

RECEIVED

TANKER STEEL STEAMER OR MOTORSHIP.

19 JAN 1951

Received at London Office

23 JAN 1951

IN D.O.

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 12th Jan 1950 Port of Belfast No. 15109

Survey held at Belfast Date First Survey 1st Nov. 1949 Last Survey 29th Dec 1950

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw "LAGANFIELD" (Machinery aft)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erections Prop. hedge file

TONNAGE under Tonnage Deck ... 7245.51 CLASS +100A1 "Carrying petroleum in bulk" State if with freeboard No Built at Belfast

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) 460 Launched 26th Sept 1950 Yard No. 1418

Total ✓ Breadth (greatest moulded) B 59 Builders Harland & Wolff Ltd

Gross Tonnage 8196.22 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 34.82 Owners Hunting & Sons Ltd

Register Tonnage 4735.35 1st Longitudinal Number (L x D) 15755 Managers (Where necessary to be entered in Reg. Book)

REGISTERED DIMENSIONS. FEET Framing Depth "d," at middle of length. See Sec. 3 (1d) ✓ Residence Newcastle-on-Tyne

Length 469.4 Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.2 Port of Registry Newcastle

Breadth 59.3 Do. Long Bridge to top of keel ✓ If surveyed while building, afloat, or in dry dock

Depth 34.8 Draught Moulded 27.4 Building, afloat & in dry dock

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 | 35" | ✓ | Bracket Floors, Frame | ✓ | |
| " " from <u>frame 149</u> length amidships to Collision bulkhead | 27" | ✓ | " " Reversed Frame | ✓ | |
| " " in peaks | 24" | ✓ | " " Vertical Struts | ✓ | |
| SIDE FRAMING. | | | Centre Girder, depth and thickness amidships | <u>59 1/4 x .60</u> | |
| Frame Amidships, <u>BA 10 3 1/2 .50</u> | | ✓ | " " top Angles | <u>Welded to tank top</u> | |
| IN FWD CARGO TANKS <u>11 3 1/2 .48 BA</u> | | ✓ | " " bottom Angles | <u>4 4 .50</u> | |
| Extends up to <u>Upper deck</u> | | ✓ | Side Girders, No. each side and thickness | <u>2 at .60</u> | |
| <u>10 x .42 WEBS FACE BARS 6 x 3 1/2 x .50 BA fitted in each tank</u> | | ✓ | " " at <u>.42</u> | | |
| Reversed Frame Amidships, Angle | | ✓ | Margin Plate depth (excl. of flange) and thickness <u>TANK TOP STRAIGHT</u> | <u>.54</u> | |
| Extends up to | | ✓ | " " Vertical Angle to Tank side | | |
| Depth of Framing Girder | <u>10" + 11"</u> | ✓ | Bracket abaft 1/2 len. from stem | <u>6 6 .50</u> | |
| Frames in Uppermost Continuous 'tween Decks, Angle, [or] | | ✓ | " " Vertical Angle to Tank side | | |
| " " Second 'tween Decks, Angle, [or] | | ✓ | Bracket from forward 1/2 len. from stem to Panting Area | | |
| " " Third " " " " | | ✓ | Gussets, spacing and scantling abaft 1/2 len. from stem | | |
