

STEEL STEAMER OR MOTORSHIP.

NOTICES

23 JAN 1952

Received at London Office

DISCLOSED

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YES

SECTION

No. 1016

Date of completion of report 11th JANUARY 1952 Port of GREENOCK No. 24558Survey held at PORT GLASGOW Date First Survey 14th JANUARY 1951 Last Survey 24th DECEMBER 1951On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SINGLE SCREW MOTORSHIP "HOLMEAR" MACHINERY AFTState Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING TANKER State Type of Erections POOP BRIDGE A/CTONNAGE under Tonnage Deck 8019.37 CLASS A 100 A.1. State if with freeboard as condition of Class NO Built at PORT GLASGOWDo. 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) 470.0 Launched 12th NOVEMBER 1951 Yard No. 486Total Breadth (greatest moulded) 62.0 Builders W. HAMILTON & CO. LTD.Gross Tonnage 8996.75 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 35.25 Owners STAMERS REDERI A/SRegister Tonnage 5134.40 1st Longitudinal Number (L x D) 16567 Managers -REGISTERED DIMENSIONS. FEET Framing Depth "d," at middle of length. See Sec. 3 (1d) - Residence BERGENLength 480.9 Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.33 Port of Registry BERGENBreadth 62.2 Do. Long Bridge to top of keel - If surveyed while building, afloat, or in dry dockDepth 35.2 Draught Moulded 28.2 1/2 BUILDING AFLOAT & DRYDOCK (UNDocked 26.12.51)

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			Vertical Struts		
IN FORE DEEP TANK TO COLL. BND.	27		Centre Girder, depth and thickness amidships	53 1/2 x 48	
in peaks	24		top Angles	WELDED	
SIDE FRAMING.			bottom Angles	WELDED	
Frame Amidships, Angle, E or F	11 3/2 43		Side Girders, No. each side and thickness	2 @ 75 CONTINUOUS	
Extends up to	UPPER DECK WITH 2 STRINGERS.		Margin Plate depth (excl. of flange) and thickness		
Reversed Frame Amidships, Angle	UPPER 30" x 42" WITH 5" x 42" FACE BEAT.		Vertical Angle to Tank side		
LOWER 30" x 42" WITH 6" x 42" "			Bracket abaft 1/2 len. from stem		
FRAMES IN ENGINE ROOM. Extends up to	10 3/2 40 1/2 42		Vertical Angle to Tank side		
Depth of Framing Girder	10 x 11 B.A.		Bracket from forward 1/2 len. from stem to Panting Area	TANK TOP LEVEL	
Frames in ENGINE ROOM. Uppermost Continuous 'tween	7 3/2 34		Gussets, spacing and scantling abaft 1/2 len. from stem		
Decks, Angle, E or F	9 3/2 37		Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
DEEP TANK. Second 'tween Decks, Angle, E or F	11 3/2 43		Tank Side Brackets, height above base line at toe of Frame and thickness	FRAMES CONTINUOUS	
Third " " " " "	9 3/2 37		INNER BOTTOM PLATING IN ENGINE ROOM		
DEEP TANK. from 1/2 len. for'd. to 15% len. from Stem	11 3/2 43		Breadth and thickness of Middle Line Strake	1/4 UNDER ENGINES	
in Peaks, Angle or F	9 3/2 37		Thickness of remainder in Holds	50 ELSEWHERE	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 - 6 DIA.		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. MOTORSHIP	
State if Frame Joggled	YES		BEAMS.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES		Uppermost Continuous Deck, amidships in Wells, Angle, E or F	LONGITUDINAL FRAMING	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES		" " in way of Bridge, Angle, E or F	8 3/2 54	
SINGLE BOTTOM.			Spacing	8 3 38	
Floors, Depth and thickness at mid-line in Holds			IN WAY OF ENGINE ROOM	EVERY FRAME	
Height of Brackets at side above base line at toe of frame	LONGITUDINAL FRAMING		Second Deck, amidships, Angle, E or F	9 3 36	
Middle Line Keelson, on Floors, Angles, E or F	ON BOTTOM IN WAY OF CARGO TANKS		Spacing	8 3 41/34	
Through Plate or Inter-costal Plate			2 ND DECK IN WAY OF O.P. PLAT.	EVERY FRAME	
Foundation Plate on Floors			Third Deck, amidships, Angle, E or F	7 3/2 46/30	
Flat Plate Keel Angles			Spacing	EVERY FRAME	
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, E or F		
thickness of Inter-costal Plate			Spacing	8 3 36/34 24" SPACING	
Angles			Poop Deck, Angle, E or F	8 3 50/44 30 1/2 "	
DOUBLE BOTTOM. IN ENGINE ROOM.			Spacing	EVERY FRAME	
Solid Floors, thickness and spacing	60 BETWEEN GIRDERS		Bridge Deck, Angle, E or F	LONGITUDINAL FRAMING	
Are Frame and Reversed Frame joggled?	43 REMAINDER @ 30 1/2		Spacing	SPACED 33" APART	
Bracket Floors, breadth and thickness at middle line	WELDED TO SHELL		Forecastle Deck, Angle, E or F	9 3 50 27" SPACING	
breadth and thickness at margin plate	1 TANK TOP		Spacing	8 3 45/35 24" "	
				EVERY FRAME	

