

13 OCT 1949

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 8th October, 1949 Port of Gothenburg No. 16976.

Survey held at Gothenburg Date First Survey 3rd October, 1947 Last Survey 22nd September, 1949.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw Motor Tanker "PERICLES" (Machinery fitted aft.)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full scantling State Type of Erections Poop, Bridge, Etc.

TONNAGE under Tonnage Deck ... 9053.54 CLASS +100A1 State if with freeboard as condition of Class No Built at Gothenburg

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) L 488.17 Launched 17th June, 1949 Yard No. 630

Total --- Breadth (greatest moulded) B 64.00 Builders A-B. Götaverken

Gross Tonnage 9938.16 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck See Sec. 3 (1c) D 38.17 Owners D/S A/S Eikland

Register Tonnage 5893.31 Depth, for numerals 1st Longitudinal Number (L x D) = 37.08 18100 Managers Isak M. Skaugen (Where necessary to be entered in Reg. Book)

Residence Oslo

Port of Registry Oslo

If surveyed while building, afloat, or in dry dock

While building, afloat and on floating dock.

REGISTERED DIMENSIONS.

FEET

Length 493.8

Breadth 64.1

Depth 38.5

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel --- 12.79

Do. Long Bridge to top of keel ---

Draught Moulded 29' - 6 1/2"

FRAMES, DOUBLE BOTTOM AND BEAMS.

Also see Longitudinal Framing.	MM. & INCHES IN SHIP	Any Departure from Approved Plans to be Noted.	MM. & INCHES IN SHIP	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	825 ✓		Bracket Floors, Frame	
" " from frame 162 to 177	675 ✓		" " Reversed Frame	
" " Collision bulkhead	610 ✓		" " Vertical Struts	
" " in peaks	9" 4" 3/8" 250x90x10	9.84x3.2x.39	Centre Girder, depth and thickness amidships	1200 x 12 ✓
SIDE FRAMING.			" " top Angles	Weld 5.5 ✓
Frame Amidships, Angle	Upper deck		" " bottom Angles	Weld 5.5 ✓
" " Extends up to			Side Girders, No. each side and thickness	1 a 20 ✓
Reversed Frame Amidships, Angle			Margin Plate depth (excl. of flange) and thickness	1 a 13.5 ✓
" " Extends up to			" " Vertical Angle to Tank side	Tank top
Depth of Framing Girder			" " Bracket abaft 1/4 len. from stem	flat out ✓
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side	to shell
" " Second 'tween Decks, Angle, [or]			" " Gussets, spacing and scantling abaft 1/4 len. from stem	
" " Third	9" 4" 5/8" 250x90x14		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	
" " 162 - 177	8" 4" 7/16" 225x90x10	8.85x3.2x.39	Tank Side Brackets, height above base line at toe of Frame and thickness	None ✓
" " in Peaks	Welded 5.5		INNER BOTTOM PLATING.	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	235 mm. apart		Thickness of Middle Line Strake	14.0 ✓
State if Frame Joggled	No ✓		Thickness of remainder in E.R.	14.0 ✓
Are the scantlings and arrangements in the Panting Area 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 ✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes ✓		BEAMS.	
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, [or]	Longitudinal
Floors, Depth and thickness at mid-line in Holds	See longit. ✓		" " in way of Bridge, Angle, [or]	See
Height of Brackets at side above base line at toe of frame	fram. partic. ✓		Spacing	sep. sheet
Middle Line Keel	2080 x 12.5		Second Deck, amidships, Angle, [or]	
" " " "	with		Spacing	
" " " "	450 x 30		Third Deck, amidships, Angle, [or]	
" " " "	face plate.		Spacing	
" " " "	Welded to		Fourth Deck, amidships, Angle, [or]	
" " " "	shell 5.5		Spacing	
" " " "	6.5 at brkts.		Poop Deck, amidships, Angle, [or]	
" " " "			Spacing	
DOUBLE BOTTOM, in engine room.			Bridge Deck, amidships, Angle, [or]	
Solid Floors, thickness and spacing	11.0 ev. frame		Spacing	
" " Are Frame and Reversed Frame joggled?	No ✓		Forecastle Deck, amidships, Angle, [or]	
Bracket Floors, breadth and thickness at middle line			Spacing	
" " breadth and thickness at margin plate				