| FWD OF CARGO TANKS TO COLL BHD from 1/2 len. for'd. to 15% len. from Stem | <u>11 3 1/2 .44 BA</u> | ✓ | " " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area | | |
| " " in Peaks, Angle or [| <u>8 3 1/2 .48 BA</u> | ✓ | Tank <u>Top</u> Brackets, height above <u>base line</u> at toe of Frame and thickness | <u>36" x 46 fl 3"</u> | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | <u>7/8" at 4 1/2"</u> | ✓ | INNER BOTTOM PLATING. | | |
| State if Frame Joggled | <u>Yes</u> | ✓ | Breadth and thickness of Middle Line Strake | <u>93" x .62</u> | |
| Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? | <u>As approved</u> | ✓ | TANK TOP IN WAY HOLDING DOWN BOLTS | <u>1.25</u> | |
| Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? | <u>As approved</u> | ✓ | Thickness of remainder in <u>Holds ENGINE ROOM</u> | <u>.54</u> | |
| SINGLE BOTTOM. | | | Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. <u>space</u> and framing in Bunkers and <u>Boiler Room</u> ? | <u>WELDED CONSTRUCTION UNDER ENGINE AS APPROVED</u> | |
| Floors, Depth and thickness at mid-line in Holds | <u>See</u> | | BEAMS (TRANSVERSE) | | |
| Height of Brackets at side above base line at toe of frame | <u>Long</u> | | Uppermost Continuous Deck, amidships in WAY OF POOP <u>Weld, Angle [or]</u> | <u>8 3 .38</u> | |
| Middle Line Keelson, on Floors, Angles, [or] | <u>plan</u> | | " " in way of <u>FORECASTLE</u> | <u>4 8 3 1/2 .38</u> | |
| " " Through Plate or Inter-costal Plate | <u>plan</u> | | " " <u>Angle</u> | <u>8 3 .40</u> | |
| " " Foundation Plate on Floors | | | Spacing | <u>Every frame</u> | |
| " " Flat Plate Keel Angles | | | Second Deck, amidships, Angle, [or] | <u>8 3 .38</u> | |
| Side Keelsons, No. each side | | ✓ | FWD IN WAY OF FORE PEAK | <u>7 3 .38</u> | |
| " " thickness of Inter-costal Plate | | ✓ | Spacing | <u>Every frame</u> | |
| " " Angles | | ✓ | Third Deck, amidships, Angle, [or] | | |
| DOUBLE BOTTOM. IN MOTOR ROOM | | | BOILER FLAT AFT <u>BA 3 +</u> | <u>8 3 1/2 .48</u> | |
| Solid Floors, thickness and spacing | <u>46 at 31"</u> | | Spacing | <u>11 3 1/2 .50</u> | |
| " " Are Frame and Reversed Frame joggled? | <u>Yes</u> | | DEEP TANK FWD <u>BA 6</u> | <u>8 3 3/8</u> | |
| Bracket Floors, breadth and thickness at middle line | <u>Floors</u> | | Fourth Deck, amidships, Angle, [or] | | |
| " " breadth and thickness at margin plate | <u>Welded to tank top</u> | | Spacing | | |
| | | | Poop Deck, Angle, [or] | <u>8 3 .38</u> | |
| | | | Spacing | <u>Every frame</u> | |
| | | | Bridge Deck, Angle, [or] | <u>7 3 .36</u> | |
| | | | Spacing | <u>Every frame</u> | |
| | | | Forecastle Deck, Angle, [or] | <u>8 3 .38</u> | |
| | | | Spacing | <u>Every frame</u> | |