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.
PILLARS, No. of Rows	AT ENDS &			Stringer Plate, breadth and thickness in way of Bridge			
" in 'tween Decks, Size and Spacing	IN BRIDGE			Thickness of Plating abreast Deck openings in way of Wells .....	.38	✓	
" " " " "	AS APPROVED	✓		Thickness of Plating abreast Deck openings in way of Bridge			
" in Holds " " " "				Thickness of Plating within line of openings			
" " " " "				If Sheathed, material and thickness			
LONGITUDINAL Centre Line Bulkhead. P4S.	10 x 4 x .475 WELDED TOE ON ✓			Third Deck. O.T. FLAT FOR?			
Stiffeners and Spacing	ANGLE. SPACED 30" WITH TWO STRINGERS	✓		Stringer Plate, breadth and thickness .....	.38	✓	
	UPPER. 30 x .40 WITH 6 x .42 FACE FLAT.	✓		If Plated, state thickness .....	.38	✓	
Plating, thickness of	LOWER. 30 x .40 " 6 x .42 " "	✓		Fourth Deck.			
	PLATING. .48 COMING. .38 VERTICAL.	✓		Stringer Plate, breadth and thickness			
STRINGERS AND DECKS.				If Plated, state thickness			
Uppermost Continuous Deck.				Poop Deck.			
Stringer Plate, breadth and thickness in Wells	91 x .80 ✓			Stringer Plate, breadth and thickness .....	.38	✓	
" " " " in way of Bridge	ENDS .96 ✓			Plating, Sheathing, material and thickness ...	.40 - .30 2 1/2" O.P. WHERE EXPOSED.		
" " " " POOP	END. .90 ✓			Bridge Deck.			
" Angle in Wells	7 7 .72 ✓			Stringer Plate, breadth and thickness .....	.70 x .44 ✓		
Thickness of Plating abreast Deck openings in way of Wells	3 STRAKES .60 IN WAY OF HATCHES ✓			Plating, Sheathing, material and thickness ...	.34 - .33 ✓		
Thickness of Plating abreast Deck openings in way of Bridge	REMAINDER .68 ✓			Forecastle Deck.			
Thickness of Plating within line of openings .....	.76 - .60 ✓			Stringer Plate, breadth and thickness .....	.38 ✓		
If Sheathed, material and thickness	NOT SHEATHED. ✓			Plating, Sheathing, material and thickness ...	.36 .50 UNDER WINDLASS. ✓		
Second Deck. IN WAY OF ENGINE ROOM.							
Stringer Plate, breadth and thickness in Wells	.40 .50 UNDER BOILERS. ✓						

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	TOP EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		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.	
	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.		Inches.	Inches.		
Flat Plate Keel.....	84	.90	.80	.80		DOUBLE	1	3 3/4				
3 STRAKES OF BOTTOM PLATING. 72 FOR 1/2 LENGTH TO 3/5 LENGTH.												
75 x 78 FOR 3/5 LENGTH TO COLLISION BND.												
„ Dblg. (if any)												
Bottom Plating, No. of Strakes 3 .....		.66	.52	.52		DOUBLE	7/8	3 1/3			
Bilge Plating, No. of Strakes 1 .....		.66	.52	.52		"	"	"			
Side Plating, No. of Strakes 4 .....		.64	.48	.48		"	"	"			
Upper Deck, Sheer- strake in Wells.....	72	1.03	.48	.48	.94 - .48							
Upper Deck, Sheer- strake in Bridge ...					INCREASED TO 1.28" AT POOP & BRIDGE BREAKS							
Strake below Sheer- strake in Wells.....	72	.82	.48	.48	.78 - .48	DOUBLE	1	3 3/4				
Strake below Sheer- strake in Bridge ...												
Poop Side Plating.....				.44		SINGLE	7/8	3 1/3				
Bridge Side Plating.....		.44				"	"	"				
Forecastle Side Plating			.44			"	"	"				
ALL BUTTS ELECTRIC WELDED.												

