

DISCLOSED

SECTION

No. 772

Date of completion of report

1st June 1953.

Port of GLASGOW

No. 40331

Survey held at GLASGOW

Date First Survey 30th May 1951Last Survey 13th May 1953

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

Single Screw

"BLANDFORD"

Machinery Aft

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

Full Scantling. (Suitable for a Moulded draft of 29'7")

State Type of Erections Poop, Bridge House & Forecastle

TONNAGE under Tonnage Deck 11361.79

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

Total 11361.79

Gross Tonnage 12514.14

Register Tonnage 7385.47

REGISTERED DIMENSIONS.

FEET

Length 538.20

Breadth 74.30

Depth 38.30

CLASS 100 A1 carrying petroleum in bulk.

State if with freeboard as condition of Class

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 531.0

Breadth (greatest moulded) B 74.0

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 38.25

1st Longitudinal Number (L x D) =

2nd Numeral L x (B + D) =

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel =

Do. Long Bridge to top of keel =

Draught Moulded 29'-8.91"

Built at GLASGOW

Launched 18th December 1952 Yard No. 1454 G

Builders Harland & Wolff Ltd

Owners Blandford Shipping Co Ltd

Managers Fred. Dessen & Co Ltd
(Where necessary to be entered in Reg. Book)

Residence Bevis Marks House, E.C.3.

Port of Registry LONDON

If surveyed while building, afloat, or in dry dock

While building, afloat & in drydock (undocked 12.4.53)

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.....	29		Bracket Floors, Frame.....		
" " from $\frac{1}{2}$ length amidships to Collision bulkhead.....	27 & 29	27" in way of for. D.T.	" " Reversed Frame.....		
" " in peaks.....	24	30" in way of E.R. & A.F. Bunkers (pts. 10-54)	" " Vertical Struts.....		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	62½ x 46	In Cargo Tanks to inside of F.P.
Frame Amidships, Angle, E or F.....	10 3½ 43	10" x 3½" x 51" in E.R. & O.F. Bunkers	" " top Angles face plate	8 x 58	
" " Extends up to.....	Upper Deck		" " bottom Angles.....	Welded	5" x 5" x 60" in E.R.
Reversed Frame Amidships, Angle.....			" " in E.R.....	69 x 58 to 50	
" " Extends up to.....			Side Girders, No. each side and thickness.....	Two 75	
Depth of Framing Girder.....	10		Margin Plate depth (excl. of flange) and thickness.....		
Frames in Uppermost Continuous 'tween Decks, Angle, E or F.....			" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem.....		
" " Second 'tween Decks, Angle, E or F.....			" " Vertical Angle to Tank side Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area.....		
" " Third " " " ".....			" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem.....		
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem.....	10 3½ 43 & 12 3½ 53	(In for'd. D.T.)	" " Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area.....		
" " in Peaks, Angle or F.....	10 3½ 40		Tank Side Brackets, height above base line at toe of Frame and thickness.....	105 x 46	in E.R.
Diameter and Spacing of Rivets through Frame and Shell Plating amidships.....	7/8" & 1 dia. 4 1/16" & 5 1/2" spacing		INNER BOTTOM PLATING. (IN E.R.)		
State if Frame Joggled.....	Yes		Breadth and thickness of Middle Line Strake.....	100 x 58	(1 3/8" under engines)
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?.....	Yes		Thickness of remainder in Holds E.R.....	58	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?.....	Yes		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	
SINGLE BOTTOM. (IN D.T. FOR'D)			BEAMS.		
Floors, Depth and thickness at mid-line in Holds.....	48 x 46		Uppermost Continuous Deck, amidships in Walls, Angle, E or F.....	10 x 48 bulb plate	
Height of Brackets at side above base line at toe of frame.....	84		" " in way of Bridge, Angle, E or F.....		
Middle Line Keelson, on Floors, Angles, E or F.....	Centre line F & A bulkhead full depth of tank 41" plating		Spacing.....	30	
" " Through Plate or Inter-costal Plate.....	7 x 3½ x 40 1/2 A stiffeners		Second Deck, amidships, Angle, E or F.....		
" " Foundation Plate on Floors.....	Welded		Spacing.....		
" " Flat Plate Keel Angles.....			Third Deck, amidships, Angle, E or F.....		
Side Keelsons, No. each side.....	2		Spacing.....		
" " thickness of Inter-costal Plate.....	45		Fourth Deck, amidships, Angle, E or F.....		
" " Angles Welded to shell with 12 x 50 face plate on top.....			Spacing.....		
DOUBLE BOTTOM. (IN E.R.)			Poop Deck, Angle, E or F.....	8 x 3½ x 46, 38 & as approved	
Solid Floors, thickness and spacing.....	47 - 30" str. (A.T. floors 54")		Spacing.....	Every frame	
" " Are Frame and Reversed Frame joggled?.....	No.		Bridge Deck, Angle, E or F.....		
Bracket Floors, breadth and thickness at middle line.....			Spacing.....	9 x 3½ x 38 & 8 x 3½ x 40	
" " breadth and thickness at margin plate.....			Forecastle Deck, Angle, E or F.....		
			Spacing.....	Every frame	