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					
" in 'tween Decks, Size and Spacing					
" " " " "					
" in Holds " " "					
Longitudinal Transverse Bulkheads.					
Stiffeners and Spacing ...Corrugated...					
Plating, thickness of (from top).....					
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness	2375 x 18				
" " " " in way of Bridge	2375 x 21				
" Angle in Wells	Weld				
Thickness of Plating abreast Deck openings	17.0				
Thickness of Plating abreast Deck openings in way of Bridge.....	--				
Thickness of Plating within line of openings...	17.0				
If Sheathed, material and thickness.....	--				
Second Deck.					
Stringer Plate, breadth and thickness in Wells	--				
Stringer Plate, breadth and thickness in way of Bridge	2375 x 21				
Thickness of Plating abreast Deck openings in way of Bridge.....	12.5/11.5/13.5				
Thickness of Plating within line of openings...	12.5/11.5/13.5				
If Sheathed, material and thickness.....	--				
Third Deck.					
Stringer Plate, breadth and thickness.....	--				
If Plated, state thickness	--				
Fourth Deck.					
Stringer Plate, breadth and thickness.....	--				
If Plated, state thickness.....	--				
Poop Deck.					
Stringer Plate, breadth and thickness	9.5				
Plating, Sheathing, material and thickness	6.5 & 7.0				
Bridge Deck.					
Stringer Plate, breadth and thickness.....	1980 x 10.0				
Plating, Sheathing, material and thickness	8.5 & 7.0				
Forecastle Deck.					
Stringer Plate, breadth and thickness	9.5				
Plating, sheathing, material and thickness	9.0				

STANTINGS.						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.....	2200	✓ 23.5	✓ 21.0	✓ 21.0								
" Dblg. (if any)	--	--	--	--								
Bottom Plating, No. of Strakes }	--	✓ 17.0	✓ 19.0	✓ 13.0								
Bilge Plating, No. of Strakes }	--	✓ 18.0	--	--								
Side Plating, No. of Strakes }	--	✓ 17.5	✓ 12.5	✓ 12.5								
Upper Deck, Sheer-strake in Wells.....	✓ 1860	✓ 25.0	✓ 13.0	✓ 12.5								
Upper Deck, Sheer-strake in Bridge ...	✓ 1860	✓ 30.0	--	--								
Strake below Sheer-strake in Wells.....	✓ 1885	✓ 20.0	✓ 13.0	✓ 12.5								
Strake below Sheer-strake in Bridge ...	✓ 1885	✓ 20.0	--	--								
Poop Side Plating.....	--	--	--	10.5								
Bridge Side Plating.....	--	✓ 13.0	--	--								
Forecastle Side Plating	--	--	11.0	--								

