

29 NOV 1951

STEEL STEAMER OR MOTORSHIP.

29 NOV 1951

Received at London Office

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. 26th November 1951 Port of Belfast No. 15293

Survey held at Belfast Date First Survey 28th June 1948 Last Survey 15th October 1951

On the (State if Machinery fitted Aft and
if Single, Twin or Triple Screw) Twin Screw Whaling Factory "JUAN PERON" (Machinery Aft)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Limited draught* State Type of Erections *Roof & L'stts*

TONNAGE under } 14418.34
Tonnage Deck ... }

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

Total

Gross Tonnage 24569.91

Register Tonnage 16146.03

REGISTERED DIMENSIONS.

FEET

Length 648.1

Breadth 80.3

Depth 35.35 TO TANK ON

CLASS "WHALING SERVICE" State if with freeboard } *yes*
 "CARRYING PETROLEUM IN BULK" as condition of Class } *yes*

Length from fore part of stem to after part of stern } L 635.74.
post on summer L.W.L. See Sec. 3 (1a)

Breadth (greatest moulded) B 80.0

Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c) } D 61.0

1st Longitudinal Number (L x D) $635 \times 44.66 = 28359$
(FOR SCANTLINGS D = 44.66)

2nd Numeral $L \times (B + D)$ = 79159

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel.....	10.4
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Do. Long Bridge to }
ton of keel }

Draught Moulded 34.5'

STRAIGHT MOUNTED

Built at Belfast

Launched 4th April 1950. Yard No. 1384

Builders Harland & Wolff Ltd.

Owners The Argentina de Pesca Co.

Managers ✓
(Where necessary to be entered in Reg. Book)

Residence / ✓

Port of Registry Buenos Aires

If surveyed while building, afloat, or in dry dock

whilst Building, afloat & in dry dock.
Date of undocking 20th July 1951.

