

Lloyd's Register
Foundation

PILLARS AND DECKS.

PILLARS, No. of Rows		millimetres IN SHIP.		Any Departure from Approved Plans to be Noted.		millimetres IN SHIP.		Any Departure from Approved Plans to be Noted.	
in 'tween Decks, Size and Spacing		220x11		356		220x11		356	
Longitudinal Bkls in cargo tanks corrugated horizontally. - Thickness of plating 11-15 mm. - Corrugations as per sketch. - Vertical webs 1300/1100x11 in Holds with face flat 300x15/200x15		260x12		1177		260x12		1177	
Centre Line Bulkhead. in fwd deep tanks (fr 94-113) Stiffeners and Spacing		300x14		356		300x14		356	
Plating, thickness of		135-75		356		135-75		356	
STRINGERS AND DECKS.									
Uppermost Continuous Deck.		2100x31		2100x31 at breaks		2100x31		2100x31 at breaks	
Stringer Plate, breadth and thickness in Well		2100x31		2100x31 at breaks		2100x31		2100x31 at breaks	
" " " " in way of Bridge		✓		✓		✓		✓	
" Angle in Wells bar		325x31		✓		325x31		✓	
Thickness of Plating abreast Deck openings in way of Wells centre line strake		28		✓		28		✓	
Thickness of Plating abreast Deck openings in way of Bridge remaining strakes from outboard to centre line		28, 28, 28, 20, 20		✓		28, 28, 28, 20, 20		✓	
Thickness of Plating within line of openings		✓		✓		✓		✓	
If Sheathed, material and thickness		✓		✓		✓		✓	
Second Deck. fwd and aft		2100x31		2100x31 at breaks		2100x31		2100x31 at breaks	
Stringer Plate, breadth and thickness in Wells		2100x31		2100x31 at breaks		2100x31		2100x31 at breaks	
Stringer Plate, breadth and thickness in way of Bridge		✓		✓		✓		✓	
Angle in Wells bar		325x31		✓		325x31		✓	
Thickness of Plating abreast Deck openings in way of Wells centre line strake		28		✓		28		✓	
Thickness of Plating abreast Deck openings in way of Bridge remaining strakes from outboard to centre line		28, 28, 28, 20, 20		✓		28, 28, 28, 20, 20		✓	
Thickness of Plating within line of openings		✓		✓		✓		✓	
If Sheathed, material and thickness		✓		✓		✓		✓	
Third Deck. aft		2100x31		2100x31 at breaks		2100x31		2100x31 at breaks	
Stringer Plate, breadth and thickness		2100x31		2100x31 at breaks		2100x31		2100x31 at breaks	
If Plated, state thickness		85 - 11 in boiler room		✓		85 - 11 in boiler room		✓	
Fourth Deck.		2100x31		2100x31 at breaks		2100x31		2100x31 at breaks	
Stringer Plate, breadth and thickness		2100x31		2100x31 at breaks		2100x31		2100x31 at breaks	
If Plated, state thickness		✓		✓		✓		✓	
Poop Deck.		2100x31		2100x31 at breaks		2100x31		2100x31 at breaks	
Stringer Plate, breadth and thickness		2100-1200x9 1/4"		✓		2100-1200x9 1/4"		✓	
Plating, Sheathing, material and thickness		85-8 1/2" sheathed with Oregon pine 65 1/2" thick		✓		85-8 1/2" sheathed with Oregon pine 65 1/2" thick		✓	
Bridge Deck.		2100x31		2100x31 at breaks		2100x31		2100x31 at breaks	
Stringer Plate, breadth and thickness		2100x31		2100x31 at breaks		2100x31		2100x31 at breaks	
Plating, Sheathing, material and thickness		plating 8 1/2" sheathed with Oregon pine 65 1/2" thick		✓		plating 8 1/2" sheathed with Oregon pine 65 1/2" thick		✓	
Forecastle Deck.		2100x31		2100x31 at breaks		2100x31		2100x31 at breaks	
Stringer Plate, breadth and thickness		2100x31		2100x31 at breaks		2100x31		2100x31 at breaks	
Plating, Sheathing, material and thickness		plating 9 1/2" not sheathed		✓		plating 9 1/2" not sheathed		✓	

SHELL PLATING.

