

SECTION

STEEL STEAMER OR MOTORSHIP.

14 OCT 1955

Received at London Office

DISCLOSED

SECTION

No. FE-3023

State if Report has been sent on the Freeboard of the Vessel

State if Report is sent on the Machinery of the Vessel

Date of completion of report

Port of

KOBE

Survey held at

Nagoya

Date First Survey 17th November, 1954

Last Survey 2nd August

19 55

On the

Single Screw Motor Ship "TEN-EI MARU"

State Type

Full Scantling

State Type of Erections Forecastle

TONNAGE under Tonnage Deck

19598.673M³

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

Total

7628.61

Gross Tonnage

4408.30

Register Tonnage

REGISTERED DIMENSIONS.

FEET

Length 432'

Breadth 58.4

Depth 38.44

CLASS

*100A1

State if with freeboard as condition of Class

No

Built at Nagoya

Launched 10th May, 1955

Yard No. 120

Builders Nagoya S.B. Co., Ltd.

Owners Kyoei Tanker Co., Ltd., Kobe

Managers

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry Kobe

If surveyed while building, afloat, or in dry dock while building, afloat & in drydock. Ship undocked 5.7.55.

FRAMES, DOUBLE BOTTOM AND BEAMS.

| | INSHIP. mm | Any Departure from Approved Plans to be Noted. | | INSHIP. mm | Any Departure from Approved Plans to be Noted. |
|---|----------------|--|--|------------------------|--|
| FRAMES, Spacing amidships | 800 | ✓ | Bracket Floors, Frame | - | ✓ |
| " " from 1/2 length amidships to Collision bulkhead | 685/610 | ✓ | " " Reversed Frame | - | ✓ |
| " " in peaks | 610 | ✓ | " " Vertical Struts | 250x90x11/14.5 Ch. | ✓ |
| SIDE FRAMING. | 300x90x9/13 | ✓ | Centre Girder, depth and thickness amidships | 1190x13.5 | ✓ |
| Frame Amidships, Angle, [or] | 2nd Deck | ✓ | " " top Angles | Welded | ✓ |
| " " Extends up to | - | ✓ | " " bottom Angles | Welded | ✓ |
| *Reversed Frame Amidships, Angle | - | ✓ | Side Girders, No. each side and thickness | One - 9.5 | ✓ |
| " " Extends up to | - | ✓ | Margin Plate depth (excl. of flange) and thickness | 13 | ✓ |
| Depth of Framing Girder | 300 | ✓ | " " Vertical Angle to Tank side | Welded | ✓ |
| Frames in Uppermost Continuous 'tween Decks, Angle, [or] | 230 x 11 | ✓ | Bracket abaft 1/2 len. from stem | Welded | ✓ |
| " " Second 'tween Decks, Angle, [or] | Midship Fr. | ✓ | " " Vertical Angle to Tank side | Welded | ✓ |
| " " Third " " " " | - | ✓ | Bracket from forward 1/2 len. from stem to Panting Area | 12 | ✓ |
| " " from 1/2 len. for'd. to 15% len. from Stem | 270x90x12/15.5 | ✓ | Gussets, spacing and scantling abaft 1/2 len. from stem | (12.5 No. 4 Hold) | ✓ |
| " " in Peaks, Angle, [or] | 300x90x10/15.5 | ✓ | Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area | 2100x(12.5 No. 4 Hold) | ✓ |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 230 x 11 | ✓ | Tank Side Brackets, height above base line at toe of Frame and thickness | 1400x13/11 | ✓ |
| State if Frame Joggled | Welded | ✓ | INNER BOTTOM PLATING. | 11.5/11 | ✓ |
| Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? | No | ✓ | Breadth and thickness of Middle Line Strake | 11.5/11 | ✓ |
| 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 | Yes | ✓ |
| SINGLE BOTTOM. | 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 | ✓ |
| Floors, Depth and thickness at mid-line in Holds | 300 | ✓ | BEAMS. | | |
| Height of Brackets at side above base line at toe of frame | 230 x 11 | ✓ | Uppermost Continuous Deck, amidships in Wells, Angle, [or] | 230 x 11 | ✓ |
| Middle Line Keelson, on Floors, Angles, [or] | - | ✓ | " " in way of Bridge, Angle, [or] | - | ✓ |
| " " Through Plate or Inter-costal Plate | 800 | ✓ | Spacing | 800 | ✓ |
| " " Foundation Plate on Floors | 230 x 11 | ✓ | Second Deck, amidships, Angle, [or] | 230 x 11 | ✓ |
| " " Flat Plate Keel Angles | 800 | ✓ | Spacing | 800 | ✓ |
| Side Keelsons, No. each side | 230 x 11 | ✓ | Third Deck, amidships, Angle, [or] | 230 x 11 | ✓ |
| " " thickness of Intercoastal Plate | 800 | ✓ | Spacing | 800 | ✓ |
| " " Angles | - | ✓ | Fourth Deck, amidships, Angle, [or] | - | ✓ |
| DOUBLE BOTTOM. (See Rpt. 1*) | - | ✓ | Spacing | - | ✓ |
| Solid Floors, thickness and spacing | 11.5; 1400 | ✓ | Poop Deck, Angle, [or] | - | ✓ |
| " " Are Frame and Reversed Frame joggled? | No | ✓ | Spacing | - | ✓ |
| Bracket Floors, breadth and thickness at middle line | 900x10.5 | ✓ | Bridge Deck, Angle, [or] | - | ✓ |
| " " breadth and thickness at margin plate | 780x10.5 | ✓ | Spacing | - | ✓ |
| | | | Forecastle Deck, Angle, [or] | 200 x 10 | ✓ |
| | | | Spacing | 610 | ✓ |