012370-012376-0217 1/3

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. | Number of Certificate. |
|--|-----------------------|--|---|--------------------|--|------------------------|
| PILLARS, No. of Rows | Two | | Stringer Plate, breadth and thickness in way of Bridge FORE PEAK..... | .32-.36 ✓ | | 4989 |
| " in 'tween Decks, Size and Spacing | Longitud ^l | | Thickness of Plating abreast Deck openings in way of Wells aft fwd ✓ | .36 ✓ .32 ✓ | | 4990 |
| " " " " " | Bulkheads ✓ | | Thickness of Plating abreast Deck openings in way of Bridge..... | ✓ | | 4991 |
| " " " " " | | | Thickness of Plating within line of openings... | ✓ | | Rpt. 1* |
| LONGITUD ^l Centre Line Bulkhead. 11 ft off C/L P+S | | | If Sheathed, material and thickness..... | ✓ | | |
| Stiffeners and Spacing SPACED .35" 10" x .46 B. PLATE WELDED | | | Third Deck. top of deep tank fwd ✓ | .42 ✓ | | FRAM |
| 2 LONG GIRDERS 26" x .42 + 24" x .42. 5" FL WELDED TO BKD | | | Stringer Plate, breadth and thickness..... | .38 ✓ M/L .46 ✓ | | ing of L, |
| Plating, thickness of44 ✓ | | | If Plated, state thickness | ✓ | | es in Bridge |
| STRINGERS AND DECKS. | | | Fourth Deck. | ✓ | | es from Upper |
| Uppermost Continuous Deck. | | | Stringer Plate, breadth and thickness..... | ✓ | | Deck INT. CE |
| Stringer Plate, breadth and thickness in Wells 93½" x .84 ✓ | | | If Plated, state thickness..... | ✓ | | |
| " " " " in way of Bridge .84 ✓ | | | Poop Deck. | .34 ✓ | | |
| " Angle in Wells 6 x 6 x 5/8 ✓ | | | Stringer Plate, breadth and thickness..... | .34 to .26 ✓ | | |
| Thickness of Plating abreast Deck openings } in way of Wells continuous stake ✓ | .76 ✓ | | Plating, Sheathing, material and thickness where exposed O.P. 2½" ✓ | .40 ✓ | | |
| Thickness of Plating abreast Deck openings } in way of Bridge continuous stake ✓ | .76 ✓ | | Bridge Deck. | .34 to .30 ✓ | | |
| Thickness of Plating in way of hatches } within line of openings... ✓ | .58 ✓ | | Stringer Plate, breadth and thickness..... | .37 ✓ | | |
| If Sheathed, material and thickness..... ✓ | | | Plating, Sheathing, material and thickness ... | .36 ✓ | | |
| Second Deck. aft ✓ | | | Forecastle Deck. | | | |
| Stringer Plate, breadth and thickness in Wells .40 ✓ | | | Stringer Plate, breadth and thickness..... | | | |
| | | | Plating, Sheathing, material and thickness... | | | |

SHELL PLATING.

| SCANTLINGS. | | | | | RIVETING. | | | | | | | |
|---|---------------|------------|-------------------|-------------------|--|----------------------|---------|-----------------------|---------------------------|---------|-----------------------|------------------------|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | 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..... | 57" | 1.03 | .83 | .86 | | Double | 1" | 3 8/9 | Welded | | | |
| „ Dblg. (if any) | 2 at | .71 | .75 | .56 | | | | | | | | |
| Bottom Plating, No. of Strakes ... Four. | 1 " | .71 | .75 | .51 | | Double | 7/8 | 3 1/2 | Welded | | | |
| Bilge Plating, No. of Strakes ... One. | | .78 | .51 | .56 | | do | do | do | do | | | |
| Side Plating, No. of Strakes ... Three. | | .68 | .48 | .48 | | do | do | do | do | | | |
| Upper Deck, Sheer- strake in Wells..... | 7 1/2 | .90 | .56 | .48 | | - | - | - | do | | | |
| Upper Deck, Sheer- strake in Bridge ... | 7 1/2 | .90 | .72 | .90 | IN WELLS | - | - | - | do | | | |
| Strake below Sheer- strake in Wells..... | 8 1/2 | .73 | .48 | .48 | | Double | 1" | 3 8/9 | do | | | |
| Strake below Sheer- strake in Bridge ... | 8 1/2 | .73 | .58 | .71 | IN WELLS | do | 1 1/8 | 4 3/8 | do | | | |
| Poop Side Plating..... | | | | .40 | | One strake | | | do | | | |
| Bridge Side Plating..... | | .44 | .50 ^{FE} | .50 ^{AE} | | do | | | do | | | |
| Forecastle Side Plating | | | .44 | | | Single | 3/4 | 3" | do | | | |

WATERTIGHT BULKHEADS.

