

RECEIVED

26 MAY 1949

DISCLOSED

IN D.O. SECTION

No. 837 C

REC'D NEW YORK APR 21 1949

## STEEL STEAMER OF MOTORSHIP

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

DISCLOSED

18 MAY 1949

Received at London Office

No. 837 C

96-88

Date of completion of report 19th April, 1949 Port of Baltimore, Maryland. No. 8826

Survey held at Baltimore, Maryland. Date First Survey 3rd. August 1948 Last Survey 10th. March 1949

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw "WORLD PEACE" Machinery Aft.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling Tanker State Type of Erections P.B. &amp; F.

TONNAGE under Tonnage Deck.... 9795 CLASS 100A1 CPE State if with freeboard) No as condition of Class FEET.

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 524

Total - Breadth (greatest moulded) B 68

Gross Tonnage 10892 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 37.5

Register Tonnage 6539 1st Longitudinal Number (L x D) = 19650

2nd Numeral L x (B + D) = 55282

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.97 Do. Long Bridge to top of keel

Draught Moulded -

Built at Sparrows Point, Maryland.

Launched 22nd. December 1948 and No. 4466

Builders Bethlehem Sparrows Point Shipyard Inc.,

Owners World Tankers Corp.

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

Residence 52, Broadway, New York.

Port of Registry Monrovia, Liberia.

If surveyed while building, afloat, or in dry dock

While Building.

## 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	See Rpt. 1	*			Bracket Floors, Frame	-			
" " Fwd. Deep from 1/4 length amidships to Collision bulkhead	27	✓			" " Reversed Frame	-			
" " in peaks	24	✓			" " Vertical Struts	-			
SIDE FRAMING.	See Rpt. 1	*			Centre Girder, depth and thickness amidships	54	.56		
Frame Amidships, Angle, [ or ]	-				" " top Angles	6.	Girders I.W. to		
" " Extends up to	-				" " bottom Angles	keel and tank top			
Reversed Frame Amidships, Angle	-				Side Girders, No. each side and thickness	-	.50		
" " Extends up to	-				Margin Plate depth (excl. of flange) and thickness	-			
Depth of Framing Girder	-				" " Vertical Angle to Tank side	-			
Frames in Uppermost Continuous 'tween Decks, Angle [ or ]	-				Bracket abaft 1/4 len. from stem	-			
" " Second 'tween Decks, Angle, [ or ]	-				" " Vertical Angle to Tank side	-			
" " Third " " " "	-				Bracket from forward 1/4 len. from stem to Panting Area	-			
" " from 1/2 len. for'd. to 15% len. from Stem	-				Gussets, spacing and scantling abaft 1/4 len. from stem	-			
" " in Peaks, Angle <del>or</del> Inv. F	8	4	.50	✓	" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	-			
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	E.W.	✓			Tank Side Brackets, height above base line at toe of Frame and thickness	-			
State if Frame Joggled	No	✓			INNER BOTTOM PLATING. in Machy. Space				
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	-	.56	✓	
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	-	.56	✓	
SINGLE BOTTOM.					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?	-			
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	See Rpt. 1	*		
Middle Line Keelson, on Floors, Angles, [ or ]	-				" " in Wells, Angle [ or ]	-			
" " Through Plate or Intercoastal Plate	-				" " in way of Bridge, Angle, [ or ]	-			
" " Foundation Plate on Floors	-				Spacing	-			
" " Flat Plate Keel Angles	-				Second Deck, amidships, Angle, [ or ]	-			
Side Keelsons, No. each side	-				Spacing	-			
" " thickness of Intercoastal Plate	-				Third Deck, amidships, Angle, [ or ]	-			
" " Angles	-				Spacing	-			
DOUBLE BOTTOM. Eng. Rm. only					Fourth Deck, amidships, Angle, [ or ]	-			
Solid Floors, thickness and spacing	28 1/2	.46	.50	✓	Spacing	-			
" " Are Frame and Reversed Frame joggled?	none welded to shell and tank top	✓			Poop Deck, Angle, <del>or</del> Inv.	5	3 1/2	.38	✓
Bracket Floors, breadth and thickness at middle line	-				Spacing	Every frame			
" " breadth and thickness at margin plate	-				Bridge Deck, Angle, [ or ]	See report	*		
					Spacing	-			
					Forecastle Deck, Angle, <del>or</del> Inverted Longitudinals	-			
					Spacing	-			



## PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>	-		Stringer Plate, breadth and thickness in way of Bridge .....	-
" in 'tween Decks, Size and Spacing.....	-		Thickness of Plating abreast Deck openings in way of Wells .....	-
" " " " " " .....	-		Thickness of Plating abreast Deck openings in way of Bridge .....	-
" in Holds " " .....	-		Thickness of Plating within line of openings..	-
2" Longitudinal " " " " .....	-		If Sheathed, material and thickness.....	-
<del>Centre Line Bulkhead</del>	Fluted Plating		<b>Third Deck.</b>	-
Stiffeners and Spacing.....	and Webs.		Stringer Plate, breadth and thickness.....	-
Plating, thickness of.....	.50 .50 .44 .44		If Plated, state thickness.....	-
	.44 .48 .62 .62 .62		<b>Fourth Deck.</b>	-
<b>STRINGERS AND DECKS.</b>			Stringer Plate, breadth and thickness.....	-
<b>Uppermost Continuous Deck.</b>			If plated, state thickness.....	-
Stringer Plate, breadth and thickness in Wells	88	1.06	<b>Poop Deck.</b>	46 .44
" " " " in way of Bridge	-		Stringer Plate, breadth and thickness.....	40 .38
Stringer Plate Bevelled			Plating, Sheathing, material and thickness.....	.31 no Sheathing
<del>in way of Wells</del> and E.W. to Sheer Strake			<b>Bridge Deck.</b>	43 .44
Thickness of Plating abreast Deck openings in way of Wells	1.06		Stringer Plate, breadth and thickness.....	.36 no Sheathing
Thickness of Plating abreast Deck openings in way of Bridge .....			Plating, Sheathing, material and thickness.....	.36 no Sheathing
Hatch Strakes			<b>Forecastle Deck.</b>	39 .43
Thickness of Plating within line of openings	-	.73	Stringer Plate, breadth and thickness.....	.36 no Sheathing
If Sheathed, material and thickness .....	No		Plating, Sheathing, material and thickness.....	.36 no Sheathing
<b>Second Deck.</b>				
Stringer Plate, breadth and thickness in Wells	-			

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?.....	No.....	No. of ROWS OF RIVETS	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing. cr. to cr.		Diam.
	Inches.	Inches.	Inches.	Inches.		SINGLE OR DOUBLE.	Inches.	Inches.	Inches.	Inches.		
FLAT PLATE KEEL .....	53	.92 ✓	1.00 ✓	1.04 ✓		Electric Welded ✓			All			
" DBLG. (if any) .....	-	-	-	-					Keel			
BOTTOM PLATING, No. of of Strakes A B C D .....	-	.87 ✓	.73 ✓	.83 ✓		Electric Welded			and			
BILGE PLATING, No. of Strakes E .....	-	.87 ✓	.73 ✓	.83 ✓		Double E-F Seams 1 ✓ 3 3/4 ✓			Shell			
SIDE PLATING, No. of Strakes F G H .....	-	.68 ✓	.60 ✓	.75 ✓		Treble FG & GH 7/8 ✓ 3 1/2 ✓			Plating			
UPPER DECK, Sheer- strake I J K .....	70	1.07 ✓	.62 ✓	.51 ✓		Double J-K 1 ✓ 3 3/4 ✓			Butts			
UPPER DECK, Sheer- strake in Bridge .....	-	-	-	-		-	-	-	Flush			
STRAKE BELOW Sheer- strake L M N .....	68	.89 ✓	.60 ✓	.51 ✓		Treble H-J 7/8 ✓ 3 1/2 ✓			and			
STRAKE BELOW Sheer- strake in Bridge .....	-	-	-	-		-	-	-	Electric			
POOP SIDE PLATING .....	-	.56 ✓	.41 ✓	.62 ✓		Lower Edge Single 3/4 ✓ 3 3/8 ✓			Welded			
BRIDGE SIDE PLATING .....	-	.70 ✓	-	-		Part E.W. Part Riveted 1 ✓ 3 3/4 ✓						
FORE'C'TLE SIDE PLATING	-	-	.44 ✓	-		Single Lower Edge 3/4 ✓ 3 3/8 ✓						