Total No. of W.T. BULKHEADS in Vessel—		Casting or Forging.		Scantlings.	Maker's Name.	Info. from previous record.
Extending to Upper Deck (Sec. 3 c) 11. 4 in wing tanks only				MM.		Info. from previous record.
,, Deck next below ---						
As per Rule ---						
		STIFFENERS.				
		VERTICAL.		HORIZONTAL.		
		Scantlings.		Scantlings.		
		Spacing.		Spacing.		
		Top.		Top.		
		Bottom.		Bottom.		
MIDSHIP BULKH'D. 10.0		820		1378 x 11 & 62 x 9/16 face plates		
,, 11.5		Upper		1375 x 10 & 130 mm. flange		
,, 13.5		Lower		1386 x 12 & 11 1/4 x 5/4 face pl.		
,, 14.0		Wing tk		1380 x 12 & 150 mm. flange		
COLLISION Sec. 1 (in Hold)		6.5, 7.0, 8.0, 8 1/2, 9, 9 1/2, 10, 10 1/2, 11, 11 1/2, 12, 12 1/2, 13, 13 1/2, 14, 14 1/2, 15, 15 1/2, 16, 16 1/2, 17, 17 1/2, 18, 18 1/2, 19, 19 1/2, 20, 20 1/2, 21, 21 1/2, 22, 22 1/2, 23, 23 1/2, 24, 24 1/2, 25, 25 1/2, 26, 26 1/2, 27, 27 1/2, 28, 28 1/2, 29, 29 1/2, 30, 30 1/2, 31, 31 1/2, 32, 32 1/2, 33, 33 1/2, 34, 34 1/2, 35, 35 1/2, 36, 36 1/2, 37, 37 1/2, 38, 38 1/2, 39, 39 1/2, 40, 40 1/2, 41, 41 1/2, 42, 42 1/2, 43, 43 1/2, 44, 44 1/2, 45, 45 1/2, 46, 46 1/2, 47, 47 1/2, 48, 48 1/2, 49, 49 1/2, 50, 50 1/2, 51, 51 1/2, 52, 52 1/2, 53, 53 1/2, 54, 54 1/2, 55, 55 1/2, 56, 56 1/2, 57, 57 1/2, 58, 58 1/2, 59, 59 1/2, 60, 60 1/2, 61, 61 1/2, 62, 62 1/2, 63, 63 1/2, 64, 64 1/2, 65, 65 1/2, 66, 66 1/2, 67, 67 1/2, 68, 68 1/2, 69, 69 1/2, 70, 70 1/2, 71, 71 1/2, 72, 72 1/2, 73, 73 1/2, 74, 74 1/2, 75, 75 1/2, 76, 76 1/2, 77, 77 1/2, 78, 78 1/2, 79, 79 1/2, 80, 80 1/2, 81, 81 1/2, 82, 82 1/2, 83, 83 1/2, 84, 84 1/2, 85, 85 1/2, 86, 86 1/2, 87, 87 1/2, 88, 88 1/2, 89, 89 1/2, 90, 90 1/2, 91, 91 1/2, 92, 92 1/2, 93, 93 1/2, 94, 94 1/2, 95, 95 1/2, 96, 96 1/2, 97, 97 1/2, 98, 98 1/2, 99, 99 1/2, 100, 100 1/2, 101, 101 1/2, 102, 102 1/2, 103, 103 1/2, 104, 104 1/2, 105, 105 1/2, 106, 106 1/2, 107, 107 1/2, 108, 108 1/2, 109, 109 1/2, 110, 110 1/2, 111, 111 1/2, 112, 112 1/2, 113, 113 1/2, 114, 114 1/2, 115, 115 1/2, 116, 116 1/2, 117, 117 1/2, 118, 118 1/2, 119, 119 1/2, 120, 120 1/2, 121, 121 1/2, 122, 122 1/2, 123, 123 1/2, 124, 124 1/2, 125, 125 1/2, 126, 126 1/2, 127, 127 1/2, 128, 128 1/2, 129, 129 1/2, 130, 130 1/2, 131, 131 1/2, 132, 132 1/2, 133, 133 1/2, 134, 134 1/2, 135, 135 1/2, 136, 136 1/2, 137, 137 1/2, 138, 138 1/2, 139, 139 1/2, 140, 140 1/2, 141, 141 1/2, 142, 142 1/2, 143, 143 1/2, 144, 144 1/2, 145, 145 1/2, 146, 146 1/2, 147, 147 1/2, 148, 148 1/2, 149, 149 1/2, 150, 150 1/2, 151, 151 1/2, 152, 152 1/2, 153, 153 1/2, 154, 154 1/2, 155, 155 1/2, 156, 156 1/2, 157, 157 1/2, 158, 158 1/2, 159, 159 1/2, 160, 160 1/2, 161, 161 1/2, 162, 162 1/2, 163, 163 1/2, 164, 164 1/2, 165, 165 1/2, 166, 166 1/2, 167, 167 1/2, 168, 168 1/2, 169, 169 1/2, 170, 170 1/2, 171, 171 1/2, 172, 172 1/2, 173, 173 1/2, 174, 174 1/2, 175, 175 1/2, 176, 176 1/2, 177, 177 1/2, 178, 178 1/2, 179, 179 1/2, 180, 180 1/2, 181, 181 1/2, 182, 182 1/2, 183, 183 1/2, 184, 184 1/2, 185, 185 1/2, 186, 186 1/2, 187, 187 1/2, 188, 188 1/2, 189, 189 1/2, 190, 190 1/2, 191, 191 1/2, 192, 192 1/2, 193, 193 1/2, 194, 194 1/2, 195, 195 1/2, 196, 196 1/2, 197, 197 1/2, 198, 198 1/2, 199, 199 1/2, 200, 200 1/2, 201, 201 1/2, 202, 202 1/2, 203, 203 1/2, 204, 204 1/2, 205, 205 1/2, 206, 206 1/2, 207, 207 1/2, 208, 208 1/2, 209, 209 1/2, 210, 210 1/2, 211, 211 1/2, 212, 212 1/2, 213, 213 1/2, 214, 214 1/2, 215, 215 1/2, 216, 216 1/2, 217, 217 1/2, 218, 218 1/2, 219, 219 1/2, 220, 220 1/2, 221, 221 1/2, 222, 222 1/2, 223, 223 1/2, 224, 224 1/2, 225, 225 1/2, 226, 226 1/2, 227, 227 1/2, 228, 228 1/2, 229, 229 1/2, 230, 230 1/2, 231, 231 1/2, 232, 232 1/2, 233, 233 1/2, 234, 234 1/2, 235, 235 1/2, 236, 236 1/2, 237, 237 1/2, 238, 238 1/2, 239, 239 1/2, 240, 240 1/2, 241, 241 1/2, 242, 242 1/2, 243, 243 1/2, 244, 244 1/2, 245, 245 1/2, 246, 246 1/2, 247, 247 1/2, 248, 248 1/2, 249, 249 1/2, 250, 250 1/2, 251, 251 1/2, 252, 252 1/2, 253, 253 1/2, 254, 254 1/2, 255, 255 1/2, 256, 256 1/2, 257, 257 1/2, 258, 258 1/2, 259, 259 1/2, 260,				

