

STEEL STEAMER OR MOTORSHIP.

1 MAY 1948

Received at London Office

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YESDate of completion of report 10.5.48 Port of Sunderland No. 34891Survey held at Sunderland Date First Survey 8th April 1947 Last Survey 6th May 1948On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) M.V. "INTERPRETER" Machinery fitted Amidships: Single ScrewState Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling with erections State Type of Erections Pop. Bridge & Yels.TONNAGE under Tonnage Deck ... 5985.10CLASS +100A1State if with freeboard as condition of Class no.Built at Sunderlandspace or spaces on Tonnage Dk. ✓
Upper Dk. ✓Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 435.0Breadth (greatest moulded) B 59.687Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 32.251st Longitudinal Number (L x D) 140292nd Numeral L x (B + D) 39493Framing Depth "d," at middle of length. See Sec. 3 (1d) 17.06Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.49
Do. Long Bridge to top of keel 10.81Draught Moulded 25' 9 5/8Launched 14.11.47 Yard No. 7447Builders Mrs Dryden & Sons Ltd.Owners T. & J. Harrison & Co.Managers ✓
(Where necessary to be entered in Reg. Book)Residence Musey Chambers LiverpoolPort of Registry Liverpool

If surveyed while building, afloat, or in dry dock

During Construction: in Dry Dock.

REGISTERED DIMENSIONS.

