

DISOLASSED
SECTION

"VOLKERFREUND SCHAFT" STEEL STEAMER OR MOTORSHIP.

Received at London Office 1 - MAR 1948

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

N/N "VOLKER"

M/M 11836

No. 15868.

Date of completion of report 27th February, 1948.

Port of Gothenburg

Survey held at Gothenburg

Date First Survey 23rd November, 1945

Last Survey 7th February

1948.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Twin Screw Motor Cargo and Passenger Ship "S T O C K H O L M"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Complete Superstructure without Tonnage Opening State Type of Erections Forecastle

TONNAGE under } 5423.17
Tonnage Deck ... }CLASS +100A1 State if with freeboard } Yes
as condition of Class }

Built at Gothenburg

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

Length from fore part of stem to after part of stern } L 480.56'

Launched 9th September, 1946 Yard No. 611

Length for Numerals } 475.0'

Breadth (greatest moulded) } B 69'-0"

Builders A-B. Götaverken

Depth, at middle of length from top of keel to top } D 38' - 6"

Owners A-B. Svenska Amerika Linien

Depth for Numerals } 36.05'

1st Longitudinal Number (L x D) = 17324

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

2nd Numeral L x (B + D) = 50482

Residence Gothenburg

Framing Depth "d," at middle of length. See } 17.5'

Proportions—Depth to Length—Uppermost con- } 12.482

Port of Registry Gothenburg

tinuous deck to top of keel } Do. Long Bridge to } 10.12

If surveyed while building, afloat, or in dry dock

Do. Long Bridge to } 8.58

While building, afloat and on float.dock.

Prom. deck } 24' - 8"

Draught Moulded }

FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP. MM.	Any Departure from Approved Plans to be Noted.		IN SHIP. MM.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	825 ✓		Bracket Floors, Frame		
" " from 1/2 length amidships to Collision bulkhead	685 ✓		" " Reversed Frame		
" " in peaks	610 ✓		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	1550 x 15	
Frame Amidships, Angle	280 90 12 ✓		" " top Angle Welded		
" " Extends up to	3rd deck		" " bottom Angles (double)	130 130 14	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	2 x 9.5	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	1100 x 14	
Depth of Framing Girder			" " to Tank side	4 x 4	
Frames in Uppermost Continuous 'tween Decks, Angle	200 90 10 ✓		" " Bracket abaft 1/2 len. from stem	4 x 4	
" " Second 'tween Decks, Angle	200 90 10 ✓		" " to Tank side	4 x 4	
" " Third	---		" " Bracket from forward 1/2 len. from stem to Panting Area	300	
" " from 1/2 len. for'd. to 15% len. from Stem	300 90 13 ✓		" " Gussets, spacing and scantling	12	
" " in Peaks, Angle	200 90 10 ✓		" " to Panting Area	50 mm.	
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	22 x 135		Tank Side Brackets, height above base line at toe of Frame and thickness	1520 x 11	
State if Frame Joggled	No ✓		INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes ✓		Breadth and thickness of Middle Line Strake	A. 2x900x135 F. 2x200x140	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes ✓		Thickness of remainder in Holds	12 ✓	
SINGLE BOTTOM.			Are Rule requirements complied with regard- ing increases of scantlings in way of double bottom in E. space	Yes ✓	
Floors, Depth and thickness at mid-line in Holds			BEAMS.		
Height of Brackets at side above base line at toe of frame			Uppermost Continuous Deck, amidships	225 90 11.5	
Middle Line Keelson, on Floors, Angles, [or]			" " Angle	200 90 10.5	
" " Through Plate or Inter- costal Plate			" " E.R. Casing		
" " Foundation Plate on Floors			Spacing	Every frame	
" " Flat Plate Keel Angles			Second Deck, amidships, Angle	200 90 10 1/2	
Side Keelsons, No. each side			Spacing	Every frame	
" " thickness of Intercoastal Plate			Third Deck, amidships, Angle	200 90 10	
" " Angles			Spacing	Every frame	
DOUBLE BOTTOM.			Promenade		
Solid Floors, thickness and spacing	10.5 ev. frame ✓		Deck, amidships, Angle	200 90 10	
" " Are Frame and Reversed Deck joggled?	No ✓		Spacing	Every frame	
Bracket Floors, breadth and thickness at middle line	---		Poop Deck, Angle, [or]		
" " breadth and thickness at margin plate	---		Spacing		
			Bridge Deck, Angle	225 90 11	
			Spacing	Every frame	
			Forecastle Deck, Angle	200 90 10	
			Spacing	Every frame	