JOHNSBORG FIRST ENTRY REPORT No. 16976.																		
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.		Rivets in Brackets to Bulkheads.			
			MM.			Ins.					Diam. Speng.		Inches.		Number. Diameter.			
			XOX			Ins.					Ins.		Inches.		Inches.			
Bottom Longitudinals			10.46 x .39								Welded		Continuous		Continuous			
" 2			-8.23 x .575								4.5 x 4.5 with weld		5.5		20 mm. brkts			
" 3											150 x 40		650 on each		through			
" 4											scallop		side of bulk		bulkheads			
" 5											spaced		head.		550 mm. on			
" 6											from 325				each side			
" 7											to 292				of bulkhead			
" 8											centra to				& 280 mm.			
" 9											centre.				above top of			
" 10															longitudinal			
" 11																		
" 12																		
" 13																		
" 14																		
" 15																		
" 16																		
Spacing of Longitudinal Frames			Amidships			1st space on each side of longitudinal.												
			At Ends			Bhds. 760. Elsewhere 700.												
Tank Top Longitudinals																		
Bottom																		
Amidships																		
At ends...																		
Transverses.			Bottom.			Side.			Upper Deck.			Longitudinal Bulkhead.			Rivets in Lugs to Shell.			
			Wing tank			1140 x 11 & 12" x 13/16" face plates.			Wing tank.			1682 x 11 & 12" x 13/16" face plates.			Horizontal struts at midship height 840 x 10.5 vertical plate with 12" x 13/16" face plates.			
At 1/2 L. of tank.			850 x 12 & 90 mm. flange.			At 1/2 L.			650 x 10.5 & 130 mm. flange.			At 1/4 & 3/4 L.			700 x 10.5 mm. & 125 mm. flange.			
At 1/4 & 3/4 L.			1050 x 12 & 100 mm. flange.			At 1/4 & 3/4 L.			700 x 10.5 mm. & 125 mm. flange.			At Wash Bulkhead.			950 x 10 & 90 mm. flange.			
At Wash Bulkhead.			850 x 11 & 100 mm. flange.			At Wash Bulkhead.			950 x 10 & 90 mm. flange.			Centre Tank.			Centre Tank.			
Centre Tank.			At 1/2 L.			At 1/2 L.			690 x 10.5 & 150 mm. flange.			At 1/2 L.			690 x 10.5 & 150 mm. flange.			
At 1/2 L.			1000 x 12 & 145 mm. flange.			At 1/2 L.			690 x 10.5 & 150 mm. flange.			At 1/4 & 3/4 L.			740 x 10.5 & 150 mm. flange.			
At 1/4 & 3/4 L.			1050 x 12 & 150 mm. flange, with 90 x 12.5 flat bar.			At 1/4 & 3/4 L.			740 x 10.5 & 150 mm. flange.									
4950 mm. between full transverses.																		
Flat bars are inch equivalents of Metric Units approved																		
Plate.			Face Angles.			Any departure from Approved Plans to be Noted.												
Bridge Deck			7" 4" 3/8"															
Upper																		
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.