PILLARS AND DECKS.

| | NOTED IN SHIP. m/m | Any Departure from Approved Plans to be Noted. | NOTED IN SHIP. m/m | Any Departure from Approved Plans to be Noted. | Number of Certificate. |
|---|-----------------------|--|---|--|---------------------------|
| PILLARS, No. of Rows | Two Rows | | Stringer Plate, breadth and thickness in way of Bridge | - | 22345 |
| " in 'tween Decks, Size and Spacing | of | | Thickness of Plating abreast Deck openings in way of Wells | 10/9.5 | 22347 |
| " " " " " " | Pillars | | Thickness of Plating abreast Deck openings in way of Bridge..... | - | 22346 |
| " " " " " " | As Approved | / | Thickness of Plating within line of openings... | 7.5 | pt. 1* |
| Centre Line Bulkhead. | - | | If Sheathed, material and thickness..... | - | |
| Stiffeners and Spacing | - | | Third Deck. | 9.5/7.5 | |
| Plating, thickness of | - | | Stringer Plate, breadth and thickness..... | - | |
| STRINGERS AND DECKS. | 1600 x 20 | / | If Plated, state thickness | | ing of |
| Uppermost Continuous Deck. | | | Fourth Deck. | | s in B |
| Stringer Plate, breadth and thickness in Wells | - | | Stringer Plate, breadth and thickness..... | | s from |
| " " " " in way of Bridge | | | If Plated, state thickness..... | | deck |
| " Angle in Wells | 200x200x20 | / | Poop Deck. | | |
| Thickness of Plating abreast Deck openings } in way of Wells | 19.5 | / | Stringer Plate, breadth and thickness..... | | |
| Thickness of Plating abreast Deck openings } in way of Bridge..... | - | | Plating, Sheathing, material and thickness ... | | |
| Thickness of Plating within line of openings... | 9.5/9 | / | Bridge Deck. | | |
| If Sheathed, material and thickness..... | - | | Stringer Plate, breadth and thickness..... | | |
| Second Deck. | 11/9.5 | / | Plating, Sheathing, material and thickness ... | | |
| Stringer Plate, breadth and thickness in Wells | | | Forecastle Deck. | 8 | |
| | | | Stringer Plate, breadth and thickness..... | | |
| | | | Plating, Sheathing, material and thickness... | 8 | |