PILLS AND DECKS.			PILLS AND DECKS.		
	DOCK IN SHIP. MM.	Any Departure from Approved Plans to be Noted.		DOCK IN SHIP. MM.	Any Departure from Approved Plans to be Noted.
PILLS, No. of Rows	4		Stringer Plate, breadth and thickness in way of Bridge	—	
„ in 'tween Decks, Size and Spacing	As		Thickness of Plating abreast Deck openings DOCK DOCK	9 ✓	
„ „ „ „ „	per		Thickness of Plating abreast Deck openings in way of Bridge	—	
„ in Holds „ „ „	approved		Thickness of Plating within line of openings...	8 ✓	
„ „ „ „ „	plan. ✓		If Sheathed, material and thickness	25. Litosilo	
Centre Line Bulkhead. Stiffeners and Spacing	---		Third Deck. Stringer Plate, breadth and thickness	2150 x 8 ✓	
Plating, thickness of	---		If Plated, state thickness	7.5+25 Litosilo	
STRINGERS AND DECKS. Uppermost Continuous Deck.			Promenade DOCK Deck. Stringer Plate, breadth and thickness	2050 x 11.5 ✓	
Stringer Plate, breadth and thickness in Wells	16		If Plated, state thickness	11.5 - 10.5	See Letter 14-4
„ „ „ „ „ in way of Bridge	2150 x 9.5 ✓		POOP Deck. Stringer Plate, breadth and thickness	/	
„ „ „ „ „ in Wells	15 14 ✓		Plating, Sheathing, material and thickness		
Thickness of Plating abreast Deck openings in way of Wells	14 ✓		Bridge Deck. Stringer Plate, breadth and thickness	2150 x 10 ✓	
Thickness of Plating abreast Deck openings in way of Bridge	9/10 ✓		Abreast openings Plating, Sheathing, material and thickness	10} +25mm. Litosilo in between openings	
Thickness of Plating within line of openings...	8.5/10 ✓		Forecastle Deck. Stringer Plate, breadth and thickness	8.5} +3" Pine exposed	
If Sheathed, material and thickness	25mm. Litosilo inside and superstructure		Plating, Sheathing, material and thickness...	9.0 ✓	
Second Deck. Stringer Plate, breadth and thickness	DOCK 2150 x 10 ✓			125-85. 3" Pine	

STAKES.				AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.		EDGES.		BUTTS.		STRAPPED LAPPED.			
				AMIDSHIPS.		FORWARD.		AFT.		State if beveled?							
				Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	RIVETS.		No. of Rows of Rivets.		RIVETS.		
											Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.		
				Inches.	Inches.	Inches.	Inches.				Inches.	Inches.		Inches.	Inches.		
Flat Plate Keel.....				1385	21.5	3.5	19.0	20	10	OR							
,, Dblg. (if any)								19	OR								
Bottom Plating, No. of Strakes ... 3				1 1/2	17 1/2	18.5	2	13 1/2	OR								
				2 1/2	17 1/2	18.5	2	13 1/2	OR								
Bilge Plating, No. of Strakes ... 2				17	25	25	14	16.5	OR								
				17	25	25	14	16.5	OR								
Side Plating, No. of Strakes ... 2				16.5	25	25	14	16.5	OR								
				16.5	25	25	14	16.5	OR								
Upper Deck, Sheer-strake in Wells				--	--	--	12	12	OR								
				--	--	--	12	12	OR								
Upper Deck, Sheer-strake in Bridge				2150	16.5	12			OR								
				2150	16.5	12			OR								
Strake below Sheer-strake in Wells				--	--	--	12	12	OR								
				--	--	--	12	12	OR								
Strake below Sheer-strake in Bridge				2100	16.5	12			OR								
				2100	16.5	12			OR								
From Top Side Plating				15.0					OR								
				15.0					OR								
Bridge Side Plating				15.0		--	--		OR								
				15.0		--	--		OR								
Forecastle Side Plating							11		OR								
							11		OR								

Total No. of W.T. BULKHEADS in Vessel—	9	✓
Extending to Upper Deck (Sec. 3 c)	1	✓
„ Deck next below	8	✓
As per Rule	8	✓

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar		Plate 150 lb	Keel	✓
STEM	Borg. Plating	25/17		✓
STERN	Shaft brkts.	Cast.	As per	Motals
FRAME	Wrought iron Rudder	Cast. + plates	plan	Motals
Speed of Vessel		19 knots		✓
RUDDER—Type		Unbalanced		
" A × D.		879		✓
" Diam. of head		Ptly forg.	444	Motals
" Mainpiece at top pintle		Plate + As per		
" " heel		Cast.	plan	Motals
" how constructed		Welded		✓
" double wood plate		16		✓
" coupling, vertical or		Vertical		✓
" horizontal				