## WATERTIGHT BULKHEADS.

## FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—								Casting or Forging.		Scantlings.		Maker's Name.		Any Departure from Approved Plans to be Noted.	
Extending to Upper Deck (Sec. 3 c)				15				KEEL, Bar		—					
" Deck next below				—				STEM		Plate Stem		.88			
As per Rule				—				STERN FRAME		{ Propeller Post		C.S.		See Plan	
										{ Rudder		none			
								Speed of Vessel		14 1/2					
								RUDDER—Type		Semi Balanced (St. Lined)					
								" A × D		—					
								" Diam. of head		CS 13 1/2					
								" Mainpiece at top pintle		18" O.D. 1 1/2" thick					
								" " heel		—					
								" how constructed		welded plates					
								" double or single plate coupling, vertical or horizontal		Double .50					
										Hor. 3-3 3/4" Bolts					



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.		
									Diam. Ins.	Spang. Ins.	Inches.	Number.	Diameter. Inches.		
ing of L, L or C				XX lbs			XX lbs								
Inv. Angles															
es in Bridge 'tween Decks		7	4	15.8	F-7	4	15.8								
es from Uppermost Continuous Deck Inv. Angles		8	4	17.2	A-7	4	15.8							4	30
No. 1					F-7	4	15.8								
" 2		8	4	19.6	A-7	4	15.8							4	30
" 3		8	4	21.9	F-8	4	17.2							5	34
" 4		9	4	21.3	A-8	4	17.2							5	34
" 5		9	4	22.9	F-8	4	17.2							5	34
" 6		12	3 1/2	24.5	A-8	4	19.6							8	46
" 7		12	3 1/2	24.5	F-10	3 1/2	22.6							8	46
" 8		12	3 1/2	26.5	A-9	3 1/2	18.5							8	46
" 9		15	3 3/8	27.5	F-12	3 1/2	24.5							8	46
" 10		15	3 3/8	27.5	A-10	3 1/2	23.0							8	46
" 11		15	3 3/8	27.5	F-12	3 1/2	24.5							8	46
" 12		15	3 3/8	33.6	A-12	3 1/2	24.5							8	46
" 13		18	4	38.3	F-15	3 1/2	33.6							12	54
" 14		18	4	38.3	A-15	3 3/8	27.5							12	54
" 15		18	4	44.4	F-15	3 1/2	33.6							12	54
" 16		18	4	44.4	A-15	3 3/8	27.5							12	54
" 17		18	4	44.4	F-15	3 1/2	33.6	(16)							
" 18		18	4	44.4	A-15	3 3/8	27.5	(17)							
" 19		18	4	44.4	F-15	3 1/2	33.6	(18)							
" 20		18	4	44.4	A-15	3 3/8	27.5								
" 21		18	4	44.4	F-15	3 1/2	33.6								
" 22		18	4	44.4	A-15	3 3/8	27.5								
" 23		18	4	44.4	F-15	3 1/2	33.6								
" 24		18	4	44.4	A-15	3 3/8	27.5								
" 25		18	4	44.4	F-15	3 1/2	33.6								
" 26		18	4	44.4	A-15	3 3/8	27.5								
" 27		18	4	44.4	F-15	3 1/2	33.6								
" 28		18	4	44.4	A-15	3 3/8	27.5								
" 29		18	4	44.4	F-15	3 1/2	33.6								
" 30		18	4	44.4	A-15	3 3/8	27.5								
" 31		18	4	44.4	F-15	3 1/2	33.6								