BEAMS

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.....		34" ✓		Bracket Floors, Frame		✓	
IN WAY OF FOR ² DEEP TXS. from 3 length amidships to Collision bulkhead.....		27" ✓		" " Reversed Frame.....		✓	
IN WAY OF MACHINERY SPACE AFT. in peaks		36" ✓ 24" ✓		" " Vertical Struts		✓	
SIDE FRAMING. (IN WING TANKS)				Centre Girder, depth and thickness amidships		78 1/2" x 56" ✓	
Frame Amidships, Angle, E or F		12 3 1/2 .56 ✓		" " top Angles DOUBLE		3 1/2 3 1/2 .60 ✓	
" " Extends up to.....		factory deck ✓		" " bottom Angles..... DOUBLE		4 4 .60 ✓	
Reversed Frame Amidships, Angle		✓		" " UNDER ENGINES		4 @ .60 ✓	
INTERMEDIATE FRG. FITTED FORWARD FOR ICE STRENGTHENING AS APPROVED. Extends up to		12 8 3 1/2 .60 BA TO FACTORY DECK 7 3 1/2 .48 BA 3 1/2 .50 BA ✓		Side Girders, No. each side and thickness.....		4 @ .60 ✓	
Depth of Framing Girder.....		12" ✓		Margin Plate depth (excl. of flange) and thickness TOP STRAIGHT..		.65 ✓	
LONGITUDINALS in Uppermost Continuous 'tween Decks, Angle, E or F		9 3 1/2 .58 ✓		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		6 6 .50 ✓	
FRAMES Second 'tween Decks, Angle, E or F		12 3 1/2 .56 ✓		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area		✓	
" " Third		✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem.....		✓	
CLEAR OF CARGO TANKS TO from 1/4 len. for'd. to 15% len. from Stem COLLISION BULKHEAD.....		12 3 1/2 .60 BA. IN FOR DEEP TXS TO FACTORY DECK ALSO INTERMEDIATE FRG. 12 x 3 1/2 x .60 ✓ 8 x 3 1/2 x .48 BA'S FOR ICE STRENGTHENING.		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area		✓	
" " in Peaks, Angle, E or F		11 3 1/2 .46 ✓		Tank Side Brackets, height above base line at toe of Frame and thickness		39" x .46 flge 5" ✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships		1" @ 5 1/2" ✓		INNER BOTTOM PLATING. (IN MACHY SPACE)			
State if Frame Joggled.....		yes ✓		Breadth and thickness of Middle Line Strake...		96" .65 ✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?		yes ✓		TANK TOP IN WAY OF HOLDING DOWN BOLTS		1-25 ✓	
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 MACHY SPACE.		.65 - .57 ✓	
SINGLE BOTTOM.				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.....		✓		BEAMS. (LONGITUDINALS)			
Height of Brackets at side above base line at toe of frame.....		✓		Uppermost Continuous Deck, amidships in (L.E. FLENSING DECK) Walls, Angle, E or F...		9" x .44" B. PLATE. WITH TRANSVERSES SPACED 11'-4" ✓	
Middle Line Keelson, on Floors, Angles, E or F		✓		" " in way of Bridge, Angle, E or F		30" ✓	
" " Through Plate or Inter-costal Plate		✓		Spacing		30" ✓	
" " Foundation Plate on Floors		✓		FACTORY DECK			
" " Flat Plate Keel Angles		✓		Second Deck, amidships, Angle, E or F (LONGITOLS)		9" x .44" B.P. WITH TRANSVERSES SPACED 11'-4" ✓	
Side Keelsons, No. each side.....		✓		Spacing		30" ✓	
" " thickness of Inter-costal Plate.....		✓		TANK DECK			
" " Angles		✓		Third Deck, amidships, Angle, E or F (LONGITOLS)		9" x .44" B.P. ✓	
DOUBLE BOTTOM. (IN MACHY SPACE AFT.)				Spacing		30" ✓	
Solid Floors, thickness and spacing50 @ 36" ✓		PARTIAL FLAT BETWEEN FLENSING & FACTORY FORDS		9 x 3 1/2 x .44 BA ✓ 8 x 3 x .42 BA ✓ SPACED 27 x 24" ✓	
" " Are Frame and Reversed Frame joggled?		yes ✓		PARTIAL FLAT BETWEEN FLENSING & FACTORY DECKS AFT.		9 x 3 1/2 x .52 BA ✓ 10 x 3 1/2 x .48 BA ✓ 9 x 3 1/2 x .40 BA ✓ SPACED 31, 36 & 24" ✓	
Bracket Floors, breadth and thickness at middle line		✓		Poop Deck, Angle, E or F		36" ✓	
" " breadth and thickness at margin plate.....		✓		Spacing		10 3 1/2 .48 ✓	
				Bridge Deck, Angle, E or F		✓	
				Spacing		✓	
				Forecastle Deck, Angle, E or F		10 3 1/2 .48 ✓ 9 3 1/2 .48 ✓ 8 3 1/2 .42 ✓	
				Spacing		34 x 27 x 24 ✓	

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	3 Longitud ^l Bulkds below Tank deck ✓				
" in 'tween Decks, Size and Spacing	3 Rows wide spaced Pillars as approved ✓				
" " " " " "					
" in Holds	✓				
" " " " " "	✓				
Centre Line Bulkhead. Stiffeners and Spacing	bolivilles welding Bulk Angle 10" x 3" 1 1/2" x .38" ✓				
Plating, thickness of	.48 ✓				
STRINGERS AND DECKS.					
Uppermost Continuous Deck. FLENSING DECK.					
Stringer Plate, breadth and thickness in Wells	65 x .86 ✓				
" " " " in way of Bridge	✓				
" Angle in Wells	6 6 .86 ✓				
Thickness of Plating abreast Deck openings in way of Wells	.86 ✓				
Thickness of Plating abreast Deck openings in way of Bridge	✓				
Thickness of Plating within line of openings	.86 ✓				
If Sheathed, material and thickness	2 1/2" PORTABLE PLANKING ✓				
Second Deck. FACTORY DECK.					
Stringer Plate, breadth and thickness in Wells	65 x .54 ✓				
Stringer Plate, breadth and thickness in way of Bridge	✓				
Thickness of Plating within line of openings	✓				
If Sheathed, material and thickness	✓				
Third Deck. TANK DECK.					
Stringer Plate, breadth and thickness	.44 ✓				
If Plated, state thickness	.44 ✓				
Fourth Deck. STORES DECK FORWARD	STGR. .38 ✓				
Stringer Plate, breadth and thickness	PLTG. .34 ✓				
CABIN DECK AFT.	STGR. .34 ✓				
If Plated, state thickness	PLTG. .30 ✓				
Poop Deck.					
Stringer Plate, breadth and thickness	.44 ✓				
Plating, Sheathing, material and thickness	.40 ✓				
Bridge Deck.					
Stringer Plate, breadth and thickness	✓				
Plating, Sheathing, material and thickness	✓				
Forecastle Deck.					
Stringer Plate, breadth and thickness	.42 ✓				
Plating, Sheathing, material and thickness	.40 ✓				

