeral $L \times (B + D)$ = 

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 SUMMER 35' - 4' ¹³/₁₆

Built at YOKOHAMA

Launched 17TH JUNE 1958 Yard No. 823.

YOKOHAMA SHIPYARD & ENGINE WORKS
Builders MITSUBISHI NIPPON HEAVY IND. LTD.

Owners MESSRS VEGA STEAMSHIP CO. S.A.

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

Residence ✓Port of Registry MONROVIA

If surveyed while building, afloat, or in dry dock
WHILST BUILDING, AFLOAT AND IN DRYDOCK.
VESSEL UNDOCKED ON 20TH SEPT. 1958

FRAMES, DOUBLE BOTTOM AND BEAMS.

	MM. IN SHIP.	Any Departure from Approved Plans to be Noted.	MM. IN SHIP.	Any Departure from Approved Plans to be Noted.
AMES, Spacing amidships. LONGITUDINAL FRAMING (SEE REPORT 1* ATTACHED)			Bracket Floors, Frame	✓
" " from 1/2 length amidships to Collision bulkhead.....	GBS AND GIO	✓	" " Reversed Frame.....	✓
" " in peaks	GIO	✓	" " Vertical Struts	✓
DE FRAMING.			Centre Girder, depth and thickness	IN E.R. 1800 AND 2300 17mm THICK.
Frame 300x90x11x16 T.A.A. 300x90x11x16 300x90x10x15.5		✓	" " top Angles	WELDED DIRECT
" " Extends up to.....	BOILER FLAT	✓	" " bottom Angles.....	13.5 AND 14.5
Reversed Frame Amidships, Angle	NONE	✓	Side Girders, No. each side and thickness. 4	13.5
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	✓
Depth of Framing Girder.....	✓		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	✓
Frames in Uppermost Continuous 'tween Decks, Angle, [or [✓		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	✓
" " Second 'tween Decks, Angle, [or [✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	✓
" " Third " " " "	✓		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	✓
" " from 1/2 len. for'd. to 15% len. from Stem	FORE PEAK 300x90x13x17 TO A 300x90x9x13	✓	E.R. Tank Side Brackets, height above base line at toe of Frame and thickness	2600 x 12.7 TO 3100 x 12.5
" " in Peaks, 300x90x13x17 AFT. PEAK. WEB FRAMES		✓	INNER BOTTOM PLATING. IN E.R.	
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	WELDED	✓	Breadth and thickness of Middle Line Strake...	✓
State if Frame Joggled.....	NO	✓	Thickness 17.5 IN E.R.	17.5
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES	✓	Are Rule requirements complied with regard- ing 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	✓	BEAMS.	
SINGLE BOTTOM.			Upper Continuous Deck, amidships to AT ENDS. T.O.A. amidships to	200x90x9x14 200x90x8x13.5
Floors, Depth and thickness at mid-line in Holds.....	✓		" " in way of Bridge, Angle, [or [✓
Height of Brackets at side above base line at toe of frame.....	✓		Spacing	EVERY FRAME
Middle Line Keelson, on Floors, Angles, [or [✓		Second Deck, amidships, Angle, [or [✓
" " " Through Plate or Inter- costal Plate	✓		Spacing	✓
" " " Foundation Plate on Floors	✓		Third Deck, amidships, Angle, [or [✓
" " " Flat Plate Keel Angles	✓		Spacing	✓
Side Keelsons, No. each side.....	✓		Fourth Deck, amidships, Angle, [or [✓
" " thickness of Intercoastal Plate...	✓		Spacing	✓
" " Angles	✓		Poop Deck, amidships to T.O.A. 200x90x9x14 200x90x8x13.5 150x90x12	
DOUBLE BOTTOM. [AFT]	13 AND 14.5	✓	Spacing	EVERY FRAME
Solid Floors, thickness and spacing	EVERY FRAME	✓	Bridge Deck, Angle, [or [✓
" " Are Frame and Reversed Frame joggled?	WELDED DIRECT TO SHELL & TANK TOP	✓	Spacing	✓
Bracket Floors, breadth and thickness at middle line	✓		Forecastle Deck, amidships to T.O.A. 200x90x9x14 200x90x8x13.5	
" " breadth and thickness at margin plate	✓		Spacing	EVERY FRAME

PILLARS AND DECKS.

