

Rpt. 1.

STEEL STEAMER or MOTORSHIP.

Received at London Office 30 JAN 1942

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

13th DECEMBER 1941.Port of *HULL.*No. *51479.*

Survey held at

GOOLE.

Date First Survey

19th July 1940.

Last Survey

8th DECEMBER 1941

On the

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

*STEEL SINGLE SCREW TANKER**"EMPIRE BOY"*

(Machinery Aft)

State Type

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

FULL SCANTLING.

State Type of Erections

POOP BRIDGE (OPEN) FORECASTLE.

TONNAGE under Tonnage Deck...

*598.70*CLASS *NA/100A1.*
CARRYING PETROLEUM IN BULK.
*LONGITUDINAL FRAMING.*State if with freeboard as condition of Class *No*Built at *GOOLE*

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 *185.0*

Breadth (greatest moulded)

B *31.25*

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

D *14.0*1st Longitudinal Number (L x D) = *2590*2nd Numeral L x (B + D) = *8371*

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

13.2

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

13.2

Do. Long Bridge to top of keel

13.3 3/4

Draught Moulded

Managers

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

Residence *LONDON.*Port of Registry *GOOLE.*

If surveyed while building, afloat, or in dry dock

WHILE BUILDING AND AFLOAT.

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.
AMES, Spacing amidships	<i>AFT FOR NO. 22' 19 1/2</i>	<i>FOR AMIDSHIP FRAMING SEE REPORT 1 & AT BACK OF REPORT</i>	Bracket Floors, Frame		
" " from 3/4 length amidships to Collision bulkhead	<i>AFT FOR NO. 22' 19 1/2</i>		" " Reversed Frame		
" " in peaks	<i>AFT FOR NO. 22' 19 1/2</i>		" " Vertical Struts		
ENGINE ROOM	<i>6 3 36</i>		Centre Girder, depth and thickness amidships		
BOILER ROOM	<i>6 3 42</i>		" " top Angles		
E.R. to Poop Deck (ALTERNATE)	<i>7.2</i>		" " bottom Angles		
Reversed Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness		
" " Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder	<i>✓</i>		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	<i>✓</i>		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area		
" " Second 'tween Decks, Angle, [or]	<i>✓</i>		" " Gussets, spacing and scantling abaft 1/4 len. from stem		
" " Third " " " "	<i>✓</i>		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area		
from 1/4 len. for'd. to 15% len. from Stem	<i>5. 3 36</i>		Tank Side Brackets, height above base line at toe of Frame and thickness		
in Peaks, Angle	<i>3/4 - 5 1/4</i>		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>Yes.</i>		Breadth and thickness of Middle Line Strake		
State if Frame Joggled	<i>Yes.</i>		Thickness of remainder in Holds		
the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>YES FRAME, INTERCOSTAL KEELSON, BACK BARS of PLATE or BOTTOM, SHELL PLATING INCREASED THICKNESS AND CLOSER TIGHTENING AS APPROVED.</i>		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?		
the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?			BEAMS.		
DOUBLE BOTTOM.			Uppermost Continuous Deck, amidships	<i>5' 3" 3/8" AFT</i>	
ors, Depth and thickness at mid-line in Holds	<i>19 1/2 x 42</i>		" " in Wells, Angle, [or]	<i>5' 3" 30" AFT</i>	
Height of Brackets at side above base line at toe of frame	<i>NONE.</i>		" " in way of Bridge, Angle, [or]	<i>5' 3" 30" FORWARD</i>	
Middle Line Keelson, on Floors, Angles, [or]	<i>10 3 1/2 60</i>		Spacing	<i>22' AFT, 19 1/2' FORWARD.</i>	
" " Through Plate [or]	<i>23 x 50</i>		Second Deck, amidships, Angle, [or]		
" " Foundation Plate on Floors	<i>3 1/2 3 1/2 42</i>		Spacing		
" " Flat Plate Keel Angles	<i>ONE</i>		Third Deck, amidships, Angle, [or]		
Side Keelsons, No. each side	<i>40</i>		Spacing		
" " thickness of Intercostal Plate	<i>7 1/2 3 1/2 54</i>		Fourth Deck, amidships, Angle, [or]		
" " Angles	<i>7 1/2 3 1/2 54</i>		Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, [or]	<i>5' 3" 30" 36" 30 1/2 BEAMS.</i>	
Solid Floors, thickness and spacing			Spacing	<i>22'</i>	
" " Are Frame and Reversed Frame joggled?			Bridge Deck, Angle, [or]	<i>5' 3" 36"</i>	
Bracket Floors, breadth and thickness at middle line			Spacing	<i>42'</i>	
" " breadth and thickness at margin plate			Forecastle Deck, Angle, [or]	<i>5' 3" 3/8"</i>	
			Spacing	<i>39'</i>	