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	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.....	83✓	1.20	1.04✓	1.04✓		double✓	1 1/8✓	4 1/2✓				Welded✓	
„ Dblg. (if any)		✓				✓						✓	
Bottom Plating, No. of Strakes ...FOUR...}	3@	.90✓	.98✓	.64✓		double✓	1✓	3 3/4✓				Welded✓	
	1@	.90✓	.64✓	.76✓		(STEALER)							
Bilge Plating, No. of Strakes ...TWO...}		.92✓	.64✓	.66✓		-do-✓	1✓	3 3/4✓				-do-✓	
						3 Treble✓	1✓	3 1/2✓				-do-✓	
Side Plating, No. of Strakes ...SIX...}	4@	.81✓	.92✓	1.00✓	* PLATING INCREASED FOR ICE STRENGTHENING.	2 double✓	1✓	3 3/4✓				-do-✓	
	2@	.81✓	.58✓	.58✓									-do-✓
Upper Deck, Sheer-strake in Wells.....}	90"✓	.92✓	.58✓	.58✓		-	-	-				-do-✓	
			(1.10 AT BREAK OF POOP.)										
Upper Deck, Sheer-strake in Bridge ...}		✓				✓	✓					✓	
Strake below Sheer-strake in Wells.....}	90"✓	.88✓	.58✓	.58✓		double✓	1✓	3 1/2✓				Welded✓	
							(1 1/8	5 1/2 at Break)					
Strake below Sheer-strake in Bridge ...}		✓				✓						-do-✓	
												-do-✓	
Poop Side Plating.....			.48			one strake✓	✓	✓				-do-✓	
			(.60 AT BREAK)										
Bridge Side Plating.....		✓				✓						✓	
Forecastle Side Plating			.52"			single✓	7/8✓	3 3/8✓				Welded✓	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	6 to Flensing deck
" Deck next below	2 to Factory dk + 11 to Tank dk
As per Rule	(ordinary Cargo vessel) 10.

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	✓			✓	
" Second	.28	6 x .26 BP	30"	✓	
" HOLD CENTRE TX.	.45	WELDING BA 10 x 3 x 1 1/2 x .38	30"	1 @ 31 x .42, 6 1/2 @ 42 x .46, 8 1/2 @ 49 x .46, 1 1/2 @ 32 x .42, 6 1/2 @ 34 x .42, 6 1/2	
" Holds	.45	WELDING BA 10 x 3 x 1 1/2 x .38	30"	1 @ 32 x .42, 6 1/2 @ 34 x .42, 6 1/2	
" COLLISION	.56	7 x 3 1/2 x .54 LOWER WITH 5 x 3 x .50 REV BARS	24"	1 @ 32 x .42, 6 1/2 @ 34 x .42, 6 1/2	
" (in Hold) FR. 107F	.33	7 x 3 1/2 x .46 UPPER 24"	24"	1 @ 32 x .42, 6 1/2 @ 34 x .42, 6 1/2	
" AFTER PEAK	.36	10 x 4 x .54	27"	EVAPORATOR FLAT 1 ONE GIRDER	

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
KEEL, Bar	Flat	Keel		
STEM	Rolled	12 x 3 1/4		
STERN FRAME	BOSS ARMS Propeller Post	C.S. AS APPROV.	W. BEARDMORE & CO LTD;	
" Rudder	"	C.S. 7 1/5/48	-do-	
Speed of Vessel		12 KNOTS.		
RUDDER—Type		ORDINARY STREAMLINED		
" A x D.	24 1/2 x 5.96	=	1438.	
" Diam. of head	F.S.	17 1/2 dia	N. BEARDMORE & CO LTD.	
" Mainpiece at top pintle	F.S.	17 1/2 dia	-do-	
" heel	F.S.	13 dia	-do-	
" how constructed		streamlined steel side plates & intercostals with C.S. arms		
" double or single plate coupling, vertical or horizontal		Double		
"		Horizontal		