SCANTLINGS.					RIVETING.					
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.		
	AMIDSHIPS.	FORWARD.	AFT.	Thickness.		State if jogged?	RIVETS.	No. of Rows of Rivets.	RIVETS.	STRAPPED OR LAPPED.
Flat Plate Keel	600	305	305	305		welded				
" Dblg. (if any)	✓	✓	✓	✓						
Bottom Plating, No. of Strakes	A 2010 B 2010 C 2010 D 2150 E 2150	26	23.5 21.5 21.5 18 17	15 16 16 17 17	* stealer	double	28	112		
Bilge Plating, No. of Strakes	F 1900 G 1750	26	*	*		double	25	100		
Side Plating, No. of Strakes	H 1870 I 2165 J 2165 K 2165 L 1870	20	16 16 16 16 15	17 15 15 15 15		double	25	100		
Upper Deck, Sheer-strake in Wells	N 2210	31	17	14.5		double	25	100		
Upper Deck, Sheer-strake in Bridge										
Strake below Sheer-strake in Wells					strake below sheerstrake included in side plating					
Strake below Sheer-strake in Bridge										
Poop Side Plating	✓	✓		13		welded				
Bridge Side Plating	-	12	✓	✓		welded				
Forecastle Side Plating			13			welded				

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 e)	16
Deck next below	✓
As per Rule	10

	Plating Thickness, m.m.	STIFFENERS.	
		VERTICAL.	HORIZONTAL.
MIDSHIP BULKHEAD, in cargo tanks	11-14	Scantlings, m.m. 770x11, 585	Scantlings, m.m. 1450x11.5 face flat 306x22
" " Second			1450x11.5 face flat 306x25
" " Third			1450x11.5 face flat 306x25
" " Hold			ship's bottom
COLLISION fr 113 (in Hold)	75-155	300x14	680
AFTER PEAK fr 13	75-15	220x11	623

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM				
STERN FRAME	Propeller Post	rolled plate from 25 to 16 mm	ILVA	✓
	Rudder	casting 100mm	ILVA	✓
Speed of Vessel		161 knots		
RUDDER—Type		Simplex semi-balanced		
" A x D		2689 (metric units)		
" Diam. of head		forging 415		
" Mainpiece at top pintle		casting as per plans	FIAT	✓
" heel				
" how constructed		EW streamlined		
" double or single plate		double 12.5 mm		
" coupling, vertical or horizontal		horizontal		

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) open hearth or electric furnace
	Manufacturers: ILVA (Bagnoli), Trieste, Genova, Novilipure, Marghera, SIAC - Acciaieria Termiera di Bolzaneto, Japan Steel Works Ltd (Muran Works, Hokkaido). Material complying with requirements of Pt 3 of the Rules has been manufactured by: SIAC, ILVA (Genova) and Japan Steel Works Ltd (Muran Works, Hokkaido)
	Has the Steel been tested as required by the Rules? yes