PILLARS AND DECKS.

PILLARS, No. of Rows		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
Upper Stringer.	26" x 43" with 3 1/2" x 45" face plate.			Stringer Plate, breadth and thickness in way of Bridge		
Middle Stringer.	27" x 45" with 4" x 50" face plate.			Thickness of Plating abreast Deck openings in way of Wells		
Lower Stringer.	30" x 43" with 7" x 45" face plate.			Thickness of Plating abreast Deck openings in way of Bridge		
Centre Line Bulkhead. F & A Bulkheads	Stiffeners and Spacing 10" x 43" B.P. spaced 29" with 3 stringers as above			Thickness of Plating within line of openings		
Plating, thickness of	Coaming .54" Remainder .47"			If Sheathed, material and thickness		
STRINGERS AND DECKS.				Third Deck.		
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness		
Stringer Plate, breadth and thickness in Wells	69" x .95	1.14" at Bridge House and break of Poop.		If Plated, state thickness		
" " " " in way of Bridge				Fourth Deck.		
" " " " Angle in Wells	7 7 .95			Stringer Plate, breadth and thickness		
Thickness of Plating abreast Deck openings in way of Wells	.95 for 1/2 L amidships and at break of poop with 1.05" in way of Bridge House to .55" exposed forward			If Plated, state thickness		
Thickness of Plating abreast Deck openings in way of Bridge	.45 x .35 in forecastle space and .95 to .35 in poop space - unsheathed.			Poop Deck.		
Thickness of Plating within line of openings	Unsheathed.			Stringer Plate, breadth and thickness	.31 sheathed (exposed) .34 unsheathed.	
If Sheathed, material and thickness				Plating, Sheathing, material and thickness	.31 " sheathing 2 1/2" wood	
Second Deck.				Bridge Deck.		
Stringer Plate, breadth and thickness in Wells				Stringer Plate, breadth and thickness		
				Plating, Sheathing, material and thickness		
				Forecastle Deck.		
				Stringer Plate, breadth and thickness	.34 (.40 in way of windlass)	
				Plating, Sheathing, material and thickness	Unsheathed	

SHELL PLATING.

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETING.			
	AMIDSHIPS.		FORWARD.	AFT.		EDGES.		BUTTS.	
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.		State if jagged? No.	RIVETS.	No. of Rows of Rivets.	RIVETS.
Flat Plate Keel	76	1.09	1.09	1.09		Welded		Welded	
" Dblg. (if any)									
Bottom Plating, No. of Strakes 3 (B.C.F.D.)		.83	.65	B .52 C .53 D .66	(Plating at stern frame B to G .70)	Welded		Welded	
Bilge Plating, No. of Strakes 2 (E.F.F.)		.83	E .61 F .65	E .55 F .51		Double	1 1/8 3 5/8	"	
Side Plating, No. of Strakes 3 (G.H.I.)		.69	.51	.51		Double & Treble	1 1/8 3 5/8	"	
Upper Deck, Sheer-strake in Wells	66	1.03	.51	.51		Double	1 1/8 4 1/7	"	
Upper Deck, Sheer-strake in Bridge									
Strake below Sheer-strake in Wells		.69	.51	.51		Treble & Double	1 1/8 3 5/8	Welded	
Strake below Sheer-strake in Bridge									
Poop Side Plating				.46	(.55 at fore end)	Single	1 1/8 3 5/8	Welded	
Bridge Side Plating									
Forecastle Side Plating	2 strakes		.46			Single	7/8 3 3/4	Welded	

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) 17

" Deck next below

As per Rule

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM	F.	5" dia.	Colville's	
STERN FRAME	Propeller Post			
	Rudder	F.	11 1/4" dia. Beardmore	
Speed of Vessel	14 K			
RUDDER—Type	Simplex			
" A x D	574			
" Diam. of head	F	12 3/4" dia. Beardmore		
" Mainpiece at top pintle				
" heel				
" how constructed	Fabricated.			
" double or single plate	Double (Welded by Harland & Wolff)			
" coupling, vertical or horizontal	Horizontal (8-3 3/8" dia. bolts.)			