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	Open hearth process
	Messrs bolivilles Ltd, The Steel company of Scotland, The Lanarkshire Steel Co. Ltd, Smith and McLean Ltd, Bonsett Iron Co. Ltd.	
	Has the Steel been tested as required by the Rules?	yes ✓

93845

EQUIPMENT No. 93255										LETTER 7 ⁺		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.	
4796	1st Bower	141	0	21	Stockless	81	12	2	0			HALLS LATEST IMPROVED TYPE (C.S. HEAD)	NOT STATED	NETHERTON	12/1/50	
4798	2nd "	141	0	14	-do-	81	12	2	0			SHANK - F.O.H. STEEL	-do-	-do-	-do-	
4797	3rd "	140	3	7	-do-	81	6	1	0			SHACKLE - FORGED STEEL	-do-	-do-	-do-	
	Collective weight	423	0	14								-do-	-do-	-do-	-do-	
4783	Stream	46	2	21	12	0	21	40	6	3	14	420	RODGERS (F.O.H.S.) ELEC. WELDED SHACKLE - UNWELDED STEEL.	S. TAYLOR & SONS (BRIERLEY HILL)	NETHERTON	22/12/49

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.		Without Breaking Test of Steel Wire.	Length and size per Table 53.			
	Fathoms.	Ins.	Tons.	qrs.	Cwts.	qrs.	lbs.						Fathoms.	Ins.		Tons.	qrs.	lbs.	Fathoms.
12700	330	3 2 16	198.4	277.7	1522	3	14	330	3 2 16	TAYCO STUD LINK	S. TAYLOR & SONS (BRIERLEY HILL) LTD.	NETHERTON	150	8	148.8	150	8		
	(INCLUDING 2 JOINING 3:3:14 & 1 END 3:0:14)																		
14734	2 SPECIAL CLENCH SHACKLES FOR LOCKER SUITABLE FOR TAYCO STUD LINK CHAIN.																		
	150	6 1/2 G.S.W.R.	112.3					150	6 1/2 G.S.W.R.	HOOD HAGGIE & SON LTD.	MAKERS CERT.								

Steering Gear, Type (Power or hand) Hastie & Ram Steam Hydraulic
 Steering Chains (Size and Test) telemotor control
 Alternative Means of Steering Duplicated pumps.
 Windlass Steam (Chapman Clarke) Boats 2 @ 31', 2 @ 30' 4 @ 29' (includ 1 motor)
 Lining in Holds, thickness and material Forward Hold space & 2w decks above deep tank Insulated.
 Fore Hatchways. FORECASTLE DK: - No. 1. 11'-3" x 16'-0"; No. 2. 12'-0" x 12'-0" WITH 1 BEAM
 " " ON FACTORY DK: - 40 @ 4'-6" x 3'-0" x 3'-3" COAMS. WITH STEEL W.T. LIDS, & 2 @ 6'-0" x 4'-0",
 " " ON FLENSING DK: - No. 2. 36 @ 4'-0" DIAR. x 6" COAMGS & WITH BOLTED PLATE COVERS TO KYAENER & PRESSURE BOILERS. ALSO
 " " 2 @ 6'-0" x 4'-0" OPENINGS TO BELOW WITH BOLTED W.T. STEEL COVERS.
 " " No. 3. 12 @ 5'-0" x 4'-0" ST. ACCESS HATCHWAYS & ST. W.T. LIDS.
 " " No. 4. 12 @ 5'-0" x 4'-0" ST. ACCESS HATCHWAYS & ST. W.T. LIDS.
 " " No. 5. 12 @ 5'-0" x 4'-0" ST. ACCESS HATCHWAYS & ST. W.T. LIDS.
 " " No. 6. 12 @ 5'-0" x 4'-0" ST. ACCESS HATCHWAYS & ST. W.T. LIDS.
 " " LOADING HATCH 7'-0" x 12'-0" x 18" COAM WITH 3 1/2" W.P. COVERS.
 " " INSIDE MEAT LOADING DECKHOUSE.
 Builder's Signature FOR HARLAND AND WOLFF, LIMITED
Ind. V. Park
 Secret 11