SHELL PLATING.

| SCANTLINGS. | | | | | RIVETING. | | | | | | | |
|---|------------------|------------|------------|------------|--|----------------------------|------------|---------|---------------------------|----------------------|-------|------------------------|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | Upper EDGES. | | | BUTTS. | | | |
| | AMIDSHIPS. | | FORWARD. | AFT. | | State if jogged? | No | RIVETS. | No. OF ROWS OF RIVETS. | RIVETS. | | STRAPPED OR LAPPED. |
| | Breadth. | Thickness. | Thickness. | Thickness. | | | | | | SINGLE OR DOUBLE. | Diam. | |
| | Inches. | Inches. | Inches. | Inches. | | | Inches. | Inches. | Inches. | Inches. | | |
| Flat Plate Keel..... | 1400 | 21 | 21 | 21 | | D.R. | 25 | 100 | | | | |
| „ Dblg. (if any) | - | - | - | - | | | | | | | | |
| Bottom Plating, No. of Strakes4..... | A B C D | 16.5 | 21 | 16.5 | | A B C D | 22 | 88-8/9 | | | | |
| Bilge Plating, No. of Strakes1..... | E | 16.5 | 14 | 14 | | E | 22 | 88 8/9 | Welded | | | |
| Side Plating, No. of Strakes4..... | G H I J | 16.5 | 12.5 | 13 | | G H I J L S | 22 | 88 8/9 | | | | |
| Upper Deck, Sheer- strake in Wells..... | 1800 | 20.5 | 12 | 12 | | S | D.R. Angle | | | | | |
| Upper Deck, Sheer- strake in Bridge ... | - | - | - | - | | | | | | | | |
| Strake below Sheer- strake in Wells..... | M | 16.5 | 12.5 | 12 | | M | Welded | | | | | |
| Strake below Sheer- strake in Bridge ... | - | - | - | - | | | | | | | | |
| Poop Side Plating..... | - | - | - | - | | | | | | | | |
| Bridge Side Plating..... | - | - | - | - | | | | | | | | |
| Forecastle Side Plating | - | - | 10.5 | - | | | Welded | | Welded | | | |

WATERTIGHT BULKHEADS.

| | |
|---|---|
| Total No. of W.T. BULKHEADS in Vessel— | 7 |
| Extending to Upper Deck (Sec. 3 c)..... | — |
| „ Deck next below..... | 7 |
| As per Rule..... | |

STIFFENERS.

| | | Plating Thickness. m/m | STIFFENERS. | | | | |
|------------------------|------------------------|---------------------------|-------------|------------------------------|-------------|-------------|---|
| | | | VERTICAL. | | HORIZONTAL. | | |
| | | | Scantlings. | Spacing. | Scantlings. | Spacing. | |
| MIDSHIP BULKH'D, Upper | Fr. 109 tween decks | 6.5 | 100x75x10 | 750 | - | - | |
| " | " Second | Fr. 109 | 7/8 | 125x90x10 | 750 | See | - |
| " | " Third | " | " | " | " | " | |
| " | " Holds | Fr. 109 | 11.5/9.5 | 300x90x10/15.5 | 750 | plaw | |
| COLLISION | " (in Hold) | Fr. 162 | 14/6.5 | 150x90x15 | 640 | Two Girders | |
| AFTER PEAK | " | Fr. 10 | 12.5/7.5 | (200x90x8/13.5) 125x75x10 | 640 | | |

FORGINGS AND CASTINGS.