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.....	FILE 24' DIA ALTERNATE ✓								
„ „ „ „ „	MAIN DECK 28' " " ✓								
„ in Holds „ „	✓								
„ „ „ „ „	✓								
Centre Line Bulkhead.									
Stiffeners and Spacing.....	BULKHEADS 5 3 30 SPACED AS SHELL LONGITUDINALS. ✓								
Plating, thickness of	BOTTOM 38' TOP 36' REMAINDER 34' ✓								
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells	40'	x	40'	✓					
„ „ „ „ in way of Bridge	40'	x	54'	✓					
„ „ „ „ AT BREAK OF POOP	40'	x	54'	✓					
„ Angle in Wells	5	5	40						
Thickness of Plating abreast Deck openings) in way of Wells	38' ✓								
Thickness of Plating abreast Deck openings) in way of Bridge	38' ✓								
Thickness of Plating within line of openings...	{ 36' TOP 40' SIDES ✓								
If Sheathed, material and thickness	✓								
Second Deck.									
Stringer Plate, breadth and thickness in Wells...	✓								
Stringer Plate, breadth and thickness in way of Bridge	✓								
Thickness of Plating abreast Deck openings) in way of Wells	✓								
Thickness of Plating abreast Deck openings) in way of Bridge	✓								
Thickness of Plating within line of openings...	✓								
If Sheathed, material and thickness	✓								
Third Deck.									
Stringer Plate, breadth and thickness.....									
If Plated, state thickness.....									
Fourth Deck.									
Stringer Plate, breadth and thickness.....	66'	x	30'	✓					
If Plated, state thickness	26' ✓								
Poop Deck.									
Stringer Plate, breadth and thickness	78'	x	30'	✓					
Plating, Sheathing, material and thickness	26' ✓								
Bridge Deck.									
Stringer Plate, breadth and thickness.....	56'	x	26'	✓					
Plating, Sheathing, material and thickness	26' ✓								
Forecastle Deck.									
Stringer Plate, breadth and thickness.....	34' ✓								
Plating, Sheathing, material and thickness	34' ✓								

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>NO</i> ✓			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	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 <i>OUT</i>	<i>40</i>	<i>.55</i>	<i>.47</i>	<i>.44</i>		<i>DOUBLE</i>	<i>7/8</i>	<i>3 1/2</i>	<i>3 Rows</i>	<i>7/8</i>	<i>3 1/8</i>	<i>LAPS</i>	
<i>Base (if any)</i>	<i>68</i>	<i>.36</i>	<i>.40</i>	<i>.33</i>		"	<i>3/4</i>	<i>2 5/8</i>	<i>3 to 2 "</i>	<i>3/4</i>	<i>2 5/8</i>	"	
BOTTOM PLATING, No. of Strakes <i>OUT</i> <i>2</i>	<i>57</i>	<i>.36</i>	<i>.40</i>	<i>.33</i>		"	"	"	<i>3 to 2 "</i>	"	"	"	
BILGE PLATING, No. of Strakes <i>IN</i> <i>1</i>	<i>70</i>	<i>.36</i>	<i>.33</i>	<i>.33</i>		"	"	"	<i>3 to 2 "</i>	"	"	"	
SIDE PLATING, No. of Strakes <i>OUT</i> <i>2</i>	<i>52</i>	<i>.36</i>	<i>.33</i>	<i>.33</i>		"	"	"	<i>2 "</i>	"	"	"	
UPPER DECK, Sheer-strake in Wells <i>OUT</i>	<i>64</i>	<i>.36</i>	<i>.33</i>	<i>.33</i>		"	"	"	<i>2 "</i>	"	"	"	
UPPER DECK, Sheer-strake in Bridge	<i>52</i>	<i>.50</i>	<i>.33</i>	<i>.35</i>		"	"	"	<i>3 to 2 "</i>	"	"	"	
UPPER DECK, Sheer-strake in Bridge	✓	✓	✓	✓		✓							
STRAKE BELOW Sheer-strake in Wells	✓	✓	✓	✓		✓							
STRAKE BELOW Sheer-strake in Bridge	✓	✓	✓	✓		✓							
POOF SIDE PLATING	✓	✓	✓	<i>.31</i> <i>.26</i>		<i>SINGLE</i>	"	<i>3</i>	<i>2 to 1 Row</i>	<i>3/4</i>	"	<i>LAPS</i>	
BRIDGE SIDE PLATING	<i>69</i>	<i>.26</i>	✓	✓		<i>DOUBLE</i>	"	"	<i>2 Rows</i>	<i>3/4</i>	"	"	
FORE'TLE SIDE PLATING	✓	✓	<i>.31</i> <i>.26</i>	✓		<i>SINGLE</i>	"	"	<i>2 to 1 Row</i>	<i>3/4</i>	"	"	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— *W.T. B^{HDS} 1.*