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 OIL TANKER AND WHALING SERVICE. 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 the Secretary's letters. 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 Midship Section, Framing Profile, and Flensing deck showing the ship as built, now forwarded herewith, have been checked with the approved arrangements and found in order.
 The material and workmanship are good. All double bottom tanks in machinery space including cofferdams in way of same, lower & upper fore peak, after peak, forward deep tank, overflow tank, echo sounding compartment, deep oil fuel bunkers, cargo oil tanks, cofferdams, trimming tanks, fresh water tank, have been tested under pressure to rule requirements and found satisfactory. Pump rooms flooded and found satisfactory, the weather decks, watertight bulkheads, flats,

The amount of Entry Fee..... £2358:0:0
 Special Survey Fee..... £ : :
 FREEBOARD ASSIGNMENT..... 36:0:0
 Travelling Expenses, if any £ : :
 Fees applied for, 27. 11. 1951
 Received by me, 19

(Special notations, where part of class, to be stated.)
 "WHALING SERVICE" "CARRYING PETROLEUM IN BULK"
 "STRENGTHENED FOR NAVIGATION IN ICE" AND
 "LONGITUDINAL FRAMING AT BOTTOM, DECKS, & TWEEN DECK SIDES."
 I am of opinion the Vessel should be Classed 100. A.I. WITH FREEBOARD.

State whether the Vessel has been built under Special Survey yes

Certificate to be sent to Bel. Date of issue 24/1/52

Signature A.S. Patcher
Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 21 DEC 1951

Character assigned +100AI with freeboard

7.51 Bel
Lloyd's A & CP

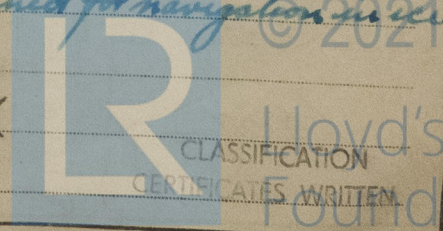
Whaling Service "Carrying Petroleum in Bulk"

+LMC 10.51 Oil Eng.

C.L. 6 DB 200lb.

4 Pn. Brakes 70lb

note for RMC.



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.) *W. L. Shell doors, sidelights and deckhouses satisfactorily hose tested. The special safety precautions when the ship is carrying petroleum, flash point below 150°F, were carefully examined and tested as required. The individual and comprehensive notice plates were affixed as approved. Bilge pumping & steam smothering system tried & found in order. Steering gear, windlass & anchors tested under working conditions and found satisfactory. Freeboard assigned, markings cut in, verified and Load line certificate with copies issued.*

This ship amidships has three steel decks—flensing deck, factory deck & tank deck. Below the tank deck the space is subdivided by three longitudinal bulkheads and transverse bulkheads into 40 cargo tanks, which are divided into 3 sections by two pump rooms. The upper tween deck space is laid out as a factory, whilst the lower tween deck space is in part common with the factory and a part as cargo space intended for the stowage of whale meal. This ship is designed primarily as a whale factory, within certain tanks, changing over piping to carry oil fuel, and fresh water for tank cleaning as well as whale oil. Forward of the forward cofferdam considerable space is insulated for the carriage of whale meat and Lloyd's R.M.C. certificate was issued in respect of these spaces. This ship can also be used for the carriage of petroleum in bulk and when so doing special conditions are attached to the ship's class and these are enumerated on a separate sheet attached to this report. The written undertaking with regard to these special conditions has been given by the Owner and is forwarded with this report.

The following reports are enclosed:—C.S. Boss Arms, C.S. Tiller crosshead, C.S. Sternframe, C.S. Rudder Arms, Forged Rudder Stock & Post, C.S. Stern pieces, certificates of Derrick tubes.

Interim certificate issued copy attached.

Vessel undocked 20th July 1951.

Approved plans are forwarded (see attached list).