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		SCANTLINGS.		Spacing.	SCANTLINGS.		Spacing.		
		Scantlings.	Spacing.		Scantlings.	Spacing.			
MIDSHIP BULKH'D, Upper 'tween decks		Wing Tanks 36 1/2 x 44 (7 x 92 F.P.)		Lower Stringer 31 x 44 (7 x 70 ")					
" " Second "		Wing Tanks 33 x 43 (6 x 72 F.P.)		Middle Stringer 28 x 43 (5 x 45 ")					
" " Third "		Wing Tanks 32 x 43 (6 x 60 F.P.)		Upper Stringer 27 x 43 (5 x 45 ")					
" " Holds Fr. 117.	.51 x .47	10 x 43 B.P.	2'-6"	3 stringers 11' 10'-6" as above	2'-6"	2'-6"	2'-6"		
COLLISION " (in Hold)	.51 x .30	6 x 3 x 36 1A	2'-0"	3 stringers spaced 6'-0" apart	2'-0"	2'-0"	2'-0"		
AFTER PEAK "	.50 x .30	6 x 3 1/2 x 50 1A	2'-0"	4 x 40 stringers 5'-6" from T.B. 8 1/2" apart 15'-6" from base.	2'-0"	2'-0"	2'-0"		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) W^m Colville.

All steel plates, thickness over 1", on Upper deck of P403 quality. P403 Mill sheets forwarded herewith.

Has the Steel been tested as required by the Rules? yes.

"BLANDFORD" PARTICULARS OF LONGITUDINAL FRAMING.

10 JUN 1953

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. Inches.	Rivets in Brackets to Bulkheads.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam.	Speng.		Number.	Diameter.	
ming of L or C	17	x	46	x	4	x	4	x	68				
mes in Bridge 'tween Decks ...														
mes from Uppermost Continuous Deck	No. 1	17	x	46	x	4	x	4	x	68	1	6	3 1/2	Welded
Bottom Longl.	" 2				do						1	6	"	"
	" 3				do						1	6	"	"
	" 4				do						1	6	"	"
	" 5				do						1	6	"	"
	" 6				do						1	6	"	"
	" 7				do						1	6	"	"
	" 8				do						1	6	"	"
	" 9				do						1	6	"	"
	" 10				do			(on keel plate)			1 1/8	6 3/4	3 15/16	"
	" 11													
	" 12													
	" 13													
	" 14													
	" 15													
	" 16													
acing of longitudinal Frames	Amidships	2'-6"												
	At Ends	2'-6"												
uble toms	Tank Top Longitudinals													
L or C	Bottom ..													
cing of Longitudinals	Amidships													
	At Ends...													
Transverses.														
Side	Depth and Thickness													
Side	Face Angles													
Side	Lugs to Shell*													
Side	Depth and Thickness	34	x	43				In Wing Tanks. 37" x 43"	In Centre Tanks. 37" x 43"					
Side	Face Angles plate	5	x	50				6" x 51"	8" x 51"					
Side	Lugs to Shell*	Welded.												
Side	Depth and Thickness	51	x	46				In Wing Tanks. 62 1/2" x 50"	In Centre Tanks. 12" x 1-3"					
Side	Face Angles plate	8	x	90										
Side	Lugs to Shell*	Welded												
Side	" " Back Bars ...	"												
Side	Brackets	7'-6"	x	46				10'-6"	x	50				
Side	acing of Transverse Frames	12'-1"	x	9'-8"										
* State if joggled or liners.														
Longitudinal Beams of	Bridge Deck ...													
L or E	Upper ..	10	x	48										
Bottom plate	Second ..													
	Third ..													

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

12 JUN 1953

EQUIPMENT No. 61197 LETTER it 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.				
32661	1st Bower	105	1	21				69	10	0	0	104 1/2	Byers Improved Type C-3-H	-	LPH-LW 31.10.52 R.J.Vogan.
32735	2nd "	105	0	21				69	10	0	0	104 1/2	do	-	" 6.12.52 "
32602	3rd "	89	2	14				63	5	0	0	89	do	-	" 14.10.52 "
	Collective weight	300	1	0								298			
32905	Stream	31	1	21	8	3	14	29	15	0	0	31	Rodgers Type (Elec. W.)	-	LPH-LW 12.3.53 R.J.Vogan.