| | | | | | | | | | |
|---|--|---|--|-------------|--|--|--|---|--|
| 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) 16 | | | | | | | | | |
| " Deck next below ✓ | | | | | | | | | |
| As per Rule (Ord ^y cargo) 7 | | | | | | | | | |
| | | STIFFENERS. | | | | | | | |
| | | VERTICAL. | | HORIZONTAL. | | | | | |
| | | Scantlings. | | Spacing. | | | | | |
| | | Scantlings. | | Spacing. | | | | | |
| MIDSHIP BULK'D, CENTRE TANK ✓ Upper tween decks | | Bull plate 12 x 425 | | 33" | | Upper Sh 32" x 40 Face bar 11 x 3 1/2 x 45 BA ✓ | | | |
| " " Second " | | Bull plate 12 x 425 | | 33" | | Lower Sh 36 x 42 Face bar 12 x 3 1/2 x 62 BA ✓ | | | |
| " " Third WING TANKS ✓ | | Bull plate 12 x 425 | | 33" | | Upper Sh 35 x 42 Face bar 5 x 3 1/2 x 40 OA ✓ | | | |
| " " Hold ✓ | | Bull plate 12 x 425 | | 33" | | Lower Sh 35 x 42 Face bar 7 x 3 1/2 x 44 BA ✓ | | | |
| COLLISION " (in Hold) ✓ | | 50-34 12 x 50 C ✓ | | 24" | | 2 Box Beams ✓ | | | |
| " MAIN TO UPPER 28 ✓ | | 8 x 42 WINGS ✓ | | 24" | | 4 CROWN OF D.T. ✓ | | | |
| AFTER PEAK " 50-30 ✓ | | 9 x 3 1/2 x 76 BA ✓ | | 24" | | 1 Box beam ✓ | | | |
| | | 7 x 3 1/2 x 98 BA ✓ | | | | + Boiler flat ✓ | | | |
| | | 5 x 3 x 8 OA ✓ | | | | | | | |
| STEEL. | | Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) ✓ Coburns, Steel Co of Scotland | | | | | | | |
| Has the Steel been tested as required by the Rules? ✓ | | Yes | | | | | | | |
| | | KEEL, Bar Flat Keel ✓ | | | | | | | |
| | | STEM Rolled 10 3/8" x 2 3/4" ✓ | | | | | | | |
| | | STERN FRAME { Propeller Post 6.5 See copy of Steel Co of Scotland plan approved 19/9/47 ✓ Rudder " ✓ | | | | | | | |
| | | Speed of Vessel 12 knots ✓ | | | | | | | |
| | | RUDDER—Type Simplex semi-balanced ✓ | | | | | | | |
| | | A x D Effective area 180 sq ft ✓ | | | | | | | |
| | | Diam. of head STOCK FS 11" diam Denny's Lamin Forging ✓ | | | | | | | |
| | | Mainpiece at top pin FS 10" " do ✓ | | | | | | | |
| | | " " heel ✓ | | | | | | | |
| | | how constructed Double plates fabricated ✓ | | | | | | | |
| | | double or single plate by builders & elec. welded ✓ | | | | | | | |
| | | coupling, vertical or horizontal Horizontal Cast Steel Scotland ✓ | | | | | | | |
| | | Open hearth ✓ | | | | | | | |
| | | Lloyd's Register Foundation | | | | | | | |

MOTOR TANKER "LAGANFIELD" HARLAND & WOLFFS N° 1418
PARTICULARS OF LONGITUDINAL FRAMING.

3pt. 1st.

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.

0217 $\frac{4}{5}$

Jan 51
Belfast

2 DB 15016

White Bel (h).

Departure from
Approved Plans to
be Noted.