| | Casting or Forging. | Scantlings. | Maker's Name. | Any Departure from Approved Plans to be Noted |
|----------------------|----------------------------------|-------------|----------------|---|
| KEEL, Bar | | Plate | | |
| Upper Part | Plate | ✓ | Nisso | Oshima |
| STEM ✓ | Lower Part | C.S. | ✓ | Steel |
| STERN ✓ | Keel | C.S. | As per Nisso | Oshima |
| FRAME ✓ | Keel | ✓ | Approved Steel | Oshima |
| Speed of Vessel | | 15.7 knots. | ✓ | |
| RUDDER—Type | | Contra-flow | ✓ | |
| " | A × D. | 437.18 | ✓ | |
| " | Diam. of head ✓ | F.S. | 280mm | Hitachi (Mito) |
| " | Mainpiece Keel | C.S. | As per Nisso | Oshima |
| " | Keel ✓ | ✓ | Approved Steel | Oshima |
| " | how constructed | Fabricated | ✓ | |
| " | double or single plate | Double | ✓ | |
| " | 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
Yawata Iron & Steel Works; Fuji Iron & Steel Works, Hirohata; Nippon Kokan K.K., Kawasaki Steel
Corporation;

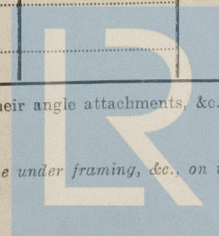
Has the Steel been tested as required by the Rules? Yes

PARTICULARS OF LONGITUDINAL FRAMING.

| 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. | | |
| | | Inch. | Inch. | Inch. | Inch. | Inch. | Inch. | | Diam. | Speng. | | Number. | Diameter. | |
| ing of L, L or C | | | | | | | | | | | | | | |
| s in Bridge 'tween Decks ... | | | | | | | | | | | | | | |
| s from Uppermost Continuous Deck | No. 1 | | | | | | | | | | | | | |
| " | 2 | | | | | | | | | | | | | |
| " | 3 | | | | | | | | | | | | | |
| " | 4 | | | | | | | | | | | | | |
| " | 5 | | | | | | | | | | | | | |
| " | 6 | | | | | | | | | | | | | |
| " | 7 | | | | | | | | | | | | | |
| " | 8 | | | | | | | | | | | | | |
| " | 9 | | | | | | | | | | | | | |
| " | 10 | | | | | | | | | | | | | |
| " | 11 | | | | | | | | | | | | | |
| " | 12 | | | | | | | | | | | | | |
| " | 13 | | | | | | | | | | | | | |
| " | 14 | | | | | | | | | | | | | |
| " | 15 | | | | | | | | | | | | | |
| " | 16 | | | | | | | | | | | | | |
| Spacing of Longitudinal Frames | Amidships | | | | | | | | | | | | | |
| | At Ends | | | | | | | | | | | | | |
| le (Tank Top Longitudinals | 230 x 11 B.P. ✓ | | | | | | | | | | | | | |
| ms Bottom " | 230 x 11 B.P. ✓ | | | | | | | | | | | | | |
| g of Longitudinals | (Amidships 900/780 (Inboard/Outboard of side girder). ✓ | | | | | | | | | | | | | |
| | At Ends | | | | | | | | | | | | | |
| Transverses. | | | | | | | | | | | | | | |
| Side (between Decks) | Depth and Thickness | | | | | | | | | | | | | |
| | Face Angles | | | | | | | | | | | | | |
| | Lugs to Shell* | | | | | | | | | | | | | |
| Side (Hold) | Depth and Thickness | | | | | | | | | | | | | |
| | Face Angles | | | | | | | | | | | | | |
| | Lugs to Shell* | | | | | | | | | | | | | |
| Bottom | Depth and Thickness | | | | | | | | | | | | | |
| | Face Angles | | | | | | | | | | | | | |
| | Lugs to Shell* | | | | | | | | | | | | | |
| | " " Back Bars | | | | | | | | | | | | | |
| | Brackets | | | | | | | | | | | | | |
| Spacing of Transverse Frames... | * State if joggled or liners. | | | | | | | | | | | | | |
| itudinal | Bridge Deck ... | | | | | | | | | | | | | |
| ms of | Upper " | | | | | | | | | | | | | |
| or C | Second " | | | | | | | | | | | | | |
| | Third " | | | | | | | | | | | | | |

The particulars of framing in peaks (if ordinary), Floors, Centre 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