FEET

442.860.029.8

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 | 6" 3 1/2" 38" ✓ | |
| " " from 1/2 length amidships to Collision bulkhead | 24" ✓ | | " " Reversed Frame | 6" 3" 34" ✓ | |
| " " in peaks | 24" ✓ | | " " Vertical Struts | 8" 3 1/2" 32" ✓ | |
| DE FRAMING. | | | Centre Girder, depth and thickness amidships | 44 1/2" x 52" ✓ | |
| Frame Amidships, Angle <u>✓</u> or <u>✓</u> | 10" 3 1/2" 44" ✓ | | " " top Angles | 3 1/2" x 3 1/2" x 46" - 42" double ✓ | |
| " " Extends up to | Upper deck at H.E.S. | | " " bottom Angles | 4" x 4" x 52" - 46" double ✓ | |
| Reversed Frame Amidships, Angle | ✓ | | Side Girders, No. each side and thickness | One 36" ✓ | |
| " " Extends up to | ✓ | | Margin Plate depth (excl. of flange) and thickness | 35" x 52" ✓ | |
| Depth of Framing Girder | 10" ✓ | | " " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem | 3 1/2" x 3 1/2" x 42" ✓ | |
| Frames in Uppermost Continuous 'tween Decks, Angle <u>✓</u> or <u>✓</u> | 9" 3 1/2" 38" ✓ | | " " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area | 3 1/2" x 3 1/2" x 42" ✓ | |
| " " <u>BRIDGE SIDE FRAMES</u> Second 'tween Decks, Angle <u>✓</u> or <u>✓</u> | 9" 3 1/2" 38" ✓ | | " " Gussets, spacing and scantling abaft 1/4 len. from stem | Continuous Gusset ✓ | |
| " " Third " " " " | ✓ | | " " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area | Plate 15" x 40" ✓ | |
| " " from 1/2 len. for'd. to 15% len. from Stem Aft of Tank Bulkhead | 11" 3 1/2" 43" ✓ | | Tank Side Brackets, height above base line at toe of Frame and thickness | 64 1/2" x 42" ✓ | |
| " " in Peaks, Angle <u>✓</u> or <u>✓</u> | 8" 3" 36" ✓ | | INNER BOTTOM PLATING. | | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 1/2" 5 1/4" apart ✓ | | Breadth and thickness of Middle Line Strake | 78" x 48" ✓ | |
| State if Frame Joggled | YES ✓ | | Thickness of remainder in Holds | 42" ✓ | |
| 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 | 9" 3 1/2" 38" ✓ | |
| Floors, Depth and thickness at mid-line in Holds | ✓ | | " " in way of Bridge, Angle, <u>✓</u> or <u>✓</u> | 9" 3 1/2" 38" ✓ | |
| Height of Brackets at side above base line at toe of frame | ✓ | | Spacing | 29" ✓ | |
| Middle Line Keelson, on Floors, Angles, <u>✓</u> or <u>✓</u> | ✓ | | Second Deck, amidships, Angle, <u>✓</u> or <u>✓</u> | 11" 3 1/2" 60" and as app. ✓ | |
| " " Through Plate or Inter-costal Plate | ✓ | | Spacing | 29" ✓ | |
| " " Foundation Plate on Floors | ✓ | | Third Deck, amidships, Angle, <u>✓</u> or <u>✓</u> | ✓ | |
| " " Flat Plate Keel Angles | ✓ | | Spacing | ✓ | |
| Side Keelsons, No. each side | ✓ | | Fourth Deck, amidships, Angle, <u>✓</u> or <u>✓</u> | ✓ | |
| " " thickness of Inter-costal Plate | ✓ | | Spacing | 7" 3" 36" ✓ | |
| " " Angles | ✓ | | Poop Deck, Angle <u>✓</u> or <u>✓</u> | 9" 3 1/2" 38" and as app. ✓ | |
| DOUBLE BOTTOM. | | | Spacing | 29" and 24" ✓ | |
| Solid Floors, thickness and spacing | 40 Every 3rd frame ✓ | | Bridge Deck, Angle <u>✓</u> or <u>✓</u> | 9" 3 1/2" 38" ✓ | |
| " " Are Frame and Reversed Frame joggled? | Yes ✓ | | Spacing | 29" ✓ | |
| Bracket Floors, breadth and thickness at middle line | 44 1/4" x 40" app 33" x 40" ✓ | | Forecastle Deck, Angle <u>✓</u> or <u>✓</u> | 8" 3 1/2" 35" ✓ | |
| " " breadth and thickness at margin plate | 39" x 40" app 33" x 40" ✓ | | Spacing | 27" and 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 <i>1 Row P.S.</i> <i>SPACED 10-0" OFF E.</i> | <i>6 1/2 x 40</i> <i>7 1/2 x 40</i> <i>10 x 46</i> <i>10 x 48</i> <i>8 x 44</i> <i>7 1/2 x 40</i> <i>7 x 40</i> <i>8 x 40</i> <i>15 x 50</i> <i>21 x 66</i> <i>21 x 66</i> <i>18 x 62</i> <i>16 x 57</i> | | Stringer Plate, breadth and thickness in way of Bridge | <i>70 x 48 and as app</i> | |
| " in 'tween Decks, Size and Spacing | | | Thickness of Plating abreast Deck openings in way of Wells | <i>37</i> | <i>as app</i> |
| " " " " " " | | | Thickness of Plating abreast Deck openings in way of Bridge | <i>34</i> | |
| " in Holds " " " " | | | Thickness of Plating within line of openings | <i>34</i> | <i>as app</i> |
| " " " " " " | | | If Sheathed, material and thickness | | |
| Centre Line Bulkhead. Stiffeners and Spacing | | | Third Deck. Stringer Plate, breadth and thickness | | |
| Plating, thickness of | | | If Plated, state thickness | | |
| STRINGERS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells | <i>70 x 1-03</i> | | Fourth Deck. Stringer Plate, breadth and thickness | | |
| " " " " " in way of Bridge | <i>70 x 41</i> | | If Plated, state thickness | | |
| " Angle in Wells | <i>7 1-0</i> | | Poop Deck. Stringer Plate, breadth and thickness | <i>36</i> | |
| Thickness of Plating abreast Deck openings in way of Wells | <i>71</i> | <i>as approved</i> | Plating, Sheathing, material and thickness | <i>26 1/2 x 3" 02P.</i> | |
| Thickness of Plating abreast Deck openings in way of Bridge | <i>37</i> | | Bridge Deck. Stringer Plate, breadth and thickness | <i>70 x 56</i> | |
| Thickness of Plating within line of openings | <i>44</i> | | Plating, Sheathing, material and thickness | <i>44 and 40</i> | |
| If Sheathed, material and thickness | | | Forecastle Deck. Stringer Plate, breadth and thickness | <i>36</i> | |
| Second Deck. Stringer Plate, breadth and thickness | <i>70 x 40</i> | | Plating, Sheathing, material and thickness | <i>34 pft.</i> | |

SHELL PLATING.