		MM IN SHIP.	Any Departure from Approved Plans to be Noted.	MM IN SHIP.	Any Departure from Approved Plans to be Noted.	Number of Plates.
PILLARS, No. of Rows	IN ACCORDANCE WITH					58
" in 'tween Decks, Size and Spacing	APPROVED PLANS.					59
" " " " "	✓					229
" in Holds " " "	✓					1°
" " " " "	✓					
O.T. LONGTL. Centre Bulkhead in CARGO OIL TANK (P+S) Stiffeners and Spacing	230 x 11 BP To 380 x 12.5 x 12.7 PLG PLT 760 SP.					
Plating, thickness of	TOP STRAKE 11.5 MIDDLE STRAKE 14.5 BOTTOM STRAKE 15.5					
STRINGERS AND DECKS.						
Uppermost Continuous Deck [UPPER DECK] Stringer Plate, breadth and thickness	1910 x 33 39.5 AT BREAK OF POOP					
" " " " in way of Bridge	✓					
" Angle in Wells	200 200 29					
Thickness of Plating [abreast Deck openings] in way of Wells	33					
Thickness of Plating [abreast Deck openings] in way of Bridge.. DECKHOUSE	33					
Thickness of Plating within line of openings	✓					
If Sheathed, material and thickness	NOT SHEATHED					
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	NOT SHEATHED					
Stringer Plate, breadth and thickness	✓					
Plating, Sheathing, material and thickness	9.5 NOT SHEATHED					
Stringer Plate, breadth and thickness	✓					
Plating, Sheathing, material and thickness	✓					
Stringer Plate, breadth and thickness	✓					
Plating, Sheathing, material and thickness	9.5 NOT SHEATHED 15 UNDER WINDLASS.					

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jagged? NO	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.	
	<small>Inches.</small> <small>MM.</small>	<small>Inches.</small> <small>MM.</small>	<small>Inches.</small> <small>MM.</small>	<small>Inches.</small> <small>MM.</small>			<small>Inches.</small> <small>MM.</small>	<small>Inches.</small> <small>MM.</small>		<small>Inches.</small>	<small>Inches.</small>		
Flat Plate Keel.....	1720	32.5	32.5	32.5	/	WELDED			/				
„ Dblg. (if any)	✓	✓	✓	✓		✓							
Bottom Plating, No. of Strakes5.....	A	31.5	25.0	16.5	20.5 TO STERNFRAME	A to B	WELDED	28	112	/			
	B		22.0	16.5		B to C	“						
	C		17.0	16.5		C to D	DOUBLE						
	D		14.0	20.5		D to E	WELDED						
	E		15.0	16.5		E to F	DOUBLE						
Bilge Plating, No. of Strakes2.....	F	31.5	19.0	25.0	D.F. & G. ARE STEALER STRAKES	F to G	WELDED	28	112	/			
	G		25.0	31.5		G to H	DOUBLE						
	H		13.5	15.5		H to J	WELDED						
	J		15.0	15.5		J to L	“						
	L		15.0	15.0		L to M	“						
Side Plating, No. of Strakes5.....	M	25.0	15.0	15.0	/	M to N	“	28	112	/			
	N												15.0
Upper Deck, Sheer-strake in Wells.....	1900	33.0	15.0	15.0	/	✓			/				
Upper Deck, Sheer-strake in Bridge ...	✓	✓	✓	✓		✓							
Strake below Sheer-strake in Wells.....	✓	✓	✓	✓		✓							
Strake below Sheer-strake in Bridge ...	✓	✓	✓	✓		✓							
Poop Side Plating.....	✓	✓	✓	13.5	/	WELDED							
Bridge Side Plating.....	✓	✓	✓	✓		✓							
Forecastle Side Plating	✓	✓	13.5	✓	/	WELDED							

ELECTRICALLY WELDED

spacing of longitudinal Frames

Tank

of Long

Tr

de

in Decks

ide

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) 17

" Deck next below [S.G. PLAT] 1

As per Rule. RULE NUMBER OF BULKHEADS.