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 13

Extending to Upper Deck (Sec. 3 c) 13

„ Deck next below 13

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	<i>(LOWER</i>	ROLLED 10 1/2" x 2 3/4"		
STEM	<i>UPPER</i>	60-50"		
STERN FRAME {	Propeller Post	CASTING. SEE PLAN	STROMMENS	
{	Rudder "	NO RUDDER STOCK.	YERKSTED	
Speed of Vessel		14 KNOTS.		
RUDDER—Type		CASTING. BALANCED.	STROMMENS	
" A x D		-	YERKSTED	
" Diam. of head		CASTING. 12" DIA.	STROMMENS	
" Mainpiece at top pintle		SEE	YERKSTED	
" " heel		PLAN		
" how constructed		COMPLETE CAST STEEL FRAME		
" double or single plate		62"		
" coupling, vertical or				
" horizontal		HORIZONTAL 6-4 1/2" DIA. BOLTS.		

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP	BULKH'D, Upper 'tween decks					
"	" Second "					
"	" Third "					
"	" Holds					
COLLISION	" (in Hold)		10'4" 475A WELDED TO LONG	30"	2 GIRDEAS AS APPROVED	
		40"	7 1/2" 44 N. 6 x 3 x 30 S.	24"	4 SEMI-BOX BRAMS.	
AFTER PEAK	"	48"	7 1/2" 38" WELDED TO LONG	24"	2" DECK & SIDE STIFFENER.	

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) OPEN HEARTH.
COLVILLES & CO. STEEL CO OF SCOTLAND. LANARKSHIRE.
Has the Steel been tested as required by the Rules? YES.

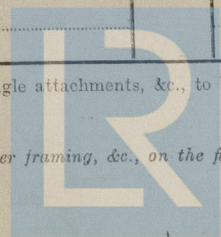
pt. 1*.

"HOLMGAR" W^o HAMILTON & C^o L^o YARD N^o 488.
PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.		
	In Ship.			In Ship.				Rivets in Longitudinal Frames. Diam. Ins. Speng. Ins.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads. Number. Diameter. Inches.
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.				
ing of L, L or C										
es in Bridge 'tween Decks ...	6	3 1/2	.40 A.							
es from Uppermost Continuous Deck No. 1	17x4x4x.49/68			17x4x4x.49/68						
" 2	"			"						
" 3	"			"						
" 4	"			"						
" 5	LONGITUDINAL			BULKHEAD.						
" 6	17x4x4x.49/68			TRANSVERSE						
" 7	"			FRAMING						
" 8	"			IN END WING						
" 9	"			TANKS						
" 10	"									
NTRE GIRDER IN										
RGD TANKS.										
PLATE	41	x	.42	41	x	.42	INTERCOSTAL BETWEEN TRANSVERSES			
TOP ANGLES	3 1/2	3 1/2	.44 DBL	3 1/2	3 1/2	.44 DBL	"			
BOTTOM ANGLES.	4	4	.50 DBL	4	4	.50 DBL	"			
" 16										
Spacing of Longitudinal Frames	Amidships			CENTRE TANKS	30"					
	At Ends									
le { Tank Top Longitudinals										
ms { Bottom										
or {										
g of Longitudinals { Amidships										
	At ends...									
Transverses.										
Side { Depth and Thickness										
reen Decks { Face Angles										
	Lugs to Shell*									
FROM { Depth and Thickness	41	x	.44	41	x	.44	FORMING 42" GIRDER.			
Side { Face Angles PLATE	14	x	1.00	14	x	1.00				
(Hold) { Lugs to Shell*										
TANKS. {										
	Depth and Thickness	37	x	.44	37	x	.44	FORMING 37.66" GIRDER.		
	Face Angles PLATE	8	x	.66	8	x	.66			
	Lugs to Shell*									
ottom {										
TANKS. {										
	Back Bars									
	Brackets									
Spacing of Transverse Frames...	CENTRE SPAN 10'0"									
* State if jogged or liners.	BND SPAN 12'6"									
itudinal { Bridge Deck	4	3	.34	WELDED TOE ON			38"			
ams of { Upper	9	3 1/2	.42	9	3 1/2	.42	WELDED TOE ON			
- or - { Second										
	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.