" 32		18	4	44.4	A-15	3 3/8	27.5								
" 33		18	4	44.4	F-15	3 1/2	33.6								
" 34		18	4	44.4	A-15	3 3/8	27.5								
" 35		18	4	44.4	F-15	3 1/2	33.6								
" 36		18	4	44.4	A-15	3 3/8	27.5								
" 37		18	4	44.4	F-15	3 1/2	33.6								
" 38		18	4	44.4	A-15	3 3/8	27.5								
" 39		18	4	44.4	F-15	3 1/2	33.6								
" 40		18	4	44.4	A-15	3 3/8	27.5								
" 41		18	4	44.4	F-15	3 1/2	33.6								
" 42		18	4	44.4	A-15	3 3/8	27.5								
" 43		18	4	44.4	F-15	3 1/2	33.6								
" 44		18	4	44.4	A-15	3 3/8	27.5								
" 45		18	4	44.4	F-15	3 1/2	33.6								
" 46		18	4	44.4	A-15	3 3/8	27.5								
" 47		18	4	44.4	F-15	3 1/2	33.6								
" 48		18	4	44.4	A-15	3 3/8	27.5								
" 49		18	4	44.4	F-15	3 1/2	33.6								
" 50		18	4	44.4	A-15	3 3/8	27.5								
" 51		18	4	44.4	F-15	3 1/2	33.6								
" 52		18	4	44.4	A-15	3 3/8	27.5								
" 53		18	4	44.4	F-15	3 1/2	33.6								
" 54		18	4	44.4	A-15	3 3/8	27.5								
" 55		18	4	44.4	F-15	3 1/2	33.6								
" 56		18	4	44.4	A-15	3 3/8	27.5								
" 57		18	4	44.4	F-15	3 1/2	33.6								
" 58		18	4	44.4	A-15	3 3/8	27.5								
" 59		18	4	44.4	F-15	3 1/2	33.6								
" 60		18	4	44.4	A-15	3 3/8	27.5								
" 61		18	4	44.4	F-15	3 1/2	33.6								
" 62		18	4	44.4	A-15	3 3/8	27.5								
" 63		18	4	44.4	F-15	3 1/2	33.6								
" 64		18	4	44.4	A-15	3 3/8	27.5								
" 65		18	4	44.4	F-15	3 1/2	33.6								
" 66		18	4	44.4	A-15	3 3/8	27.5								
" 67		18	4	44.4	F-15	3 1/2	33.6								
" 68		18	4	44.4	A-15	3 3/8	27.5								
" 69		18	4	44.4	F-15	3 1/2	33.6								
" 70		18	4	44.4	A-15	3 3/8	27.5								
" 71		18	4	44.4	F-15	3 1/2	33.6								
" 72		18	4	44.4	A-15	3 3/8	27.5								
" 73		18	4	44.4	F-15	3 1/2	33.6								
" 74		18	4	44.4	A-15	3 3/8	27.5								
" 75		18	4	44.4	F-15	3 1/2	33.6								
" 76		18	4	44.4	A-15	3 3/8	27.5								
" 77		18	4	44.4	F-15	3 1/2	33.6								
" 78		18	4	44.4	A-15	3 3/8	27.5								
" 79		18	4	44.4	F-15	3 1/2	33.6								
" 80		18	4	44.4	A-15	3 3/8	27.5								
" 81		18	4	44.4	F-15	3 1/2	33.6								
" 82		18	4	44.4	A-15	3 3/8	27.5								
" 83		18	4	44.4	F-15	3 1/2	33.6								
" 84		18	4	44.4	A-15	3 3/8	27.5								
" 85		18	4	44.4	F-15	3 1/2	33.6								
" 86		18	4	44.4	A-15	3 3/8	27.5								
" 87		18	4	44.4	F-15	3 1/2	33.6								
" 88		18	4	44.4	A-15	3 3/8	27.5								
" 89		18	4	44.4	F-15	3 1/2	33.6								
" 90		18	4	44.4	A-15	3 3/8	27.5								
" 91		18	4	44.4	F-1										