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	M.S. PLATE			✓
STEM	M.S. PLATE			✓
STERN FRAME	Propeller Post	C.S.	AS APPROVED IND. LTD. OSAKA	✓
	Rudder	✓		
Speed of Vessel DESIGNED		17.0 KNOTS		✓
RUDDER—Type		BALANCED REACTION TYPE		✓
"		28.628 M ²		✓
Diam. of head	X	F.S. 420 MM		✓
Mainpiece at top pintle	X	C.S. AS APPROVED	SUMITOMO METALWORKS IND. LTD. OSAKA	✓
" heel				
how constructed		ELECTRICALLY WELDED		✓
double or single plate coupling, vertical or horizontal		DOUBLE		✓
		HORIZONTAL		✓
		OPEN HEARTH.		✓

	Plating Thickness.	STIFFENERS.			
		VERTICAL.	HORIZONTAL.		
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper Deck	11.5 to 14.5	300 x 90 x 13 x 17 TO A	760	No 1 GIRDER 1300 x 11.5 WITH 250 x 25 FACE PLT.	
" " Second				No 2 GIRDER 1300 x 11.5 WITH 220 x 12.7 FACE PLT.	
" " Third				No 3 GIRDER 1300 x 11.5 WITH 150 x 12.7 FACE PLT.	
" " Fourth				No 4 GIRDER 1100 x 11.5 WITH 150 x 12.7 FACE PLT.	
" " Fifth				No 5 GIRDER 1100 x 11.5 WITH 150 x 12.7 FACE PLT.	
COLLISION	7.5 to 16.5	250 x 12 BP	760	No 6 GIRDER 1100 x 11.5 WITH 150 x 12.7 FACE PLT.	
AFTER PEAK	8 to 15	250 x 12 BP	760	No 7 GIRDER 1100 x 11.5 WITH 150 x 12.7 FACE PLT.	

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	NIPPON KOKAN KABUSHIKI KAISHA (TSURUMI IRON WORKS)	AND	THE YAWATA IRON & STEEL CO. LTD. (MURoran WORKS)
	PLATES :-			
	SECTIONS :-			
	Has the Steel been tested as required by the Rules?	YES		

SS. 'ALTHEA' PARTICULARS OF LONGITUDINAL FRAMING

YOKOHAMA SHIPYARD No. 823.

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.	
		MILLIMETRES		Inch.	Inch.	Inch.		Diam. Inch.	Speng. Inch.	Inches.	Number.	Diameter. Inches.
from Uppermost Continuous Deck	No. 1	250	x 12 B.P.	/								
	2	do										
	3	do										
	4	do										
	5	250 x 90 x 12 x 16 T.O.A.	/			5) 250 x 90 x 11 x 14.5 T.O.A.	/					
	6	300 x 90 x 13 x 17 T.O.A.	/			6) 300 x 90 x 12 x 17 T.O.A.	/					
	7	do										
	8	do										
	9	do										
	10	do										
	11	330 x 125 x 12.7 F.P.	/									
	12	340 x 125 x 12.7 F.P.	/									
	13	360 x 125 x 12.7 F.P.	/									
	14	do	/									
	15	380 x 125 x 12.7 F.P.	/									
	16	400 x 125 x 12.7 F.P.	/									
	17	460 x 12.7 WITH 125 x 19 FACE PLT.	/									
	18	do	/									
	19	do	/									
	20	do	/									
	21	do	/									
	22	do	/									
	23	do	/									
	24	do	/									
	25	do	/									
	26	do	/									
	27	LONGITUDINAL BHD.	/									
	28	460 x 12.7 WITH 125 x 19 FACE PLT.	/									
	29	do	/									
	30	do	/									
	31	do	/									
	32	do	/									
	33	do	/									
	34	do	/									
	35	do	/									
	36	CENTRE GIRDER	/									
Spacing of Longitudinal Frames		Amidships	760									
		At Ends	890+895									
Tank Top Longitudinals												
Bottom												
of Longitudinals		Amidships										
		At ends...										
Transverses.												
Side	Depth and Thickness	/										
	Face Angles	/										
	Lugs to Shell*	/										
	Depth and Thickness	1500 x 12.7	/									
	Face	160 x 12.7	/									
	Lugs to Shell*	WELDED DIRECT.	/									
	Depth and Thickness	1600 x 12.7	/									
	Face	1600 x 12.7	/									
	Lugs to Shell*	WELDED DIRECT.	/									
	Depth and Thickness	1600 x 12.7	/									
Lugs to Shell*		WELDED DIRECT.	/									
" " Back Bars		/										
Brackets		/										
Spacing of Transverse Frames...		3000										
* State if joggled or liners.		No										
Longitudinal	Bridge Deck...	/										
	Upper	TO-A. 300 x 90 x 13 x 17	/				TRANSVERSE FRAMING AT ENDS.					
	Second	/										
	Third	/										
Transverse Beams.												
Plate.		1150 x 11.5										
Face		260 x 12.7										
FLAT		1150 x 11.5										
Any departure from Approved Plans to be Noted.												