S/T Argea Prima

Rpt. 1*.
attached to Genoa
Rpt N° 20595 dated

PARTICULARS OF LONGITUDINAL FRAMING. ^{single sc.} 7 Arged Prima

single sc

$\frac{7}{4}$ Argea Prima

FRAMING.		AMIDSHIPS.		ENDS.		Any Departure from Approved Plans to be Noted.		RIVETING.		
fr 51-94		In Ship. millimetres		In Ship. Ins.				Rivets in Longitudinal Frames.		
Framing of L, L or C								Spacing of Rivets on each side of Transverses and Bulkheads.		
Frames in Bridge 'tween Decks ... Frames from Uppermost Continuous Deck		transverse frames		transversally framed				Rivets in Brackets to Bulkheads.		
No. 4		400x14 fl. 160		see Rpt 1.				Number. Diameter. Inches.		
Bottom frames N°16 at each side								welded: scalloped frames with 8 m, 610 filled weld 8 m, pitch 240 m x 75		
Side frames N°15 at each side		from above:						welded: double fitted 8 m, 860 and 1000 re spectively		
Bottom centre line girder		depth & thickness: - 2300 x 13 - face flat: - 610 x 30 - welded to shell, brackets as per plans						welded: double fitted 8 m, 860 and 1000 re spectively		
Spacing of Longitudinal Frames		Amidships At Ends		Bottom 770 Side 785 transversally framed						
Double Bottoms L, L or C		Tank Top Longitudinals Bottom		In way of E.R. only - Transversally framed - See Rpt 1.						
Spacing of Longitudinals		Amidships At ends...								
Transverses.										
Side in 'tween Decks		Depth and Thickness Face Angles Lugs to Shell*		✓ ✓ ✓				Rivets in Lugs to Shell. Diam. Spacing. millimetres		
Side (in Hold)		Depth and Thickness Face Angles Lugs to Shell*		from 1300 to 1100 x 12 300-275-200 x 15 welded				welded: Double fitted 7 m		
Bottom		Depth and Thickness Face Angles Lugs to Shell* Back Bars Brackets		1440 x 12 wings: 300 x 15 centre: 245 x 25 welded thickness 12 25 per plans				welded: Double fitted 8 m		
Spacing of Transverse Frames...		3100 & 3000								
Longitudinal Beams of L, L or E		Bridge Deck Upper Second Upper deck Third Centre line girder		transverse frames from fr. 22 to 104; 260 x 12 at sides 300 x 15 in way of centre tanks depth & thickness: 2060 x 11 face flat: 230 x 20		Spacing. 770		Plate. millimetres 1040 x 11 wings: 200 x 15 centre: 250 x 20		

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.

General remarks (continuation): S/T Argea Prima

ship "AS BUILT" -

The following parts are of steel which has been specially approved under P403 of the Rules: plates over 1" thick in sheerstrake, keelstrake, bottom shell and upper deck. Mill sheets for these items are attached. The marks and positions on relative plans of these plates are indicated on the mill sheets, which also include details of chemical analysis. The makers of P403 material and the process of manufacture are as follows:

- 1) Società Italiana Acciaierie Cornigliano - "SIAC": hot rolled, basic open hearth or electric furnace process, killed and normalized. -
- 2) "ILVA" - Stabilimento di Savona: hot rolled, basic open hearth process, killed and normalized. -
- 3) Japan Steel Works Ltd Muroran Works Hokkaido: hot rolled, basic open hearth, fully killed, gas cut. -

The workmanship is good. The whole of the cargo tanks, double bottom tanks, deep tanks, fore & after peak tanks, O.F. bunkers also weather decks & shell plts have been satisfactorily tested as per Rules. The steering gear and the windlass have been satisfactorily tried in working condition. - Freeboard assigned by the Registro Italiano verified, Verification Form attached. - Test certificates of stern frame, rudder post, rudder main piece, rudder head, rudder tiller and steering gear (N° 7 Certificates) are attached hereto.

O.F. (flash point above 150°F) is carried in bunkers between frames 51 & 53 and 94 & 106, in double bottom tanks between frames 44 & 51 also in a small tank (which is not part of the ship's structure) in the first tween deck of Engine room port side aft. Lubricating oil is carried in double bottom tank between frames 25 & 32, also in 3 small tanks (which are not part of the ship's structure) in the Engine room casing and in the Engine room first tween deck.

Petroleum as cargo can be carried in the cargo tanks between frames 54 & 93; please see also (36) "Capacity plan" attached. The ship was last seen in dry dock (Genoa) on the 11th February 1955. -

Interim certificate issued, copy attached hereto.