| SCANTLINGS. | | | | | RIVETING. | | | | | | | | | | |
|--|---------------|------------|------------|------------|--|------------------|-------------------|---------|--------------------|------------------------|---------|--------------------|---------------------|--------|--------|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. | | 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. | | | | |
| Flat Plate Keel..... | 51✓ | 84✓ | 44✓ | 44✓ | | DOUBLE✓ | 1 | 4 1/2✓ | 4 1/2✓ | FOUR✓ | 1 | 4 1/2✓ | LAPPED 4" | | |
| „ Dblg. (if any) | | | | | | | | | | | | | | | |
| Bottom Plating, No. of Strakes4} | | 64✓ | 48✓ | 48✓ | | " | 7/8✓ | 4✓ | 5 5/8" | 3 | 7/8 | 4✓ | 3 1/2" | | |
| Bilge Plating, No. of Strakes} | | 64✓ | 46✓ | 46✓ | | " | 7/8 | 3 5/8 | 3 | 3 | 7/8 | 3 1/2 | " | | |
| Side Plating, No. of Strakes3} | | 64✓ | 46✓ | 46✓ | | " | 7/8 | 4✓ | 3 5/8" | 3✓ | 7/8 | 4✓ | 3 1/2" | | |
| Upper Deck, Sheer-strake in Wells.....} | 69 1/2✓ | 90✓ | 46✓ | 46✓ | | " | 1" | 4 1/2✓ | 4 1/2" | 5 | 1 | 4 1/2✓ | " | | |
| Upper Deck, Sheer-strake in Bridge ...} | 69 1/2✓ | 64✓ | | | | " | 7/8 | 1 | 4 1/2✓ | 3 5/8" | 5 | 3 7/8 | 1 | 4 1/2✓ | 3 1/2" |
| Strake below Sheer-strake in Wells.....} | 70✓ | 78✓ | 46✓ | 46✓ | | " | 1 | 4 1/2✓ | 4 1/2" | 4✓ | 1 | 4 1/2✓ | 4" | " | |
| Strake below Sheer-strake in Bridge ...} | 70✓ | 64✓ | | | | " | 7/8 | 1 | 4 1/2✓ | 3 5/8" | 4 | 3 7/8 | 1 | 4 1/2✓ | 3 1/2" |
| Poop Side Plating..... | | | | 40 | | Single | 3/4✓ | 3 3/8✓ | | 1✓ | 3/4✓ | 3"✓ | " | | |
| Bridge Side Plating..... | | 63✓ | | | | Double | 7/8✓ | 4"✓ | | 3✓ | 7/8✓ | 3 1/2"✓ | " | | |
| Forecastle Side Plating | | | 42 | | | Single | 3/4✓ | 3 3/8✓ | | 1✓ | 3/4✓ | 3"✓ | " | | |

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) *7*

" Deck next below

As per Rule

| | Plating Thickness. | STIFFENERS. | | | |
|--------------------------------------|--------------------|-----------------------|---------------------------|-----------------------|------------------------|
| | | VERTICAL. | | HORIZONTAL. | |
| | | Scantlings. | Spacing. | Scantlings. | Spacing. |
| MIDSHIP BULKHEAD, Upper 'tween decks | <i>28</i> | <i>6 x 3 x 34</i> | <i>30</i> | | |
| " " Second | <i>28</i> | <i>6 x 3 x 34</i> | <i>30</i> | | |
| " " Third | | | | | |
| " " Holds | <i>31-37</i> | <i>9 x 3 1/2 x 38</i> | <i>24</i> | <i>9 x 3 1/2 x 42</i> | <i>38</i> |
| COLLISION (in Hold) | <i>17 1/4</i> | <i>26-50</i> | <i>8 1/2 x 3 1/2 x 38</i> | <i>24</i> | <i>15 x 3 1/2 x 34</i> |
| AFTER PEAK | <i>9</i> | <i>31-44</i> | <i>8 x 3 x 40</i> | <i>24</i> | <i>5 x 3 1/2 x 34</i> |

FORGINGS AND CASTINGS.