ELECTRICALLY WELDED.

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.

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Lloyd's Register Foundation

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OF 10.58

[illegible]

HAWSERS AND WARPS.

No. of boats.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.			Length and Size per Table 63.		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 63.		
	Length.	Diam.	Strain- tory.	Break- ing.	Supplied.			Per Rule.	Length.					Diam.	Length.		Cir.	Length.	Cir.
					Cwts.	qrs.	lbs.												
090	334.15	3	204.1	285.7	1627.2	2	27		330	3	SPECIAL CAST STEEL STAND. LINK.	KOMATSU MFG. CO. LTD.	KOMATSU 29-5-58 M. SUGIMURA.	TOWLINE	150	7 1/2	182.5	150	7 1/2
	/	/	/	/	/				/	/	/	/	/	HAWSEERS & WARPS	62120	9	34.5	62120	9
														"					
														"					
Stream or Wire																			

Driving Gear, Type (Power or hand) ELECTRIC HYDRAULIC X Alternative Means of Steering HAND HYDRAULIC TYPE
(MITSUBISHI S & E CO LTD NAGASAKI) 3 STEEL ORDINARY LIFEBOATS (30 PERSON)

Lashing Chains (Size and Test) NONE Windlass STEAM Boats 13/22 MAJOR LIFBOAT (30 PERSONS)
 (TOKYO KIKAI CO LTD TOKYO)

in Holds, thickness and material ✓ Cargo Battens, thickness, material and spacing ✓

Hatchways.—(Upper Deck) 33 @ 1100 MM DIA X 12 MM COAMING. / Thickness of Hatches STEEL W.T. 12MM THICK.

Hatchways No. 1 (Fwd.) ☒ No. 2 ☒ No. 3 ☒ No. 4 ☒ No. 5 ☒ No. 6 ☒

of Shifting Beams
r Fore and Afters

Builder's Signature *K. Ishikawa*
YOKOHAMA SHIPYARD & ENGINE WORKS,
MITSUBISHI NIPPON HEAVY-INDUSTRIES, LTD.
3, Midoricho, Nishi-Ku, Yokohama, Japan.

AL 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 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).

has been built under special survey in conformity with the Society's rules and regulations and
ary's letters. The scantlings and arrangements of the ship are as given in the report and as shown
ended on the approved plans now forwarded. All modifications or additions to the original approved
lements made during construction have been indicated on the plans and have been approved as being
formance with, or by standards equivalent to, the rule requirements. The plans of 'Midship Section' and
e and Decks' showing the ship as built, now forwarded herewith, have been checked with the approved
gements and found in order. The quality of materials and workmanship is good. The fore & after
tanks, fore deep tanks, all cargo tanks, oil fuel bunkers, double bottom tanks, cofferdams, pumproom
lge well have been satisfactorily tested to rule requirements. All w.t. bulkheads and decks clear
ks, access hatchways, sidescuttles and w.t. doors have been satisfactorily hose tested to rule
ements. The steering gears and windlass have been satisfactorily tested under working

NDITIONS. THE FREEBOARDS HAVE BEEN MARKED, CUT IN ON THE SHIP'S SIDES AND VERIFIED.

AS PER FEE SCALE	£ 5 7 4 9 8 0 0 -	Fees applied for,
LESS SPL. REBATE	£ 1 9 1 6 6 0 0 -	
he amount of Entry Fee	£ 3 8 3 3 2 0 0 -	JAN. 10 1959 19
FREEBOARD	£ 1 0 0 0 0 0 0 -	
Special Survey Fee	£ : : :	Received by me, 19
TONNAGE MEASUREMENT	£ 2 8 8 0 0 0 -	
SAFETY EQUIPMENT	£ 1 0 0 0 0 0 0 -	
Travelling Expenses, if any	£ 1 5 0 0 0 -	
RADIOTELEGRAPHY	£ 2 0 0 0 0 0 -	
state whether the Vessel has been built under Special Survey		YES.

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

WE ARE in of opinion the Vessel should be Classed **+100A1**
CARRYING PETROLEUM IN BULK.