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
Domnarfvet's Jernverk, Domnarvet, Sweden; Electric Furnace Process,
Degerfors Järnverks A-B., Degerfors, Sweden; Open Hearth Process. ✓
 Has the Steel been tested as required by the Rules? Yes ✓

EQUIPMENT No. 57296				LETTER St.		ANCHORS.		
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK. KGS.	WEIGHT OF STOCK. KGS.	TEST, PER. CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
546	1st Bower	4724 ✓	4724 ✓	65513 ✓	Kgs. 4825 ✓	Hall's Patent	Domanifvets Jernverk	Makers' works
547	2nd "	4675 ✓		65083 ✓		- " -	"-	11.3.46 ✓
548	3rd "	4684 ✓		65162 ✓		- " -	"-	S. Walterson
	Collective weight	14083 ✓			13770 ✓			Makers' works
761	Stream	1440 ✓	393 ✓	27806 ✓	1425/200 ✓	Ordinary stock	"-	25.5.46 S. Walterson

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.	Statury.	Break-Ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Ins.		Length.	Ins.
30	389.2	2 13/16	Yes	1897.38	47181	60800	608	2 11/16	Stud link	Remnäs Bruk	Makers' works 3.7.46 S.S. Widar	TOWLINE	238	6 1/2	112.3	240	6 1/2
2009	226.0	2 13/16	✓	1255.34	27470				"	"	Makers' works 14.11.46 T. Bülow	HAWSERS & WARPS	6x183	2 3/4	21.1	4x185	2 3/4
	615.2			1897.38	74651				"	"							
		Clr.	✓	84.4													
Iron Stream Chain or Steel Wire	220	5 1/2	✓					220	5 1/2								

Steering Gear, Type (Power or hand)	Brown Brothers & Co., Ltd., Electro-Hydraulic, 4 RAM-TYPE.	Alternative Means of Steering	2 independent variable speed pumps																																																																																																																																																																																																																																																																																																																																																																									
Steering Chains (Size and Test)	Windlass	Electric Area	Boats																																																																																																																																																																																																																																																																																																																																																																									
Coiling in Holds, thickness and material	Cargo Battens, thickness, material and spading	Thickness of Hatches	8 mm. steel or 2 1/2" wood																																																																																																																																																																																																																																																																																																																																																																									
Cargo Hatchways.—(Upper Deck)	Size of Hatchways No. 1 (Fwd.)	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100	No. 101	No. 102	No. 103	No. 104	No. 105	No. 106	No. 107	No. 108	No. 109	No. 110	No. 111	No. 112	No. 113	No. 114	No. 115	No. 116	No. 117	No. 118	No. 119	No. 120	No. 121	No. 122	No. 123	No. 124	No. 125	No. 126	No. 127	No. 128	No. 129	No. 130	No. 131	No. 132	No. 133	No. 134	No. 135	No. 136	No. 137	No. 138	No. 139	No. 140	No. 141	No. 142	No. 143	No. 144	No. 145	No. 146	No. 147	No. 148	No. 149	No. 150	No. 151	No. 152	No. 153	No. 154	No. 155	No. 156	No. 157	No. 158	No. 159	No. 160	No. 161	No. 162	No. 163	No. 164	No. 165	No. 166	No. 167	No. 168	No. 169	No. 170	No. 171	No. 172	No. 173	No. 174	No. 175	No. 176	No. 177	No. 178	No. 179	No. 180	No. 181	No. 182	No. 183	No. 184	No. 185	No. 186	No. 187	No. 188	No. 189	No. 190	No. 191	No. 192	No. 193	No. 194	No. 195	No. 196	No. 197	No. 198	No. 199	No. 200	No. 201	No. 202	No. 203	No. 204	No. 205	No. 206	No. 207	No. 208	No. 209	No. 210	No. 211	No. 212	No. 213	No. 214	No. 215	No. 216	No. 217	No. 218	No. 219	No. 220	No. 221	No. 222	No. 223	No. 224	No. 225	No. 226	No. 227	No. 228	No. 229	No. 230	No. 231	No. 232	No. 233	No. 234	No. 235	No. 236	No. 237	No. 238	No. 239	No. 240	No. 241	No. 242	No. 243	No. 244	No. 245	No. 246	No. 247	No. 248	No. 249	No. 250	No. 251	No. 252	No. 253	No. 254	No. 255	No. 256	No. 257	No. 258	No. 259	No. 260	No. 261	No. 262	No. 263	No. 264	No. 265	No. 266	No. 267	No. 268	No. 269	No. 270	No. 271	No. 272	No. 273	No. 274	No. 275	No. 276	No. 277	No. 278	No. 279	No. 280	No. 281	No. 282	No. 283	No. 284	No. 285	No. 286	No. 287	No. 288	No. 289	No. 290	No. 291	No. 292	No. 293	No. 294	No. 295	No. 296	No. 297	No. 298	No. 299	No. 300	No. 301	No. 302	No. 303	No. 304	No. 305	No. 306	No. 307	No. 308	No. 309	No. 310	No. 311	No. 312	No. 313	No. 314	No. 315	No. 316	No. 317	No. 318	No. 319	No. 320	No. 321	No. 322	No. 323	No. 324	No. 325	No. 326	No. 327	No. 328	No. 329	No. 330	No. 331	No. 332	No. 333	No. 334	No. 335	No. 336	No. 337	No. 338	No. 339	No. 340	No. 341	No. 342	No. 343	No. 344	No. 345	No. 346	No. 347	No. 348	No. 349	No. 350	No. 351	No. 352	No. 353	No. 354	No. 355	No. 356	No. 357	No. 358	No. 359	No. 360	No. 361	No. 362	No. 363	No