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.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Ins.					Fathoms.	Ins.		Fathoms.	Ins.
8311	330	2 1/16	149.7	209.5	998	2	9	979	330	2 1/16	"Floryt" with Lugless shackles	LPH-G 16-3-53 L.L.Wright	TOWLINE	130	6 1/2	112.3	130	6 1/2
8312	Swivel Ring										N. B. Elec C?	" 12-3-53 "	HAWSERS & WARPS	2@120	2 3/4	15.2	2@120	2 3/4
8318	4 End Shackles										do	" "		2@120	2 3/4	15.2	"	"
8313	Adaptors										do	" "		2@120	2 3/4	15.2	"	"
	Cir.																	
Stream or Steel Wire	120	5 1/2		84.4					120	5 1/2	Martin Black & Co (Wire Ropes) Ltd	Cert. No 8747/1 26-9-52		Makers: Martin Black & Co (Wire Ropes) Ltd		Tested: 14-10-52	26-9-52	

ing Gear, Type (Power or hand) Electric hydraulic by J. Hastie & Co. Alternative Means of Steering Blocks & Tackle

ing Chains (Size and Test) Telemotor Windlass Steam by Emmerson Walker. Boats 4 Steel 24'-0" (2 with motors)

No. of To ing in Holds, thickness and material Cargo Battens, thickness, material and spacing

4004.52 Hatchways.—(Upper Deck) 27 off 4'-0" diameter in steel plates. Thickness of Hatches .50" steel

of Hatchways No. 1 (Fwd.) No. 2 No. 3 No. 4 No. 5 No. 6

707.20 Number of Shifting Beams and/or Fore and Afters

Builder's Signature For HARLAND AND WOLFF, LIMITED, R. Allen Govan Secretary.

416.9 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

5128.6 (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 orders. The scantlings and arrangements of the ship are as given in the report and as shown and amended on the approved plans now forwarded. All modifications or additions to 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 and profile and decks showing the ship as built, now forwarded herewith, have been checked with the approved arrangements and found in order. The materials and workmanship are good. Cargo tanks, cofferdams, E.R.D.B Tanks, fore & aft peak tanks, forward deep tank, oil fuel bunkers and settling tanks were tested as required by the Rules and found tight and satisfactory. Oil fuel is carried in oil fuel bunkers forward of engine space, in D.B tank in engine space and in forward deep tank. F.P of oil above 150°F. Section 20 of the Rules complied with where applicable. Weather decks and W.T. bulkheads hose tested and found satisfactory. Bulge suction tested and found satisfactory. Hand pumps tested and found satisfactory. Steering gear and windlass tried out under working conditions and found satisfactory. Freeboard marks cut in and verified.

The amount of Entry Fee (30% Old fee) £1756: 0: 0 Fees applied for, 9 JUN 1953 (Special notations, where part of class, to be stated.)
Special Survey Fee. Freeboard £ 50: 0: 0 Received by me, I am of opinion the Vessel should be Classed 100 A1 carrying petroleum in bulk.
Travelling Expenses, if any £ : : 19

State whether the Vessel has been built under Special Survey Yes

Certificate to be sent to Gls. Date of issue 17/7/53

Committee's Minute GLASGOW 9 JUN 1953

Character assigned + 100 A1.

Longitudinal framing at bottom & at deck. Carrying Petroleum in bulk.

Lloyd's A.C.P. + L.M.C. 5.53. Oil Engine

3 D.B. - 180 lb.

CLASSIFICATION CERTIFICATES WRITTEN

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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.)

There is no Sister Vessel.

Plans showing Vessel as built, forwarded herewith, are as follows :

Framing Profile. (app^d & as fitted)

Midship Section. (" " " ")

Rudder.

Typical Oiltight Transverse Bulkhead & Webs.

Scantlings in way of Machinery Spaces.

Part Framing plan (for shell thicknesses only).

Engine Seating & Tank Top.

Floors & Frame Brackets in After Wing Tanks

Oil Fuel Bunkers & After Cofferdam Bulkheads.

Aft End Framing.

Steel Decks. (app^d & as fitted)

Fore End Framing.

Floors & Frame Brackets in Forward Wing Tanks

Deep Tank Forward.