EQUIPMENT No.				LETTER				ANCHORS.			
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 58.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
PA 30120	1st Bower.	Cwts. lbs.	lbs.	Cwts. qrs. lbs.	lbs.	TEST PER CERTIFICATE.	lbs.	12005	Baldt Stockless	Baldt	Phila. 25/3/48 EGP
PA 30121	2nd "	12 60	0	-	-	16 11 00	12005	12005	" "	Anchor Chain	Phila. 25/3/48 EGP
PA 30532	3rd "	12 40	0	-	-	15 96 00	10220	10220	" "	and	Phila. 27/4/48 EGP
	Collective Weight.	10 54	1	-	-	14 57 25	34230	34230	" "	Forge Co.,	Phila. 25/3/48 EGP
PA 30122	Stream	4 34	5	-	-	7 85 35	4305	4305	" "		Phila. 25/3/48 EGP

## 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 58.	
Pa31649	300	25/16	424	630	95798	-	300	25/16	Baldt Baldt	Baldt	Phila. 26/8/48	TOWLINE	140	2	208000	140	2
							315	25/16	C.S. C.S. Chain & S.L. S.L. Forge Co.				2090	9	-	2090	9"
													2090	8	-	2090	8"
Iron Stream Chain or Steel Wire	105	1 5/8	148000	-	-	-	105	1 5/8	Flow Beth. Steel Co. Williams - port		Phila. 29/3/48						

Steering Gear, Type (Power or hand) Electric Hydraulic Alternative Means of Steering Hand wheel on Poop Top  
 4 Galv. Steel.  
 Steering Chains (Size and Test) - Windlass Steam - American Engr. Boats 31 persons capacity  
 Ceiling in Holds, thickness and material - Cargo Battens, thickness, material and spacing -  
 Cargo Hatchways.-(Upper Deck) To dry cargo hold 11'3"x14'9" Thickness of Hatches Hinged Steel Covers  
 To cargo tanks 270.T - 48" dia.  
 Size of Hatchways No. 1 (Fwd.) - No. 2 - No. 3 - No. 4 - No. 5 - No. 6 -  
 Number of Shifting Beams O.T. Hatches  
 and/or Fore and Afters -

Builder's Signature

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  
 whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. tanker The positions in which oil is carried as fuel or cargo should  
 indicated, together with the flash point (where required to be inserted in the Notation).

This vessel has been built to the approved plans, Secretary's letters and to the Rules of this

The material and workmanship are to our satisfaction.

The vessel is intended to carry petroleum in bulk, the oil tanks, the oil fuel tanks, coffeedams,  
 ks, deep tanks and double bottom tanks have been tested according to the Rules and found satisfactory.

The flash point of the oil is above 150° F.

The windlass and steering gear have been tried out and found satisfactory.

Anchors, cables and wire ropes tested by American Bureau and particulars of same taken from  
 certificates.

Printed in England

nt of Entry Fee ..... £ : :  
 Arranged  
 Special Survey Fee..... £ \$ 3025.00 :  
 Late fee \$ 20.00  
 Travelling Expense, if any £ \$ 71.00 :  
 Fees applied for,  
 20 A pril 1949  
 Received by me,  
 - 19

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

We are  
 of opinion the Vessel should be Classed \*100A1 CPB

State whether the Vessel has been built under Special Survey Yes

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to New York office

Date of issue

13/7/49

Committee's Minute

NEW YORK APR 27 1949

Character assigned

+100A1 - BAL. subject

Carrying Petroleum in bulk.