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. Motorship
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. No 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 ship has been built in conformity with the Society's Rules and Regulation and the Secretary's letters. The scantlings and arrangements are in accordance with, or equivalent to, those shown on the approved plans. The tanks, decks, bulkheads, watertight doors have been tested in accordance with the Rules. The requirements of Section 20 of the Rules have been complied with where applicable. The freeboards have been verified and the marks cut in on the vessel's sides. The ship is constructed to carry oil fuel in the double bottom tanks Nos. 1 - 5, 7, and wing tanks No. 2, water ballast in fore and after peak tanks, and tunnel tank No. 2, fresh water in double bottom tanks Nos. 6 and 8, wing tanks No. 1, and tunnel tank No. 1, and lubricating oil in engine room double bottom at centre. The flash point of the oil fuel is above 150°F. The vessel is strengthened for navigation in ice and the requirements of Section 40 of the Rules have been complied with where applicable. Windlass and steering gear have been tested under working conditions and found satisfactory.

Convention Freeboard		Fees applied for,	
The amount of Basic Fee.....	Kr. : 450:-	27/2	19 48
Special Survey Fee.....	Kr. 11940:-		
Late Fee	Kr. 40:-	Received by me,	
Travelling Expenses, if any	Kr. : 5:25	--	19 --

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

I am of opinion the Vessel should be Classed +100A1
with freeboard
Strengthened for navigation in ice

State whether the Vessel has been built under Special Survey Yes

Certificate to be sent to Gothenburg Date of issue 27/4/48.

Signature Hans Larsson
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute. FRI. 3 APR 1948

Character assigned - 100A, with freeboard.
2.48 Sub. Deep as ACP. Strengthened for Navigation in Ice
+ LMC. 2.48 Oil Cng.

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.)

No sister vessel.— The vessel is provided with a Passenger Certificate.— Various certificates forwarded separately

Approved plans, forwarded under separate cover:

✓ Midship section	✓ Webs against shell
✓ Longitudinal section and plans	✓ Ports in shell (4)
✓ Shell expansion	✓ Tunnel, tunnel tanks and wing tanks
✓ Proposed brackets below engines	✓ Refrigerated hold No.4 (4)
✓ Watertight bulkheads	✓ Cargo trunks
✓ Proposed swimming pool	✓ Girders and stiffeners 3850 mm. from CL
✓ Webs and girders in wing tank and Tunnel recess	✓ Girders and stiffeners in CL
✓ Fore peak	✓ Bulkheads on lower deck
✓ After peak	✓ Bulkheads on main deck (2)
✓ Break	✓ Davits (2)
✓ Sternframe and rudder	✓ Sun deck and navigating bridge
✓ Shaft brackets	✓ Mast
✓ Stem	✓ Watertight hatches
✓ Keelstrake and keelsons	✓ Amended bottom tanks
✓ Floors in double bottom (2)	✓ Proposed stiffening of swimming pool
✓ Beam brackets	✓ Proposed webs in shell in way of ports
✓ Welding plan	✓ Proposed strengthening of side shell in dining saloon
	✓ Proposed strengthening of side shell frs. 36-52
	✓ Prop. str. of side shell between promenade deck & boat deck

As fitted plans, forwarded under separate cover:

Midship section	Particulars of Swedish tonnages:		
Longitudinal section and plans	Gross	-	11892.83
Shell expansion	Under deck	-	5423.17
	Net	-	8159.11

PARTICULARS OF ELECTRIC WELDING (if employed) Seams and butts of shell and deck plating, Beams to decks, Tank top, and reverse frames, Watertight bulkheads, and other details.