Pump Room Bulkheads.

Stem.

Fore Peak Bulkhead & Chain Locker.

Pooh Front & Pipe Passage & Forecastle Front.

Midship Deckhouse & Bridge Deck Plating.

Engine & Boiler Casing.

Houses on Poop Deck & Boat Deck Plating.

Engine Oil Tanks, Main Deck Aft - Port side only.

Scuppers & Discharges (a & b).

Auxiliary Steering Arrangements by Tackle.

Gastight Hatch to Forehold.

Capacity plan.

The following forging & casting reports applicable to this ship are enclosed herewith :-

Rudder Upper Bearing.

" Lower "

" Stock.

Tiller & Spare Tiller.

Boss Rings (2).

Solepiece.

Backpost.

PARTICULARS OF ELECTRIC WELDING (if employed) Shell plating butts ; bottom plating seams ; all bulkheads ; decks seams and butts (except upper deck stringer angles) ; upper deck longitudinal beams ; transverses ; web frames ; girders ; tank top of E.R. D.B. ; peaks and forward deep tank ; E.R. D.B tank ends, floors and intercostals to tank top ; engine and pump room seats and sundry minor items.

Radiographs made of Upper deck seams and butts, bottom plating seams and butts, sheerstroke butts and found satisfactory.

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

Cruiser Stern ; Oil Engines ; Mchy Aft ; Lloyds A & CP. ; Gyro C. ; Radar ;

E.S.D. ; D.P. ; Wireless ; One steel deck ; 17 W.T Bkds to U.DK ;

Longitudinal framing at bottom & at deck

RADAR Equipment (State if fitted) Yes.

State Type or Pattern No. Mark IV T1454A Transmitter N° 232

State } Maker Marconi Int. Marine Comm. Co. Ltd.

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

Wt including pin.
70.1.21

A.E.G.

2617

25.9.51

2nd "

69.2.14

"

2618

"

3rd "

55.0.14

"

3235

30.5.52

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 120.5 ft., R.Q.D. — ft., Bridge 36 ft., Forecastle 65.0 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 185889

Signal Letters GNYF

Extreme Breadth over Belting 74.

Over-all Length 555'-10"

No. and Material of Decks

One steel deck

Parts of Bottom of Vessel coated with cement or approved composition Fore and Aft peak tanks cement washed with cement at bottom. Well at aft end of

Engine space cement at bottom D.B. Fresh Water tank in Engine space cement washed.

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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	Frs 208 - 222	244
Double bottom, under Engines and Boilers,			After peak tank,	" 0 - 10	148
Double bottom, if under Engines only, Frs 10-19	22.5	26 F.W.	Deep tank, aft,		
Double bottom, if under Boilers only, " 20-49	72.5	O.F.	Deep tank, forward,	Frs. 194 - 208	31.5
Double bottom, forward,			Other tanks, if fitted, O.F. Bkys frs 49-54.	12.5	O.F.
Total length (if continuous) and Capacity incl. co ^s	97.5		(If necessary furnish further information by sketch.)		

Order for Special Survey No. 7131.

Date 26.2.51.

Dates of Surveys held while building

(1951) May 30, June 1, Oct. 25, Nov. 2, 12, 13, 18, 16, 19, 21, 22, Dec. 4, 6, 10, 12, 13, 19, 28 (1952) Jan 4, 9, 15, 16, 18, 25, 29, Feb. 5, 6, 13, 14, 20, 27, Mar. 3, 13, 27, Apr. 10, 16, May 27, 29, June 5, 13, 16, 23, July 2, 7, Aug. 4, 5, 6, 21, Sep. 9, 11, 26, Oct. 1, 6, 7, 8, 10, 15, 16, 17, 20, 21, 22, 23, 27, 29, 31, Nov. 4, 5, 6, 10, 12, 14, 17, 18, 19, 20, 21, 24, 26, 28, Dec. 1, 2, 4, 8, 10, 15, 17, 18 (1953) Jan 6, 8, 19, 21, 22, 26, 27, 28, 29, 30, Feb. 2, 3, 16, 17, 19, 20, 23, 24, 25, 26, 27, Mar. 2, 3, 4, 5, 6, 9, 11, 12, 13, 16, 17, 22, 25, 31, Apr. 1, 2, 3, 7, 8, 9, 10, 13, 17, 21, 30, May 5, 6, 11, 12, 13.

Total No. of Visits 140.