| | Casting or Forging. | Scantlings. | Maker's Name. | Any Departure from Approved Plans to be Noted. |
|---|---------------------|-----------------------------------|-------------------------------|--|
| KEEL, Bar | | | | |
| STEM | <i>m.s.</i> | <i>10 x 2 1/8</i> | <i>and Rolled Steel pft.</i> | |
| STERN FRAME | Propeller Post | | | <i>as per approved plan.</i> |
| | Rudder | | | |
| Speed of Vessel | | <i>14 Knots</i> | | |
| RUDDER—Type | | <i>Ordinary</i> | | |
| " A x D. | | <i>463</i> | | |
| " Diam. of head | | <i>10 3/4</i> | | |
| " Mainpiece at top pintle | | <i>8 1/4 x 10 1/4</i> | <i>as per approved plans.</i> | |
| " " heel | | <i>5 x 10 1/4</i> | | |
| " how constructed | | <i>C.S. frame, welded plates.</i> | | |
| " double or single plate coupling, vertical or horizontal | | <i>Double.</i> | | |

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Wargo Steel, Appleby, Dorman Long, Vickers, South Durham.*

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

Lloyd's Register Foundation

| EQUIPMENT No. 41828.3 ✓ | | | | | | | | | | | | LETTER bt ✓ | | 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. | | | | |
| 3855 | 1st Bower ... | 70 | 0 | 0 | ✓ | | | 53 | 15 | 0 | 0 | ✓ | 58 | Stockless C.S. head, N. Hingley & Son | | recherlon. 30.10.47 W.V.M. |
| 3854 | 2nd „ ... | 69 | 2 | 7 | ✓ | | | 53 | 12 | 2 | 0 | ✓ | 58 | „ | „ | „ |
| 3856 | 3rd „ ... | 69 | 0 | 14 | ✓ | | | 53 | 7 | 2 | 0 | ✓ | | „ | „ | „ |
| | Collective weight | 208 | 2 | 21 | ✓ | | | | | | | | 207 | | | |
| 64712 | Stream | 20 | 2 | 14 | ✓ | 5 | 1 | 0 | 21 | 5 | 3 | 21 | ✓ | Ordinary Pattern C.W. Steel Stock | ✓ | Cradley Heath 30.10.47 H.M. ✓ |

| CHAIN CABLES. | | | | | | | | | | HAWERS 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. | Stations. | Break-ing. | Supplied. | Per Rule. | | | Fathoms. | Ins. | | | | | Fathoms. | Ins. | | Fathoms. | Ins. |
| 8194 | 150 1/2 | 2 3/8 | 101-10 | 142-2 | 427-3-21 | | | | 300 | 2 3/8 | Slud Sink | N. Hingley | 30.10.47 W.V.M. | TOWLINE | 130 | 5" | 70-9 | 130 | 5" |
| 8193 | 150 1/6 | 2 3/8 | 101-10 | 142-2 | 427-0-7 | 844 1/4 | | | | | | | | HAWERS & WARPS | 20-100 | 2 3/4 | 15-2 | 20-100 | 2 3/4 |
| | | | | | 855-0 0 | | | | | | | | | | 20-100 | 2 3/4 | 15-2 | 20-100 | 2 3/4 |
| Stream | 120 | 5" | | | | | | | 120 | 5" | 3/4" 1/2 | Wrights Rope Sld. | | | | | | | |

Steering Gear, Type (Power ~~Electric~~) Electric - Hydraulic - (Brown Bros) Alternative Means of Steering Stand by motor Pump.

g Chains (Size and Test) Four Ram Type Telemeter Control from Bridge Windlass Black Chapman (Electric 140 H.P.) Boats 3 @ 26'-0" = 40"

in Holds, thickness and material in way of hatches - 2 1/2" O.P. Cargo Battens, thickness, material and spacing 6x2" 10" apart

Hatchways.-(Upper Deck) Recessed Coamings Thickness of Hatches 2 1/8"

Hatchways No. 1 (Fwd.) 24'-0" x 20'-0" No. 2 43'-6" x 20'-0" No. 3 16'-11" x 20'-0" No. 4 43'-6" x 20'-0" No. 5 26'-7" x 20'-0" SAIDEN DUCK 16'-11" x 20'-0"

er of Shifting Beams } 4 8 2 8 4 2

Fore and Afters }

Builder's Signature William Doxford & Sons Limited Managing Director W. H. Gibson

AL 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 Vessel ✓

b) 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).

This vessel 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 materials and workmanship are good. The Double Bottom Tanks are arranged for the carriage of oil fuel or water ballast. The Double Bottom Tanks, Cofferdams, Peakers and Deep Tanks have been tested as required by Rules and found satisfactory. The Upper, 2nd and Bridge Decks, W.T. Deck, Tunnel and W.T. Decks, have been tested and found satisfactory. The Windlass, Winches and Steering Gear have been run at sea, and the pumps have been tried under working conditions and found satisfactory. The vessel is fitted with "Winstar", "Direction Finding", and Echo Sounding. The fireboards have been marked on the vessels sides, verified and cut in.