[Signature]



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Lloyd's Register
Foundation

EQUIPMENT No. 7881 (metric units) LETTER pt

EQUIPMENT No. 7881 (metric units)													LETTER	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.	Lbs.	Kgs.	Cwts.	Lbs.	Kgs.	Tons.	Cwts.	Lbs.	Kgs.	Cwts.				
4017	1st Bower	7145			stockless			82855					Union Stockless Anchor	Hüttenmann	Dortmund-Hörde	
4019	2nd "	7144			- do -			82855					- do -	- do -	- do -	
4018	3rd "	7143			- do -			82855					- do -	- do -	- do -	
	Collective weight	21432										19810				
4020	Stream	2164			542			38875				2160	for stockless	Hüttenmann	Dortmund-Hörde	

CHAIN CABLES. of special quality steel

CHAIN CABLES. of special quality steel.																		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.	Stations.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.	Length.	Cir.				
6611	22x15 2 1/2	13 1/2	106.75	261.50	1329-3-23	✓	22x15 2 1/2	13 1/2	stud link	NK Konink	Leiden - 23.9.	TOWLINE	275	175	1418	255	178						
6642	24 Kenter	106.75	261.50	✓	✓	✓	✓	13 special	like Neder	54 - H. De Wel	HAWSERS & WARPS		6x	220	71	172	220	70					
	joining shoe	106.75	261.50	✓	✓	✓	✓	13 special	landsche	Leiden - 4.11													
	ties 1/2 Kenter and 3 lapped end shackles.	106.75	261.50	✓	✓	✓	✓	13 special	Großmeyer	54 - H. De Wel													
Iron Stream or Steel Wire	275	147	✓	99.772 Kg	275	165	6x24	✓	Martin Black & Co - Coats bridge	Coatbridge - 30.8.54	Manufacturers												

Steering Gear, Type (Power or hand) *Power - Electro Hydraulic*
 Makers: *John Astrie & Co Ltd. - Greenock*

Steering Chains (Size and Test)

Alternative Means of Steering *2 independent electro pump sets and hand gear*

Windlass *steam driven*

in Holds, thickness and material *none*

Cargo Battens, thickness, material and spacing wood row
150 x 50 mm pine
 Thick carpotanks clear space 250 mm
 thickness of Hatches 12 mm (steel)
 in thick " "Fore Hatch: 7.5 mm (steel MacGregor type)
 ways: 30 off @ No. 1700 x 670 mm (or)

Hatchways. (Upper Deck) Cargo tanks: coamings 780 mm high 12 mm thick cargo tanks
 " (Lower deck) Hatchway coamings 610 mm high 11 mm thick thickness of Hatchways
 Hatchways: No. 1 (E) 4530 x 5440 Size of cargo tank hatch ways: 30 off @ 1200
 7c (length) x (breadth)

er of Shifting Beams
/or Fore and Afters

ANSALDO S. A.
CANTIERI NAVALI
Il Direttore

Builder's Signature

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, fitted
 (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).

This ship has been built under special survey in conformity with the Society's Rules and Regulations and Secretary's letters. — This ship is similar to C.R.D.A. yard N°1775 ("Mirella D'Amico") and Ansaldo's yard N°1485 ("Mina D'Amico"), the structure in way of cargo tanks being practically identical, whilst the fwd & after ends have been extensively altered. — The scantlings and arrangements of the ship are as given in the Report and as shown and amended on the approved plans, of which plan N°1494/0514 ("Upper Deck") only has been previously sent to London. This plan has been however altered during construction, and a certified copy of same, with indications of the alterations carried out, is forwarded attached hereto together with the remaining approved, or verified copies

The amount of Entry Fee..... $47,7536.542 \div 25515\% = 46,406.065$ Fees applied for, 9/3/1955

~~Special Survey Fee~~ ^{CAR} ~~FUNG~~ ⁴² ~~GH.050~~

Travelling Expenses, if any 4/2 588.285=

REVENUE TAX. 46. 211,753 =

State whether the Vessel has been built under Special Survey.

Certificate to be sent to *(this Office)* Gen

Committee's Minute ✓

Character assigned 71

Carrying Petroleum in Bulk

Lloyds A & C P

Fitted for Oil Fuel 2.55 F.P. above 150°F

+LMC 2.55

3 WTB 668 lb. (Spl. 647 lb.)

CL. *ms*

SRL.