Electrodes employed: OK 48 P, OK 49 P, OK 52 P, OK 55 P.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Strengthened for navigation in ice, Electrically welded, Cruiser stern, Radar, Wireless, Radiotelephone, Gyro Compass with automatic pilot, Direction finding apparatus, Echo sounding device, SAL-log.

Particulars of Drop Test of Cast Steel Anchors, viz.: Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower. Head: LR 3131 kgs. 413 SW 19.1.46 Shank: LR 1299 kgs. 167 SW 7.11.45
	2nd " LR 3100 kgs. 506 SW 20.2.46 LR 1281 kgs. 168 SW 7.11.45
	3rd " LR 3086 kgs. 507 SW 20.2.46 LR 1304 kgs. 210 SW 4.12.45
	Stream: LR 1310 kgs. 613 SW 3.4.46

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop --- ft., R.Q.D. --- ft., Bridge 403.9 ft., Forecastle --- ft.

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

Official No. 8926 Signal Letters S E J T Extreme Breadth over Belting --- Over-all Length 524' - 8.5/8" (Circ. 1611) (Circ. 1703)

No. and Material of Decks 3 decks (steel) and Forecastle-Bridge deck (steel).

Parts of Bottom of Vessel coated with cement or approved composition Fresh water and Water ballast tanks, Bilges cement washed.

Particulars of composition (if fitted) and of approval ---

Particulars of Water Ballast for Record.
Cul DB 359' 1255T, Tanks in way of tunnels 732T, FPT 17T, AF (see letter 14.4.48).

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.	Salt Water Capacity.	Where Fitted.	Length.	Salt Water Capacity.
Double bottom, aft, No. 7 F.O. or W.B. (38-55)	46.0	91.8	Fore peak tank, W.B. (175-)		17.3
Double bottom, aft No. 6 F.W. only (56-73)	46.0	203.8	After peak tank, F.W. (-13)		105.3
Double bottom, forward, No. 5 F.O. or W.B. (77-175)	250.56	958.9	Deep tank, aft, No. 8 for F.W. only (16-37)	56.8	61.7
Double bottom, under Boilers only (56-73)	46.0	335.0	Tunnel No. 1		
Wing tanks No. 2, F.O. or W.B. (42-55)	35.2	105.1	Deep tank, forward, F.W. only (57-72)	40.6	109.2
Double bottom, forward,			Tunnel Deep No. 2 F.O. or W.B. (39-55)	43.3	121.1
Total length (if continuous) and Capacity [F.O. or W.B. only]	415.67	1050.7	Other tanks, if fitted,		
Lubr. oil tanks in E.R. D.B. 100.6 M ³			(If necessary furnish further information by sketch.)		
Overflow tanks in E.R. D.B. 22.2 M ³					
Settling tanks in E.R. 77.1 M ³					

(Lubr. oil and Overflow tanks not included in total capacity)

Order for Special Survey No. 394

Date 27.3.1945.

Dates of Surveys held while building

1945: November 23, 26, December 3, 6, 10, 28, 1946: January 8, 14, 17, 28, 30, February 4, 12, 13, 18, 21, 22, 26, 27, 28, March 2, 8, 11, 13, 14, 15, 18, 21, 23, 26, 27, April 1, 2, 10, 12, 12, 24, 25, 29, 30, May 3, 7, 8, 9, 10, 13, 15, 20, 21, 23, 16, 18, 23, 27, 27, 29, 31, June 1, 3, 4, 5, 7, 11, 12, 14, 14, 18, 20, 28, July 1, 3, 4, 11, August 2, 5, 6, 7, 8, 9, 9, 13, 14, 15, 22, September 9, 10, 12, 24, 30, October 7, 7, 7, 9, 16, 22, 24, 30, November 5, 6, 7, 7, 11, 16, 18, 21, December 11, 1947: January 8, 13, 15, 28, Feb 11, 14, 18, 19, 28, March 3, 4, 5, 11, 18, 18, 26, 28, 28, April 1, 2, 8, 17, 21, 24, 25, May 5, 19, 20, 28, 29, 30, June 2, 4, 10, 19, July 7, 30, August 8, 12, 21, 27, Sept. 3, 17, 22, 24, Total No. of Visits 184
Oct. 2, 7, 10, 15, 17, 22, 23, 23, 26, Nov. 6, 11, 19, 19, Dec. 1, 3, 12, 1948: Jan. 2, 7, 16, 13, 21, 22, 24, 25, 27, 30, 31, 31 February 3, 5, 6, 7, 7.