Signature *J. McDougall* FOR SELF
T.M.G. JOBLING
AND K. MAKANO
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Yka Date of issue 7 JAN 1959
See Yka. Cls. 17.459

Committee's Minute ✓ FRIDAY 27 FEB 1959
Character assigned +100A1 Oil Tanker

240P 25 9 58

+ LMC

ES
MBS
OF
TSC

10.58

NOTED FOR
FESTIVAL

623

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Lloyd's Register
Foundation

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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 VESSEL : SS 'NEFELI' YOKOHAMA REPORT NO 2702

LIST OF PLANS AND CERTIFICATES NOW FORWARDED

AS BUILT

AS APPROVED

MIDSHIP SECTION

MIDSHIP SECTION

GENERAL CONSTRUCTION

GENERAL CONSTRUCTION

STERNFRAME AND RUDDER

SHELL EXPANSION AND FRAMING [SHEETS 1,2+3]

CERTIFICATES

TRANSVERSE BULKHEADS [SHEETS 1,2+3]

LONGITUDINAL BULKHEAD

STERNFRAME

PLAN SHOWING DISPOSITION OF P403 STEEL

RUDDER

STEERING GEAR

WINDLASS

P403 STEEL IS FITTED : ON SHELL STRAKES 'KEEL TO G' INCLUSIVE FROM FR 44 1/2 TO FR 93 1/2.
: ON SHEERSTRAKE FROM FR 39 1/2 TO FR 96 1/2.
: ON 1ST STRAKE BELOW SHEERSTRAKE FROM FR 45 1/2 TO FR 92 1/2.
: ON UPPER DECK FROM FR 44 TO FR 92 1/2.

PARTICULARS OF ELECTRIC WELDING (if employed) ALL PARTS ELECTRICALLY WELDED EXCEPT THE FOLLOWING WHICH ARE RIVETED : SHELL SEAMS OF STRAKES 'C' TO 'D', 'E' TO 'F', 'G' TO 'H' AND 'N' TO SHEERSTRAKE.

UPPER DECK STRINGER ANGLE TO SHELL AND DECK.

UPPER DECK STRINGER PLATE SEAM.

UPPER DECK PLATING SEAM OF 'C' TO 'D' STRAKES [A STRAKE IS ON R].

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

LONGITUDINAL FRAMING, PART ELECTRIC WELDED,
LLOYDS A & CP, E.S.D., RADAR, CYRO COMPASS.

RADAR Equipment (State if fitted) YES

State Type or Pattern No. TYPE 45

State Name of } Maker DECCA RADAR
of } Serial No P1253.

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

1st Bower	94 CWTs	3 QRS	0 LBS.	T.N.	Y 12555	22-4-58
2nd	94 CWTs	1 QR	24 LBS.	T.N.	Y 12556	22-4-58
3rd	93 CWTs	2 QRS	8 LBS.	K.N.	Y 1302B	20-9-58

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 132.5 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 84.5 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓

Official No. 1295 RISE OF FLOOR 80mm [3.15"] Extreme Breadth 28.916m Over-all Length 211.700m [694' (Circ. 1703)]

No. and Material of Decks ONE STEEL DECK.

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. Feet.	SALT Water Capacity. (ENGLISH) Tons.	Where Fitted.	Length. Feet.	SALT Water Capacity. (ENGLISH) Tons.
Double bottom, aft,	✓	✓	Fore peak tank,	✓	376
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	✓	241
Double bottom, if under Engines only,	✓	154.3	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	✓	875
Double bottom, forward,	✓	✓	Other tanks, if fitted,	✓	812
Total length (if continuous) and Capacity	✓	✓	(If necessary furnish further information by sketch.)	✓	✓

Order for Special Survey No.

Date 10.7.56

Dates of Surveys held while building

D.S.M. 1958 FEB. 17, 18, 19, 20, 21, 22, 24, 26, 27, 28 : MAR. 1, 3, 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 17, 18, 22, 24, 25, 26, 27, 28, 29, 31 : APR. 1, 2, 3, 8, 9, 10, 11, 12, 14, 21, 24, 25, 26, 28, 30 : MAY 2, 7, 9, 10, 12, 13, 15, 16, 17, 23, 24, 26, 27, 28, 29, 30, 31 : JUNE 2, 3, 4, 5, 17, 24, 25, 26, 28 : JULY 1, 9 : AUG. 2, 19, 21, 23, 30 : SEPT. 2, 3, 4, 8, 13, 19
L.D.P. 1958 MAR 20 : APR 15, 17 : MAY 21 : AUG 14 : TMGT 1958 MAR 19 : JUNE 9, 11 : SEPT 16 :
KN 1958 MAY 19 : JUNE 11 :
Total No. of Visits 103