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Lloyd's Register Foundation

012047-012057-0076 2/3

+ LMC 12.51. Oil Engine

Number of Certificate.	Anchor.	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.							
31884	1st Bower	81	2	0	STOCKLESS			59	10	0	0	81 1/4		BYERS IMPROVED		NOT STATED		LOW WALKER	19-10-81 A.T.Y.
31895	2nd "	81	0	21	"			59	10	0	0	81 1/4		"	"	"	"	"	20-10-81 "
31855	3rd "	69	2	14	"			53	12	2	0	69 1/2		"	"	"	"	"	6-10-81 "
	Collective weight	232	1	7								232							
31800	Stream	23	3	21	6	0	21	23	17	2	0	23 1/2		RODGERS		NOT STATED		LOW WALKER	6-9-81 M.D.S.

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.	Statu- 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.
7491	300	2 3/8	120.6	168.7	794-2-1		940		300	2 9/16	FLORYT.	NORTH BRITISH F.M.C. & L.	GLASGOW 25-1-51.11.W.	TOWLINE	130	5 1/2	84.4	130	5 1/2
										STUD LINK.				HAWSERS & WARPS }					
														"	4-100	2 3/4	15.2	4-100	2 3/4
Iron Stream Chain or Steel Wire		Cir.								Cir.				"					
	120	4 3/4		64.6					120	4 1/4				"					

Steering Gear, Type (Power or hand) ELECTRIC HYDRAULIC BY HASTIE & CO. LTD. Alternative Means of Steering BLOCKS & TACKLE LED TO WINCH

Steering Chains (Size and Test) TELE MOTOR CONTROL. Windlass BY CLARK, CHAPMAN & CO. L. Boats 4-24'-0" LIFEBOATS.

Holds, thickness and material NONE Cargo Batts, thickness, material and spacing -

thways.—(Upper Deck) STEEL COMINGS 30" HIGH x .50" THICK. ✓ Thickness of Hatches STEEL HINGED COVERS. ✓

To HOLD.
 tchways No. 1 (Fwd.) 9'-0" x 15'-0" No. 2 26 O.T. HATCHES No. 3 _____ No. 4 _____ No. 5 _____ No. 6 _____

of Shifting Beams } **NONE.** **FOR WILLIAM HAMILTON & CO., LIMITED**
Fore and Afters } *11/3 1/4*

Builder's Signature W. H. Mulhady SECRETARY

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 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
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 & Regulations & Secretary's letters. The scantlings & arrangements of the ship are as given in the report & as now amended on the approved plans now forwarded. All modifications or additions to the original arrangements made during construction have been indicated on the plans & have been approved as being in accordance with, or by standards equivalent to, the rule requirements. Plans of Midship Section & Profile & Decks, showing the ship as built, now forwarded herewith. These have been checked with the approved arrangements & found in order. The materials & workmanship of good quality. All the double bottom tanks, fore & after peak tanks, cargo oil tanks, fuel bunkers, settling tanks, forward deep oil fuel tanks, fresh water tanks & coffer dams, have been tested to rule requirements & found satisfactory. The weather decks & W.T. bulkheads have been hose tested & found satisfactory. Bilge suction, hand pumps, windlass, steering gear, & auxiliary steering gear have been tried & found efficient. Trueboard verified marks

The amount of Entry Fee..... £ : : 11 JAN 1952

Special Survey Fee..... £1264-0-0

FREEBOARD. 34-0-0

Received by me,

Travelling Expenses, if any £ : : 19

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

CARRYING PETROLEUM IN BULK.
LONGITUDINAL FRAMING AT BOTTOM & AT DECK.

I am of opinion the Vessel should be Classed ✱ 100 A.I.

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

Signature J. A. Jameson.
Surveyor to Lloyd's Register of Shipping.

Certificate ~~to be~~ sent to **GREENOCK OFFICE.**

Date of issue 26/2/52

Committee's Minute

Character assigned

 $+100A1.$

1251. Grk

Carrying Petroleum in bulk

Lloyd's A + C P.

Longitudinal framing at bottom & at deck

+ LMC 12.51. Oil Engine
2 DB-150 lb.

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.)

marks/cut in on the ships' sides.
oil fuel F.A. above 150°F is carried in cross bunker, forward deep tank in double bottom tanks at forward end of machinery space. The requirements of Sec. 20 of the rules where applicable have been complied with.

Interim certificate issued at request of Builders. Copy attached.