0033 4/4

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.)

of approved, plans listed below.—All modifications or additions to the original approved arrangements, made during construction, have been indicated on the plans (in green ink) and have been approved as being in accordance with or equivalent to Rule requirements.—The plans of "Midship Section", "Profile", "Decks" and "Shell Expansion", showing the ship "AS BUILT" (see list below), have been checked with the approved arrangements and found in order.—

List of plans attached hereto:

- ① Midship Section dwg N° ¹⁴⁹⁴/₀₅₀₇
- ② Alterations to Upper deck dwg N° ¹⁴⁹⁴/₁₁₇₄
- ③ Details of bottom transverses dwg N° ¹⁴⁹⁴/₁₀₆₁₁
- ④ Side transverses & vertical webs dwg N° ¹⁴⁹⁴/₁₀₆₁₀
- ⑤ Holes & stiffenings on central girder dwg N° ¹⁴⁹⁴/₀₅₁₃
- ⑥ Shell Expansion dwg N° ¹⁴⁹⁴/₀₅₃₁
- ⑦ Alterations to Shell Expansion fwd dwg N° ¹⁴⁹⁴/₀₅₃₇
- ⑧ Structure in way of Machinery spaces and superstructures aft dwg N° ¹⁴⁹⁴/₀₅₁₆
- ⑨ Framing scheme dwg N° ¹⁴⁹⁴/₀₅₃₂
- ⑩ Framing scheme clear of cargo tanks dwg N° ¹⁴⁹⁴/₀₅₃₃
- ⑪ Tanks at fwd end dwg N° ¹⁴⁹⁴/₀₅₄₁
- ⑫ Alterations to framing scheme at fwd end dwg N° ¹⁴⁹⁴/₀₅₃₃
- ⑬ Fore end structure dwg N° ¹⁴⁹⁴/₁₀₉₂
- ⑭ Alteration to fore end structure dwg N° ¹⁴⁹⁴/₁₀₉₃
- ⑮ Profile, deck dwg N° ¹⁴⁹⁴/₀₅₁₁
- ⑯ Upper deck dwg N° ¹⁴⁹⁴/₀₅₁₄
- ⑰ After end structure dwg N° ¹⁴⁹⁴/₁₀₈₄
- ⑱ Rudder dwg N° ¹⁴⁹⁴/₁₀₃₄
- ⑲ Borters seatings and deck in way dwg N° ¹⁴⁹⁴/₀₅₁₇
- ⑳ Superstructures amidships dwg N° ¹⁴⁹⁴/₀₆₁₃
- ㉑ Double bottom tanks dwg N° ¹⁴⁹⁴/₀₅₁₉
- ㉒ O.F. tanks aft dwg N° CS 47
- ㉓ O.F. tanks aft dwg N° CS 48
- ㉔ Tanks in tweendecks aft dwg N° ¹⁴⁹⁴/₁₁₂₄
- ㉕ Turbine a condenser seating dwg N° ¹⁴⁹⁴/₁₂₂₁
- ㉖ Alteration to turbine seating dwg N° ¹⁴⁹⁴/₁₂₂₃
- ㉗ Sternframe dwg N° CS 37
- ㉘ Sternframe dwg N° CS 38^A
- ㉙ Derrick posts dwg N° ¹⁴⁹⁴/₄₁₁₃
- ㉚ Steel hatchcover on Fore hatchway dwg N° 412/5
- ㉛ Equipment dwg N° ¹⁴⁹⁴/₀₆₂₁
- ㉜ Midship Section dwg N° ¹⁴⁹⁴/₀₅₀₂
- ㉝ Profile dwg N° ¹⁴⁹⁴/₀₅₁₁
- ㉞ Upper deck & superstructures dwg N° ¹⁴⁹⁴/₀₅₁₁ and ㉟ Shell expansion dwg N° ¹⁴⁹⁴/₀₅₃₇, showing the