Character assigned

+100A1 "Carrying Petroselinum in bulk."

8,4960t

+ LMC 9.49 Oil Eng. Subject.

2 DB 15016

White Fox (m)

Note for S.K.L.

Policy card to be endorsed in critical

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0222 1/3

EQUIPMENT No. 51148				LETTER at		ANCHORS.		
Number of Certificate.	Anchor.	WEIGHT EX STOCK. Kgs.	WEIGHT OF STOCK. Kgs.	TEST, PER CERTIFICATE. Kgs.	WEIGHT REQUIRED BY TABLE 53. Kgs.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
C.-1801	1st Bower	4420	✓	64000	✓	Hall's Patent	Skoda Werke	Makers works 26.2.1949 - L. Melichar
C.-1802	2nd "	4425	✓	64000	✓	"	"	"
C.-1803	3rd "	4445	✓	64000	✓	"	"	"
	Collective weight	13290	✓		12420			
C.-1804	Stream	1269	✓	391	25500	Admiralty Stock	"	"

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.			
3059	M. 551.3	MM. 65	Kgs. 118567	Kgs. 165989	Supplied. 53550	Per Rule. 50100	M. 550	MM. 65	Stud link	Ljusne Norma AB	Makers' works 19.5.49 - S.W.	TOWLINE	Fathoms 130	Ins. 51	Tons. 84.4	Fathoms 130	Ins. 51		
												HAWSERS & WARPS	4x100 2 3/4	21.1	4x100 2 3/4				
	Fms 120	Cr. 4 3/4	Tons 64.6				Fms 120	Cr. 4 3/4			Makers' works								

Steering Gear, Type (Power or hand) Electric Hydraulic Hastie Ch.N.Hunter 30.6.48
Alternative Means of Steering 2 independent motors and pumps.
Steering Chains (Size and Test) --- Windlass Steam Boats 4 lifeboats, incl. 2 motor.
Ceiling in Holds, thickness and material 2 1/2" pine on 2" battens in dry cargo hold Cargo Battens, thickness, material and spacing None.
Cargo Hatchways. (Upper Deck) 815 mm. Oiltight Thickness of Hatches 10 mm.
Size of Hatchways NO. 1 (FWD) 1660 x 760 No. 2 --- No. 3 --- No. 4 --- No. 5 --- No. 6 ---
Number of Shifting Beams and/or Fore and Afters 10 mm. steel covers.
Builder's Signature ARTIEBOLAGET GOTAVERKEN
[Signature]

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
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo 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 in conformity with the Society's Rules and Regulations and the Secretary's letters. The scantlings and arrangements are in accordance with, or equivalent to, those shown on the approved plans. The material and workmanship are good. The ship is constructed to carry petroleum in bulk. The ship is also constructed to carry oil fuel in the double bottom under the machinery, in the oil fuel bunkers situated at each side of the forward end of the machinery space, in the forward deep tank, and in the after peak tank. The flash point of the oil fuel is above 150°F. Lubricating oil is carried in the centre portion of the double bottom under the engine. The tanks, cofferdams, bulkheads, decks and watertight doors on the deck have been tested in accordance with the Rules. The requirements of Section 20 of the Rules have been complied with where applicable. The freeboards have been verified and the marks cut in on the vessel's sides. The steering gear and windlass have been tested under working conditions on a trial trip.