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Unit Kala

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EQUIPMENT No. 42367

LETTER b4

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. | Cwts. | qrs. | | | |
| 22345 | 1st Bower | 70 | 2 | 0 | 54 | 5 | - | 54 | 5 | - | - | 69.5 | - | Hall's Patent Type | Komatsu Mfg. Co. Ltd. Komatsu Japan | Komatsu; 7.3.55. |
| 22347 | 2nd " | 70 | 1 | 14 | 54 | 5 | - | 54 | 5 | - | - | 69.5 | - | | | M. Matsumoto |
| 22346 | 3rd " | 70 | 0 | 14 | 54 | 5 | - | 54 | 5 | - | - | 69.5 | - | | | |
| | Collective weight | 211 | - | - | - | - | - | - | - | - | - | 208.5 | - | | | |
| | Stream | | | | | | | | | | | | | | | |

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. | Cwts. | Length. | Diam. | | | | | Length. | Ins. | | Length. | Ins. |
| | Fathoms | Ins. | Tons. | Tons. | Cwts. qrs. lbs. | Cwts. | Fathoms | Ins. | | | | | | Fathoms | Ins. | Tons. | Fathoms | Ins. |
| | 302.55 | 2 1/16 | 149.9 | 682.0 | 14 | 637.5 | 300 | 2 1/16 | | Special C.S. Stud Link Cable | Komatsu Mfg. Co. Ltd. Komatsu, Japan | 21.1.55) M. Matsumoto 27.1.55) | TOWLINE | 133.2 | 5 1/2 | 84.9 | 120 | 5 |
| | | | 107.1 | | | | | | | | | | HAWSERS & WARPS | 124.7 | 8 | 17.4 | 100 | 7 |
| | | | | | | | | | | | | | | 124.7 | 8 | | 100 | 7 |
| | | | | | | | | | | | | | | 125.2 | 8 7/16 | | 100 | 7 |
| | | | | | | | | | | | | | | 125.2 | 8 7/16 | | 100 | 7 |

ar, Type (Power or hand) Electric Hydraulic Alternative Means of Steering Hand

ains (Size and Test) Windlass Steam Boats Two Wood

olds, thickness and material 65m/m Soft Wood on 13mm grounds Cargo Battens, thickness, material and spacing 50mm S.W.-230mm

hways.—(Upper Deck) Steel plates and angles Thickness of Hatches Steel & wood

chways No. 1 (Fwd.) 8220x6400 No. 2 14000x6400 No. 3 13600x6400 No. 4 13600x6400 No. 5 9600x6400 No. 6 -

Shifting Beams } 5 9 9 9 6

ore and Afters }

Builder's Signature S. Kamegaki Managing Director
Nagoya Shipbuilding Co., Ltd.

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

whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo No 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).

Ship has been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's orders. The scantlings and arrangement of the ship are as given in the report and as shown and amended on the revised plans now forwarded. All modifications 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 Rules. The plans of Midship Section, Profile and Decks, etc., showing the ship as built, now forwarded herewith, have been checked with the approved arrangements and found in order. The materials and workmanship throughout are good. Oil fuel (flash point above 150°F) is carried in the double bottom. The double bottom, peak tanks, cofferdams, W.T. doors, W.T. bulkheads, weather deck and bilge suction have been tested in accordance with the Rules, and found or placed in order; the windlass and steering gear have been satisfactorily tested under working conditions. The requirements of Section 20 of the Rules have been complied with where applicable. The freeboard has been verified and the markings cut in on the ship's sides.

nt of Entry Fee £1,820.00 Fees applied for, AUG. 31. 1955

Less Special Rebate £606.06

Special Survey Fee £12,460 Received by me, 19

Travelling Expenses, if any £12,460

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

We are of opinion the Vessel should be Classed +100A1Whether the Vessel has been built under Special Survey YesSignature S. Kamegaki Surveyor to Lloyd's Register of Shipping.Certificate to be sent to Kobe in triplicate Date of issue 21/1/56

Committee's Minute

Character assigned +100A17.55 Nagoya.Lloyd's A+CH+1MC 8.55DB 142 lb.CH.Write Kob.SRL

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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.)