PARTICULARS OF ELECTRIC WELDING (if employed) Ship completely electrically welded with exception of the following connections: sheerstrake seam; seams of bottom strokes C-D & G-H; 1 seam of upper deck on each side; upper deck stringer bar to shell; Fore & Poop deck stringer angle to shell & deck.—The electric welding has been carried out by experienced operators manually and by machine (Union-Melt process).—The electrodes used were of the approved type: OK 48 & OK 49 of ESAB, Citomax & Citobasico of Siderotermica, and Atlantico 50 of ILSSA Viola.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book
Cruiser stern, Simplex type rudder, Lloyd's A & C P,
1 DK - 2nd & 3rd DK in way of Engine room - 2nd DK at fwd end,
Mchy aft DF ESD, G.C. Radar. - Longitudinal framing,
Suitable notation regarding use of E.W. Carrying Petroleum in Bulk

RADAR Equipment (State if fitted) yes
State Type or Pattern No. Marine Radar
Type 2 C
State Name of Maker Kelvin & Hughes
Name of Supplier

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

	1st Bower	2nd	3rd
ANCHOR HEAD	4602 kg - J.Q. - 4069 - 14.7.54 ✓	4622 kg - J.Q. - 4071 - 14.7.54 ✓	4611 kg - J.Q. - 4070 - 14.7.54 ✓
ANCHOR SHANK	2543 kg - J.Q. - 4074 - 14.7.54 ✓	2522 kg - J.Q. - 4072 - 14.7.54 ✓	2532 kg - J.Q. - 4073 - 14.7.54 ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 137.8 ft., R.Q.D. ✓ ft., Bridge 44.9 ft., Forecastle 82.1 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated. ✓

Official No. 315 Signal Letters ICAP Extreme Breadth over Belting 86.3 (Circ. 1611) Over-all Length 666.2 (Circ. 1703)

No. and Material of Decks 1 Deck - 2nd & 3rd DK in way of Engine room, (2nd DK at fwd end)

Parts of Bottom of Vessel coated with cement or approved composition: Fore after peak tank, F.W. double bottom tank fr 12-24, transom space, and deep tanks fr 106-113 cemented.—F.W. double bottom tank fr 30-43 coated with "RUST BAN" N° 207, manufactured by ESSO—Standard.—Engine room bilges coated with Bitumastic Enamel

Particulars of composition (if fitted) and of approval see above

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,	fr 113-134 1/2	43
Double bottom, under Engines and Boilers, fr 13-51		163*	After peak tank,	fr 1-13	24
Double bottom, if under Engines only, fr 24-32 used for lub oil only			Deep tank, aft,	fr 51-53	17
Double bottom, if under Boilers only, fr 44-51 used for O.F. only			Deep tank, forward,	fr 94-106	39
Double bottom, forward, Cargo tanks fr 54-23	390.4	43300	Other tanks, if fitted, tweendeck fr 9-19, transom space	21	1125
Total length (if continuous) and Capacity	381	43300		20	810
The tanks having this capacity, in tons of salt water, are used for F.W. only					227
					30*

Order for Special Survey No. ✓

Date 8th October
1953

Dates of Surveys held while building

1954: January: 18 - February: 3, 4, 5, 6, 9, 15, 17, 23, 26 - March: 1, 3, 5, 12, 16, 23, 26 - April: 1, 7, 9, 14, 22, 26, 29 - May: 4, 7, 12, 14, 22 - June: 1, 4, 7, 9, 12, 14, 16, 21, 24, 30 - July: 2, 7, 13, 15, 27, 29 - August: 5 - September: 7, 8, 10, 14, 15, 17, 20, 23, 24, 27, 28 - October: 4, 8, 11, 14, 16, 20, 24, 27 - November: 5, 10, 16, 19, 22, 24 - December: 1, 7, 10, 17, 20, 21, 22, 24, 30 - 1955: January: 3, 7, 14, 25, 27, 28, 31 - February: 2, 5, 7, 8, 9, 10, 11, 12

Total No. of Visits 95