PARTICULARS OF ELECTRIC WELDING (if employed) *Butts of Shell plating; butt & seams of Flensing deck, Factory deck, Tank deck, Poop deck, Forecastle deck; Main cargo tanks, oil fuel Bunker tanks, Deep tanks, Fore & after peak & trimming tanks bulkheads, with bulkheads welded to deck; side stringers to shell thro' out; horizontal girders and webs to bulkheads; Deck girders, transverses & longitudinals to decks; Machinery space tank top butts & seams, heavy girders under main engines; Pillar heads & heels, Gussos and brackets to longitudinals and sundry other items.*

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book
*Cruiser Stern, Oil Engine, Machinery Aft, D.F., E.S.D.
Gyro C, Radar, Fitted for oil fuel, Part Elec-welded,
Refrig Machinery,*

RADAR Equipment (State if fitted) *yes*

State Type or Pattern No. *Type 2*

State } Maker *Kelvin Hughes*
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	<i>Wt. of Anchor head including pins</i>	<i>89-2-27^{1/2} A.E.G., 1161, 20/9/49.</i>
2nd "	" " " "	<i>89-3-6 A.E.G., 1143, 13/9/49.</i>
3rd "	" " " "	<i>89-1-27 A.E.G., 1210, 4/10/49.</i>

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *167.8* ft., R.Q.D. *✓* ft., Bridge *✓* ft., Forecastle *149.0* 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 *✓* Extreme Breadth over Belting *no belting* (Circ. 1611)

No. and Material of Decks *3 steel, 4th deck steel at forward and after ends.* Over-all Length *664.1* (Circ. 1703)

Parts of Bottom of Vessel coated with cement or approved composition *Forward & After peaks cemented, Engine room double bottom feed & fresh water tanks, Trimming tanks & fresh water Skidway tanks 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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft,	Feet.	Tons.	Fore peak tank, (upper 432 tons) (lower 359 tons)	Feet.	Tons.
Double bottom, under Engines and Boilers,	<i>125.5</i>	<i>393 O.F.</i>	After peak tank,	<i>34'-0"</i>	<i>791 W.</i>
Double bottom, if under Engines only,		<i>352 F.W.</i>	Deep tank, aft, OIL FUEL BUNKER P & S.	<i>22'-0"</i>	<i>320 W.</i>
Double bottom, if under Boilers only,			Deep tank, forward, DIVIDED BY W.T. BHPs	<i>18'-1"</i>	<i>1535 O.F.</i>
Double bottom, forward,			Other tanks, if fitted, TRIMMING TANKS AFT P&S	<i>54'-9"</i>	<i>1277 W.</i>
Total length (if continuous) and Capacity	<i>125.5</i>		(If necessary furnish further information by sketch.)	<i>39'-0"</i>	<i>459 W.</i>

Order for Special Survey No. *993*

Date *11.3.48*

Dates of Surveys held while building

1948
June 28 July 8.9.19.26 Aug. 10.13.24.25 Sept. 10.12 Oct. 27. Nov. 5.9.25 Dec. 1.13.15.17.21.23.30 Jan. 4.11.18
1949
3. Feb. 2.8.15.23.25 Mar. 3.8.23.25.28.30 Apr. 1.8.16.22.25 May 4.6.9.12.17.18.24 June 2.7.8.9.15.20.23.28
July 20.25.28 Aug. 3.8.12.15.31 Sept. 2.5.7.8.14.16.20.21.23.28 Oct. 5.10.14.20.21.24.26.28.31 Nov. 2.7.8.9.10.1
21.24.25.28.29 Dec. 1.6.7.8.13.14.16.19.22.30 1950 Jan. 3.4.6.9.10.12.13.17.18.19.20.24.25.26.27
31 Feb. 1.2.3.6.8.9.10.13.14.15.16.17.20.21.22.23.24.27.28 Mar. 1.2.3.6.7.8.7.14.20.21.23.23.24.27.29.31
Apr. 4.5.19.28 May 1.8.23.24.25 June 2.8.13.20 Aug. 1.7.10.14 Sept. 1.26.27.29 Oct. 10.13.19.31 Nov. 2.6.10.17
27.28 Dec. 4.14.15.1 Jan. 11.25 Feb. 6.8.20 Mar. 5.12.22 Apr. 5.6.10.18.20 May 2.12.15.18.21.22.23.24.25.26.27.28.29.30.31
1.3.14.18.24.25.29 June 7.14.21.27 July 17.19.20.31 Aug. 1.3.6.7.8.9.10.20.24.28 Sept. 3.6.20.21.27.28 Oct. 1.2.5.8.11.12.15

Total No. of Visits

24