The amount of Entry Fee..... £ : : Fees applied for, MAY 10 1948 (Special notations, where part of class, to be stated.)

Special Survey Fee..... £43: 0: 0 Received by me, _____

FREEBOARD 17: 0: 0

Travelling Expenses, if any..... £ : : 19

I am of opinion the Vessel should be Classed + 100 A1

State whether the Vessel has been built under Special Survey Yes

Certificate to be sent to Superintendent Date of issue 18/11/48 Signature N. H. Duncan Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 21 MAY 1948

Character assigned +100 A1

5-48 Sld.

Alloys H+CP

+ L.M.C. 4-48 Oil Eng. C.L

DB. 100 lb.

Write Sld

Note for S.R.L

machinery certificate to be endorsed

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.)

DRY DOCKING:- Vessel dry docked for painting and cleaning in Greenwells dry dock Sunderland 9th to 11th April 1948
Bottom and Rudder cleaned examined and re-coated.

Plans and Towing Reports etc. enclosed.

PARTICULARS OF ELECTRIC WELDING (if employed)

Keel Weld and Keel Arc overhead electrodes.

Parts Welded:-

Second deck welded to shell: Deep and Peak Tank Girders: Rudder Plates:
Bulkhead stiffener brackets to tank top: Hatch web mountings: Vent couplings to deck
Shell plating strike above Bilge strike butts welded in midship length.

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

Lloyds A.C.P. Cruiser Stern.

Oil Engine: Wireless: Direction Finding: Shell Butts welded 'F' Strike midship length

ESD.

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

| | | | | |
|-----------|-----------|--------|------|---------|
| 1st Bower | 43.3.17 ✓ | A.E.G. | 9502 | 9.5.47 |
| 2nd " | 43.2.25 ✓ | A.E.G. | 9333 | 28.2.47 |
| 3rd " | 44.1.5 ✓ | A.E.G. | 9466 | 22.4.47 |

PARTICULARS FOR RECORD in the REGISTER BOOK.

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

Official No. 182429 Signal Letters Extreme Breadth over Belting (Circ. 1611) Over-all Length 460'-8" (Circ. 1703)
No. and Material of Decks 2 Decks (Steel)
Parts of Bottom of Vessel coated with cement or approved composition Cement 10 opendams, Bilge.
Particulars of composition (if fitted) and of approval Cement.

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, | 111-2 | 263 | Fore peak tank, | 20-0 | 56 |
| Double bottom, under Engines and Boilers, | 58-0 | 354 | After peak tank, | 18-0 | 66 |
| Double bottom, if under Engines only, | | | Deep tank, aft, | 26-7 | 785 |
| Double bottom, if under Boilers only, | | | Deep tank, forward, | 31-5 | 965 |
| Double bottom, forward, | 200-7 | 671 | Other tanks, total O.F. Bunkers Amidships, | * | 730 |
| Total length (if continuous) and Capacity | 369-9 | 1288 | (If necessary furnish further information by sketch.) | | |

Order for Special Survey No. 6191

Date 10-9-45

Dates of Surveys held while building

1947 Apr 8, 9, 29 May 30, Jun 3, 6, 13, 17, 18, 20, 26 July 1, 4, 17, 21, 23 Aug 19, 21, 29
Sep 1, 5, 8, 9, 12, 18, 23, 24, 26, 30 Oct 2, 3, 6, 7, 8, 10, 13, 14, 15, 16, 17, 20, 21, 22, 23, 24,
27, 28, 29, 30, 31 Nov 3, 4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 17, 19 Dec 12, 16, 23, 29, 31
1948 Jan 6, 9, 12, 13, 20, 22, 28, 29 Feb 1, 2, 9, 12, 14, 19, 24, 26 Mar 1, 2, 4, 5, 9, 10, 11, 12, 15, 16, 19,
23, 24, 25, 30, 31 Apr 1, 7, 8, 9, 10, 12, 13, 14, 16, 19, 20, 22, 23, 26, 27, 28 May 6

Total No. of Visits 116