Convention Freeboard
The amount of ~~FREE~~ Fee Kr. : 720:- Fees applied for, 8/10 1949
Special Survey Fee Kr. 24260:-
Telegrams Kr. 25:- Received by me, --- 19--
Sunday Fee Kr. : 100:-
State whether the Vessel has been built under Special Survey Yes
Certificate to be sent to Gothenburg Date of issue 10/1/50
Committee's Minute FR 18 NOV 1949
Character assigned +100A1 Carrying Petroleum in bulk.
3.49 Got.
Lloyd's A+C.P. +LMS 9.49 Oil Eng. Subject.
C.L.
2 DB 150lb
White Gok (m)
Note for SKL.
Signature [Signature] Surveyor to Lloyd's Register of Shipping.
I am of opinion the Vessel should be Classed +100A1
Carrying Petroleum in bulk.

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.)

No sister vessel.

As fitted plans, forwarded under separate cover:

Midship section

Longitudinal section and plans

Shell expansion

Approved plans, forwarded under separate cover:

Midship section

Longitudinal section and plans

Shell plan

Stem

Sternframe and rudder

Stringers

Alteration to Str. III at frame 110

After peak

After cofferdam, Oil fuel bunker

Forward cofferdam

Pump room bulkhead midships

Welds in engine room

Double bottom in engine room

Poop front

Welding plan

Oil hatches

Hatch to dry cargo hold

Fore peak and deep tanks

Gyro etc. room in bridge

The vessel was undocked on the 29th August, 1949.

As the material was ordered in U.S.A. profiles are of inch dimensions equivalent to the mm. profiles approved on the plans.

Various material certificates are also being forwarded under separate cover.

PARTICULARS OF ELECTRIC WELDING (if employed) The whole vessel with the exception of a number of brackets including knees at top of frames.

Electrodes used: OK 48 P, OK 50 P, OK Rapid, Fusarc "Seamac".

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Carrying Petroleum in bulk, Electrically welded, Longitudinal framing at bottom and deck, Radar, Gyro pilot, Radio telephone, Direction finding apparatus, Echo sounding device, Wireless, SAL-log.

RADAR: Sperry Gyroscope Company, Ltd., Marine Radar, Mark II, Model O.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower Head LR 2700 kgs. LM 187 4.10.48	Shank LR 1405 kgs. LM 203 26.11.48
	2nd " LR 2700 kgs. LM 226 11.1.49	LR 1410 kgs. LM 167 15.9.48
	3rd " LR 2720 kgs. LM 233 1.2.49	LR 1410 kgs. LM 202 26.11.48
	Stream IR 1190 kgs. LM 236 14.1.49	

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 95.0 ft., R.Q.D. --- ft., Bridge 37.9 ft., Forecastle 64.8 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 N Z S Extreme Breadth over Bating 64.12' Over-all Length 515.2' (Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 deck (steel), Poop-, Bridge- and Forecastle decks (steel).

Parts of Bottom of Vessel coated with cement or approved composition Fore- and Aft Peaks

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, Fresh water			Fore peak tank,	---	107
Double bottom, under Engines and Boilers, O.F.	87.5	309.0	After peak tanks	---	413
Double bottom, under Engines only, Boiler O.F.			Deep tank, aft, at side E.R.	15.9	478
Double bottom, if under Boilers only,			Deep tank, forward,	24.3	321
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 411

Date 31.5.1946.

Dates of Surveys held while building

1947: October 3rd. 1949: February 1, 7, 25, March 10, 16, 19, 23, April 5, 20, 26, May 11, 17, 18, 27, June 8, 10, 13, 14, 15, 17, July 13, 23, August 2, 5, 7, 9, 9, 11, 13, 15, 17, 18, 20, 21, 23, 24, 25, 26, 27, 29, September 5, 7, 12, 14, 17, 20, 20, 21, 22, 22.

Total No. of Visits 51

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