| EQUIPMENT No. 44520 | | | | | | | | | | LETTER C+ | | 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. | | | | |
| 4989 | 1st Bower | 7.8 | 0 | 7 | STOCKLESS | | | 57 | 17 | 2 | 0 | ✓ | Bygers Type Cast St. Hd. | Sam Taylor | LPHN. 18/9/50 MURPHY |
| 4990 | 2nd " | 7.7 | 1 | 7 | do | | | 57 | 8 | 3 | 0 | ✓ | do | Sam Taylor | do |
| 4991 | 3rd " | 6.7 | 0 | 0 | do | | | 52 | 2 | 2 | 0 | ✓ | do | do | do |
| | Collective weight | 22.2 | 1 | 14 | | | | | | | | 219 1/2 cwt | | | |
| 5012 | Stream | 2.3 | 0 | 0 | 5 | 3 | 7 | 2.3 | 2 | 2 | 0 | ✓ | 22 ex. stock Rodgers (Forged) OH SK Chas. Weldes | do | LPHN 30/9/50 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. | | |
| | Fathoms. | Diam. | Tons. | Break- ing. | Supplied. | Per Rule. | | Fathoms. | Diam. | | | | | Fathoms. | Ins. | Tons. | Fathoms. | Ins. | |
| 13315 | 300 | 2 1/8 | 113.8 | 159.3 | 7.11-1-7 | 890 1/4 oz | | 300 | 2 1/8 | STUD LINK TAYCO SPECIAL STEEL | Sam Taylor + Sons (B.H.) | LPHN 13/9/50 H. MURPHY | TOWLINE | 130 | 5 1/4 | 77.5 | 130 | 5 1/4 | |
| 13320 | SHACKLE | do | do | do | 1-0-14 | | | | | | do | do | | | | | | | |
| 13319 | ADAPTER PIECE | do | do | do | 1-0-0 | has 3 LINKS | | | | | do | do | | | | | | | |
| 13318 | do | do | do | do | 3-0 | | | | | | do | do | | | | | | | |
| 13317 | do | do | do | do | 3-0 | | | | | | do | do | | | | | | | |
| 13316 | do | do | do | do | 3-0 | | | | | | do | do | | | | | | | |
| Iron Stream Chain or Steel Wire | 120 | 5 | 52.8 | WITHOUT BREAKING | | | | 120 | 5 | | | MAKERS (BRIT. ROPES) TESTS 8/11/50 | | | | | | | |

Steering Gear, Type (Power or hand) Husties Steam Hydraulic 2 ram type Alternative Means of Steering Blocks + tackle to warping winch

Steering Chains (Size and Test) Telemotor control Windlass (Steam) Emerson Walkers Boats 4 Mechan. SH each 24ft incl. one motor

Cabling in Holds, thickness and material None Cargo Battens, thickness, material and spacing None

Hatchways.-(Upper Deck) 24 at 4'-0" diam Oil tight sll hatches 30" x 75 Thickness of Hatches .50 Steel of covers

Hatchways No. 1 (Fwd.) HOLD 9 x 10 No. 2 No. 3 No. 4 No. 5 No. 6

of Shifting Beams } None Fore and Afters }

HARLAND AND WOLFF, LIMITED
Builder's Signature Fred V. Spack Secretary.

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. Motor ship

(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).

fuel is carried in bunkers situated at the fore end of the motor room, in deep tank forward of the
and cofferdam and in the double bottom under engines. Oil cargo is carried in twenty four
partments between forward and aft cofferdams separated into two groups by midship pump room
ship has been built under special survey in conformity with the Society's Rules and regulations
the Secretary's letters. The scantlings and arrangements of the ship are as given in the report
as shown and amended on the approved plans now forwarded. All modifications or additions
the original approved arrangements made during construction have been indicated on the plans
and have been approved as being in accordance with or by standards equivalent to the Rule
requirements. The plans of midship section, framing profile and steel decks showing the ship
built now forwarded herewith have been checked with the approved arrangements and found
in order. The material and workmanship are good.

All cargo tanks, oil fuel tanks, settling tanks, lubricating oil tanks, deep tank forward p.t.o

| | | | |
|---|-------------------------|-------------------------------|---|
| The amount of Entry Fee..... £1188 - :- | FREEBOARD ASSIGNMENT 34 | Special Survey Fee..... £ : : | Travelling Expenses, if any £ : : |
| Fees applied for, 17/11 1951 | | | |
| Received by me, 19 | | | |
| State whether the Vessel has been built under Special Survey <u>Yes</u> | | | |
| Certificate to be sent to <u>Belfast.</u> Date of issue <u>14/2/51</u> | | | |
| Signature <u>Ch Howard for self +</u> Surveyors to Lloyd's Register of Shipping. <u>H McKeown</u> | | | |

Committee's Minute FRI. 9 FEB 1951

Character assigned +100A1 Carrying Petroleum in bulk

11.50 Bel
Lloyds A+C.P.
+LMC 12.50 Oil Eng.
C.L.
20B 150lb

White Bel (h)

CLASSIFICATION CERTIFICATES WRITTEN
Lloyd's Register 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.)

cont^d from p 3 - forward, the fore and after peak tanks, fresh water tanks and double bottom tanks in machinery space and the cofferdams have been tested to rule requirements with satisfactory results. Weather decks & w/t bulkheads have been satisfactorily hose tested. Bilge pumping & steam smothering have been tested and found in order. The steering gear and windlass have been tested under working conditions at sea and found satisfactory. The freeboard assigned has been marked on the vessels sides, verified, cut in and certificate and copy issued.