Extending to Upper Deck (Sec. 3 c) *O.T. - 11*

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	FLAT	PLATE	KEEL.	✓
STEM	ROLLED FORGED SCAFF STEEL	7" x 1 3/8" 6 3/4" x 3 3/4"	APPLETON FROTHINGHAM STEEL CO. T.S. FORSTER & SONS LTD	
STERN FRAME { Propeller Post	"	5 7/8" x 3 3/4"	SUNDERLAND.	
STERN FRAME { Rudder	"	5 7/8" x 3 3/4"	SUNDERLAND.	
Speed of Vessel	12	KNOTS.	✓	
RUDDER—Type	SEMI	BALANCED	TYPE.	
" A x D	✓			
" Diam. of head	FORGED SCAFF STEEL	5 1/4" DIA.	T.S. FORSTER & SONS LTD	
" Mainpiece at top pintle	"	7 1/4"	SUNDERLAND.	
" " heel	"	5 1/2"		
" how constructed	FORGED	POST AND SIDE PLATES.	✓	
" double or single plate	✓	140	✓	✓
" coupling, vertical or				
" horizontal		HORIZONTAL.	✓	

STIFFENERS.

		Plating Thickness.	VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
<i>Oil T. Bulkhead Number</i>	33	38-34-30	WASH PLATES 7/8 OFF C. LINE AND 4-3-30 F	23 CR	7-3-40 BR	27"
MIDSHIP BULKH'D,	Upper tween decks	29	6-3-32 BR	23 1/2 SIBS.	6-3-34 BR	
"	Second	38-30	7-3-33 BR	33	7-24	4 INCHES.
"	"	34-36	38-34	CENTRAL O.T. AND	5-3-40 BR	27"
"	Third	38-40	"	AND MEN FRAME	"	"
"	"	42-44	"	15-36	"	"
"	Holds	46-47	"	"	"	"
COLLISION O.T.	(in Hold)	56-36-30-21	5 1/2-3-40 F	24	W.T. FLOOT.	
AFTER PEAK	W.T.	5	40-75-96-3-36	24		

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

STEEL.

CARGO FLEET IRON CO. LTD, SKIDNAGROVE IRON CO. LTD, DORMAN LONG & CO,
APPLEBY FRODINGHAM STEEL CO. LTD, CONSETT IRON CO. LTD.

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

PARTICULARS OF LONGITUDINAL FRAMING.