The following plans are enclosed:—

As Fitted:

As Approved:

Midship Section.
Construction Profile & Decks.

Midship Section
Construction Profile & Decks.

Stem.

Sternframe & Rudder.

Shell Expansion.

Double Bottom (Ford. & Aft) 2 sheets.

Shaft Tunnel and Wing Tanks.

Bow Framing.

Upper Deck (Ford & Aft) 2 sheets.

Capacity Plan.

General Arrangement.

P.403 Steel Tables.

Additional Particulars

(Circ. No.2051)

Castings and Forgings Certificates:

Rudder Frame

Dimensions: Extreme Breadth: 58.64'

Rudder Stock

Rise of Floor: .30' = 3 1/2"

Stem (Lower part)

M.l.d Dimensions: 427.58' x 58.4 x 38.44'

Sternframe

Tiller Crosshead

See the list of Engine Certs
M-11223, 11233 & 11247

PARTICULARS OF ELECTRIC WELDING (if employed) Part shell seams, deck seams, shell & deck butts, beams, frames
inner bottom, I.B. & B.S., longitudinals, under deck girders.

Approved electrodes used throughout.

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

Cruiser Stern, Lloyd's A. & C.P., E.S.D., D.F., Gyr. Radar

Fitted for O.F. Longitudinal framing at Bottom. pt. elec. welded.

RADAR Equipment (State if fitted) Yes

State Type or Pattern No. MR - 30

Maker Tokyo Keiki Seizosho K.K.

State Name of and/or Supplier

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

| | | | | |
|-----------|-------------|------|---------|------------|
| 1st Bower | 45 - 1 - 0 | M.M. | A 22345 | 25. 2. 55. |
| 2nd " | 44 - 3 - 0 | M.M. | A 22347 | 25. 2. 55. |
| 3rd " | 44 - 2 - 14 | M.M. | A 22346 | 25. 2. 55. |

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge — ft., Forecastle 38.8 ft.

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

Official No. 73073 Signal Letters J.H.P.W. Extreme Breadth over Belting 58.53' Over-all Length 458.83' (Circ. 1611) (Circ. 1703)

No. and Material of Decks 2 Decks, 3 Ford of No.4 Hold, Steel

Parts of Bottom of Vessel coated with cement or approved composition Peak Tanks cement washed; Fresh water D.B. 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)
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. K. Tons. | Where Fitted. | Length. Feet. | Water Capacity. K. Tons. |
|--|------------------|-----------------------------|---|------------------|-----------------------------|
| Double bottom, aft, | 76.12 | 277.25 | Fore peak tank, | | 109.9 |
| Double bottom, under Engines and Boilers, | | | After peak tank, | | 100.23 |
| Double bottom, if under Engines only, O.F. | 49.87 | See | Deep tank, aft, | | |
| Double bottom, if under Boilers only, | | Capacity | Deep tank, forward, of Machy. Sp. | 39.74 | 918.05 |
| Double bottom, forward, | 201.59 | 893.09 | Other tanks, if fitted, Tunnel Wing Tanks, F.W. | 26.25 | FW |
| Total length (if continuous) and Capacity | 330.18 | 1170.34 | (If necessary furnish further information by sketch.) | | |

Order for Special Survey No.

Date

Dates of Surveys held while building

R.I. Feb. 2, March 10, April 7, May 9, 18, July 14

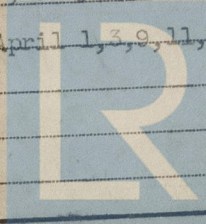
K.U. Feb. 22, March 14, 15, 18, 21, 25, 30, April 1, 3, 9, 11, 13, 16, 17, 20, 23, 28, 29,

May 7, June 2, 6, 9, July 20, 21

Y.K. July 1

Total No. of Visits

31



Lloyd's Register Foundation