Plans of Midship Section Profile & Decks, as built. Forging reports are forwarded herewith.

Sister ship to M. V. "Andrea Boreg", Greenock Entry Report No. 23735

"Cis Boreg"	"	"	"	"	"	23755
"Borgjot"	"	"	"	"	"	23880
"Norabo"	"	"	"	"	"	24026
"Erving Borthen"	"	"	"	"	"	24194
"Katarina"	"	"	"	"	"	24399

PARTICULARS OF ELECTRIC WELDING (if employed) ALL BUTTS OF SHELL & DECK PLATING. LONGITUDINAL & TRANSVERSE BULKHEADS. STIFFENERS TO BULKHEADS. ENGINE SEATING. SIDE STRINGERS TO SHELL & BULKHEADS. BOSS PLATE. SIDE STRINGER & BULKHEAD BRACKETS. LONGITUDINALS TO DECK & BOTTOM SHELL. BRIDGE DECK PLATING. TRANSVERSES TO SHELL, BULKHEADS & CENTRE GIRDER. PART ELECTRIC WELDED.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book
CARRYING PETROLEUM IN BULK. LONGITUDINAL FRAMING AT BOTTOM & AT DECK.
LLOYDS A&C.P. D.F. GYCC. ASD.

RADAR Equipment (State if fitted) NAT. FITTED.

State Type or Pattern No.

State } Maker
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	INCL. PINS. 53-0-0	A.E.G.	2494	27-7-51
2nd "	52-1-21	A.E.G.	2497	27-7-51
3rd "	44-3-14	A.E.G.	2423	3-7-51

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 97.3 ft., R.Q.D. - ft., Bridge 40.0 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. Signal Letters L.A.K.H. Extreme Breadth over Belting (Circ. 1611) - Over-all Length 505.8 (Circ. 1703)

No. and Material of Decks 1 OK (STEEL).

Parts of Bottom of Vessel coated with cement or approved composition FORE & AFTER PEAKS & FEED TANK CEMENTED.

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)
OIL CAPACITIES TAKEN AT 39 CUFT. PER TON. (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.	OIL & Water Capacity.	Where Fitted.	Length.	OIL & Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, <u>FEED TANK FRS 10-17.</u>		<u>23 F.M.</u>	Fore peak tank,		<u>143 S.W.</u>
<u>TWIN O.K. F.W. TANK FRS 8-9.</u>			After peak tank,		<u>84 S.W.</u>
Double bottom, under Engines and Boilers,	<u>12' 0</u>	<u>62 F.M.</u>	Deep tank, aft, <u>CROSS BUNKER FRS 40-44</u>	<u>10 0</u>	<u>452 O.F.</u>
Double bottom, if under Engines only, <u>FRS 22-40</u>	<u>17 8</u>	<u>127 O.F.</u>	Deep tank, forward, <u>FRS 163-180</u>	<u>33 76</u>	<u>730 O.F.</u>
Double bottom, if under Boilers only, <u>LUB. OIL FRS 20-37</u>	<u>43 2</u>	<u>24 O.F.</u>	Other tanks, if fitted, <u>SATTLING TANKS FRS 40-44</u>	<u>10 0</u>	<u>33 O.F.</u>
Double bottom, forward, <u>STERN F.W. TANK STERN-6.</u>		<u>26 F.M.</u>	(If necessary furnish further information by sketch.)		
Total length (if continuous) and Capacity	<u>76 25</u>				
<u>FORE COFFERDAM FRS 164-166 3' 0" = 175 TONS S.W. AFTER COFFERDAM FRS 44-46 3' 0" = 170 TONS S.W.</u>					

Order for Special Survey No. 3544

Date 27th SEPT 1958.

Dates of Surveys held while building

(1951) JAN. 17. 19. 25. 31. FEB. 5. 19. 21. 24. MAR. 1. 5. 9. 12. 16. 20. 23. 24. 30. APRIL 4. 6. 10. 13. 17. 19. 23. 24. 30. MAY 1. 7. 11. 16. 22. 28. 31. JUNE 5. 8. 15. 24. 29. JULY 19. AUG 6. 10. 16. 21. 24. 31. SEPT. 5. 7. 11. 19. 25. 26. 27. 28. OCT. 4. 11. 18. 19. 21. 22. 24. 25. 26. NOV. 1. 2. 4. 6. 7. 8. 9. 10. 12. 16. 22. DEC. 4. 10. 19. 26. 27. 28.

Total No. of Visits 48

Lloyd's Register Foundation