30 JAN 1942

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.				
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Number.		Diameter.	
Framing of L, L or U																		
Frames in Bridge 'tween Decks ...			✓															
Frames from Uppermost Continuous Deck No. 1		5	3	.30 ✓				5	3	.30 ✓				3/4	4 1/2	3 3/8 ✓	7 to 11	3/4 ✓
" 2		5	3	.30 ✓				5	3	.30 ✓				"	"	"	"	"
" 3		5	3	.30 ✓				5	3	.30 ✓				"	"	"	"	"
" 4		5	3	.40 ✓				5	3	.40 ✓				"	"	"	"	"
" 5		6	3	.34 ✓				6	3	.34 ✓				"	"	"	"	"
" 6		7	3	.33 ✓				7	3	.33 ✓				"	"	"	"	"
" 7		7	3	.33 ✓				7	3	.33 ✓				"	"	"	"	"
" 8		7	3	.33 ✓				7	3	.33 ✓				"	"	"	"	"
" 9		SIDE GIRDER						SIDE GIRDER						"	"	"	"	"
" 10		7	3	.33 ✓				7	3	.33 ✓				"	"	"	"	"
" 11		7	3	.33 ✓				7	3	.33 ✓				"	"	"	"	"
" 12		7	3	.33 ✓				7	3	.33 ✓				"	"	"	"	"
" 13														3 3/8 ✓				
" 14														IN HULL				
" 15														AT TANK				
" 16																		
Spacing of Longitudinal Frames		27" to 23 ✓			✓			27" to 23 ✓			✓							
Double Bottoms L, L or U		Tank Top Longitudinals																
		Bottom "																
Spacing of Longitudinals		Amidships																
		At Ends...																
Transverses.																		
In Bridge 'tween Decks		Depth and Thickness																
		Face Angles																
		Lugs to Shell*																
In Upper 'tween Decks.		Depth and Thickness																
		Face Angles																
		Lugs to Shell*																
In Hold.		15		.36 ✓				15		.36 ✓								
		3	3	.36 ✓				3	3	.36 ✓								
		5	5	.36 ✓				5	5	.36 ✓				3/4	4 1/2 ✓			
		5	3	.36 ✓				5	3	.36 ✓								
		.36 ✓						.36 ✓										
Spacing of Transverse Frames																		
* State if joggled or liners.																		
Longitudinal Beams of L, L or U		Bridge Deck ...																
		5	3	.30 ✓				5	3	.30 ✓				23				

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.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

Anchors & cables etc. see list 14th Nov 30964 of 12/48

EQUIPMENT No 9359				LETTER K		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.
40405	1st Bower ...	19 0 19	NONE	20 1 3 14	19	BATES IMPROVED STOCKLESS ANCHOR	NAME NOT GIVEN	SUNDERLAND 16-12-40 H.V. NORMAN.
41233	2nd " ...	19 1 0	NONE	20 1 3 14	19	" " "	" " "	" 29-9-41 "
	3rd " ...	19 1 0	NONE	20 1 3 14	19	" " "	" " "	" " "
	Collective weight.	38 1 19			38			
53750	Stream	5 1 24	1 1 24	7 16 1 0	5 1/4	ORDINARY FORGED BROUGHT IRON ANCHOR	NAME NOT GIVEN	CRADLEY HEATH 13-12-40 S.C. BULL.

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.	Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Owts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
117131	178 ² / ₃	5 ⁵ / ₁₆	31	46 ¹ / ₂	161-0-14	159	180	15 ⁵ / ₁₆	5100 210 R. NAME NOT GIVEN.	NETHERTON. 29-3-41 J. R. HOLF.	TOWLINE...	90	3	18.6	90	3	
												HAWSERS & WARPS }	90	2 ¹ / ₄	10.8	90	2 ¹ / ₄
													"	90	1 ³ / ₄	6.4	90
1000-000																	

Steering Gear, Type (Power or hand)	By Brown Bros. & Co. Ltd. EDINBURGH. DIRECT TO RUDDER HEAD. WITH TELEPHONE CONTROL.	Alternative Means of Steering	By GUNNELL & FRON. HULL.
Steering Chains (Size and Test)	NO STEERING CHAINS.	Windlass	STEAM BY EMERSON WALKER & CO. GATESHEAD.
Ceiling in Holds, thickness and material	TRUNK TOP 12 OILTIGHT CIRCULAR HATCHES 2'6" DIA.	Cargo Battens, thickness, material and spacing	COVERS 50 THICK STEEL OILTIGHT.
Hatchways. (Upper Deck)	No. 1 (Fwd.) TRUNK TOP 4'0" x 3'6"	No. 2	No. 3
	No. 4	No. 5	No. 6
g Beams and Afters			

FOR THE BOOLE SHIPBUILDING & REPAIRING CO. LTD.

Builder's Signature *H. H. Hagg*

Managing Director

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.*

or 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 stated, together with the flash point (where required to be inserted in the Notation).

The vessel has been built in accordance with the approved plans and specification and in conformity with the Rules for the class contemplated.

The materials and workmanship are satisfactory.

Fuel tank has been assigned and the marks on each side verified.

The fore and after peak tank, deep tank forward and cargo tank have been tested in accordance with Rule requirements and are approved and found satisfactory.