The vessel with modifications is a sister ship to the tankers Kurdistan & Vikingen Harland & Wolffs N^o 1408 & 1383 respectively being built to plans for the standard tanker 460' long but having one main pump room amidships & modified as regards riveting & welding to suit local conditions.

Vessel examined in dry dock. 2nd Dec '50 Undocked 4th Dec '50

Interim Classification certificate issued Copy herewith

Steel invoices sent separately

Rpts 6 for ① Stern frame ② rudder stock (upper) ③ backpost herewith & certificate for 4 derricks.
④ Emerson Walker windlass



Surveyed
tons gr
afloat
and that
Register
recommen
that I xxh
"Carry
C.L. O

being fit

his Certificate is is
While the Committee
be understood that
sponsible for any in
other publication
or the Surveyors,

B. 20m, 9.49.

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PARTICULARS OF ELECTRIC WELDING (if employed) Butts & seams of upper deck plating & crown of deep tank. All deck & shell butts. Side stringers & horizontal girders to bulkheads & shell throughout. Transverse and longitudinal bulkheads are of all welded construction. Transverse & longitudinal bulkheads welded to shell & deck. Bilge keels to shell. Double bottom under main engines mainly of welded construction. Angle butts & corners. Rudder all welded.

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

1st Eng, mach^y aft, cruiser stern DE ESD Gyro Com

RADAR Equipment (State if fitted) NO

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 | Weight of Anchor/Head | 47-1-0 (INCLD PIN) | RL | 3940 | 5-1-50 |
| 2nd " | do | 48-1-14 | do | 3937 | do |
| 3rd " | do | 41-0-14 | do | AEG 693 | A-11-48 |

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 92 ft., R.Q.D. ✓ ft., Bridge 40 ft., Forecastle 50 ft.

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

Official No. 169226 Signal Letters G.M.B.C. Extreme Breadth over Belting No belting (Circ. 1611) Over-all Length 487'-5" (Circ. 1703)

No. and Material of Decks One steel deck, second deck clear of all tanks

Parts of Bottom of Vessel coated with cement or approved composition Bare steel in all compartments, fire ratte tank tanks 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) 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, | 23.25 | 154.9 |
| Double bottom, under Engines and Boilers, | | | After peak tank, 5 } | 16.0 | 87.6 |
| Double bottom, if under Engines only, DIESEL OIL 25-37 | 31 | ✓ 71 | Deep tank, aft, | | 28.7 |
| Double bottom, if under Boilers only, FW TANK 12-21 | ✓ 23.25 | ✓ 31.7 | Deep tank, forward, incl. C/O. 30.83 | 27.83 | 402.1 |
| Double bottom, forward, | | | Other tanks, if fitted, | | |
| Total length (if continuous) and Capacity | 64.58 | 102.7 | (If necessary furnish further information by sketch.) | | |

Order for Special Survey No. 1007

Date 30.12.49

Dates of Surveys held while building

1949 Nov. 1, 10, 25. 1950 Feb. 2, 23. Mar. 1, 18, 23, 29 Apr. 3, 7, 12, 13, 17, 19, 20, 25, 27 May 1, 3
4, 8, 10, 12, 15, 16, 23, 24, 31 June 2, 6, 8, 13, 16, 20, 22, 27, 28 July 3, 5, 7, 17, 19, 21, 25, 27, 28, 31 Aug 1, 3
10, 14, 15, 16, 18, 22, 23, 24, 25, 29, 31 Sept 1, 4, 5, 6, 7, 8, 13, 14, 15, 18, 19, 20, 21, 22, 25, 26, 28, 29 Oct 2, 3, 4, 6, 9
10, 13, 19, 20, 23, 27 Nov 1, 2, 14, 17, 20, 28 Dec 1, 2, 3, 6, 8, 11, 15, 16, 18, 19, 21, 27, 28, 29

Total No. of Visits 111