Fitted for oil fuel 3,49 F.P. above 150°F

LMC - 3,49

NOTE - PART ELEC. WELDING  
 CRUISER STERN-MCHY. AFT.  
 LONG FRAMING -  
 D.F. - E.P. D. - GYC. - RADAR -  
 2 WTB (VPT) 450 lbs.  
 ELEC. LIGHT.

Lloyd's Register

011884 - 011889 - 00863

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

N/K 5022/6

N/K 14.7.49



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 List of the Plans should be embodied.)

This is a sister vessel to "OLYMPIC GAMES", "ATLANTIC PRINCE" and "ATLANTIC PRINCESS", Baltimore Reports Nos. 8723 and 8765, and 8766.

Plans as built - Midship Section.

Approved Plans:—

Vertical keel and C.L. Girder	After Peak Bulkhead
Transverses	Inner Bottom Plating
Transverse O.T. Bulkheads	Poop Front and Bridge End Bulkheads
Longitudinal O.T. Bulkheads	Shell Expansion aft
Upper deck plating aft	Shell Expansion Amidships
Upper deck plating midships	Aft. Peak and Stern framing
Upper deck plating forward	Shell Expansion Forward
Bridge deck plating	Poop Deck Plating
Bow Framing - Sheet No. 1	Forecastle deck plating
Bow Framing - Sheet No. 2	Forepeak and chain locker
Stern Frame	Main Engine Foundations
Rudder	

Interim Classification Certificate.

The freeboard was assigned by the American Bureau of Shipping.

PARTICULARS OF ELECTRIC WELDING (if employed). Lincoln Fleetweld and G. E. approved rods used. All Bottom shell seams and butts and side shell butt flush welded. Deck butts <sup>flush</sup> welded and seams part riveted and part flush welded. Side shell seams riveted.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Carrying petroleum in bulk. Cruiser stern, Direction Finder, Echo Sounding Device, Gyro, Radar, Machineryaft, Fitted for oil fuel - Longitudinal Framing. All bottom shell seams and butts and side shell butts electric welded. Deck butts flush welded and seams part riveted and part welded. Side shell seams riveted.

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

1st Bower. —

2nd " —

3rd " —

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 106 ft., R.Q.D. — ft., Bridge 30 ft., Forecastle 49 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. — Signal Letters E.L.A.F. Extreme Breadth over Belting — Over-all Length 549.5 ft. (Circ. 1611) (Circ. 1703)

No. and Material of Decks One dk. (stl)

Parts of Bottom of Vessel coated with cement or approved composition Double bottom tanks and cofferdams.

Particulars of composition (if fitted) and of approval Apexior and Bitumastic.

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.
Double bottom, aft,		—	Fore peak tank,	—	466
Double bottom, under Engines and Boilers,		—	After peak tank,	—	82
Double bottom, if under Engines only,	71-3	165	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	an after	—	Deep tank, forward,	36	1130
Double bottom, forward,		—	Other tanks, if fitted,	—	—
Total length (if continuous) and Capacity		—	(If necessary, furnish further information by sketch.)	—	—

N.Y.K.  
Order for Special Survey No. 244

Date 16/3/48

Dates of Surveys held while building

1948 - Aug. 3, Sept. 7, 17, 30. Oct. 4, 5, 8, 28.

Mar. 10, 11, 12, 15, 17, 18, 19, 22, 23, 24, 25, 26, 29, 30.

Dec. 3, 6, 7, 8, 9, 10, 13, 22, 31.

1949 - Jan. 4, 20, 28. Feb. 4, 15, 16, 17, 23. Mar. 3, 4, 10.

Total No. of Visits 42