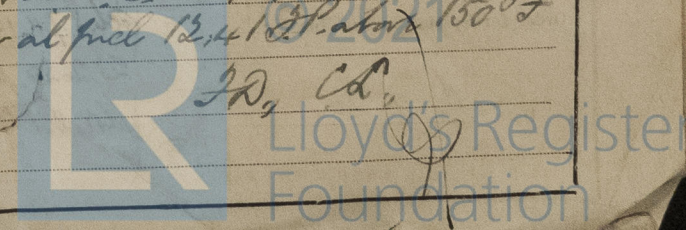
The deck, windlass and steering gear have been tested and found satisfactory.

The amount of Entry Fee	£ 4-0-0	Fees applied for, 27 JAN 1942	(Special notations, where part of class, to be stated.)
FEE FOR SUPERVISION OF SPECIFICATION	£ 32-4-0		
Special Survey Fee	£ 128-17-0		
FREEBOARD FEE	£ 8-0-0		
Travelling Expenses, if any	£ 8-10-3	Received by me,	
State whether the Vessel has been built under Special Survey		<i>YES</i>	
Certificate to be sent to	<i>HULL</i>	Date of issue	<i>11/3/42</i>
Committee's Minute	<i>FRI. 27 FEB 1942</i>		
Character assigned	<i>+ 100A1</i>		
	<i>Carrying petroleum in bulk</i>		
	<i>Lloyd's arcl. 02.</i>		
	<i>note for S.R.L.</i>		
	<i>Adm 12, 41</i>		
	<i>Filed for al. 12, 41</i>		
	<i>30, 40</i>		

Signature *L. B. Englewood*
Surveyor to Lloyd's Register of Shipping.

I am of opinion the Vessel should be Classed *+ 100A1.*
CARRYING PETROLEUM IN BULK "LONGITUDINAL FRAMING"

The Surveyor is requested not to write on or below the Committee's Minutes.



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.)

This Vessel is a SIMILAR SHIP TO "PSHELSTAD" N^o 284 SHIP OF GOOLE S.A.C. HULL F.E. REPORT N^o 39492.

The approved plans are retained for dealing with sister vessels at present under construction.

PARTICULARS OF ELECTRIC WELDING (if employed) ✓

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

*100A1. CARRYING PETROLEUM IN BULK. LONGITUDINAL FRAMING.

	ANCHOR N ^o	WEIGHT LBS	SURVEYOR	N ^o OF CERT.	DATE.
Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower 40405	10-1-3	J.D.	2803	30-4-40
	2nd " 41233	11-2-16	R.H.T.G.	4086	9-7-41
	3rd " ✓				

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 61 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 21 ft.

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

Official No. 168776 Signal Letters Extreme Breadth over Belting (Circ. 1611) Over-all Length 196-5" (Circ. 1703)

No. and Material of Decks 1st STEEL.

Parts of Bottom of Vessel coated with cement or approved composition CLEAR OF OIL TANKS AND PUMP ROOM.

Particulars of composition (if fitted) and of approval BITUMASTIC SOLUTION TO FLOOR TOPS IN MACHINERY SPACE AND PUMP ROOM.

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,	14-41	29-39
Double bottom, under Engines and Boilers,			After peak tank, 9-75' + 7-60	17-35	18-11
Double bottom, if under Engines only,			Deep tank, aft,	✓ 14-62	58-0
Double bottom, if under Boilers only,			Deep tank, forward,		
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. 3231

Date.

16.9.40.

Dates of Surveys held while building

1940. July 19. Aug. 6. Oct. 29. Nov. 4. 5. 11. 14. 21. 27. 29. Dec. 9. 13. 16. 20. 23. 30. - 1941. Jan. 3. 7. 13. 17. 22. 27. 30.
Feb. 5. 7. 11. 12. 21. 24. 27. Mar. 3. 6. 10. 13. 21. 28. Apr. 2. 4. 8. 17. 21. 24. 29. May. 2. 7. 12. 15. 19. 22. 26. June. 5. 11. 18.
23. 26. 30. July. 3. 7. 10. 16. 21. 24. 30. Aug. 5. 8. 13. 18. 21. 26. 29. Sep. 3. 9. 11. 12. 16. 19. 23. 30. Oct. 9. 13. 15. 20. 24. 28.
Nov. 3. 7. 11. 14. 18. 20. 25. 26. 28. Dec. 2. 8.

Total No. of Visits

95.