

STEEL STEAMER OR MOTORSHIP.

Received at London Office

13 JUL 1948

90510

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 2nd July 1948 Port of MIDDLESBROUGH

No. 18530

Survey held at HAVERTON HILL ON TEES Date First Survey 5th June 1947 Last Survey 30th June 1948

On the (State if Machinery fitted Aft and if Single, Twin, or Triple Screw) SINGLE SCREW MOTOR VESSEL - "BERGSUND"

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

COMPLETE SUPERSTRUCTURE WITH TONNAGE OPENING

State Type of Erections SHELTER DECK

TONNAGE under Tonnage Deck ...

CLASS 100 A.I. WITH FREEBOARD STRENGTHENED FOR NAVIGATION IN ICE

State if with freeboard as condition of Class YES

Built at HAVERTON HILL ON TEES.

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 255'00"

Launched 11-2-48

Yard No. 417

Breadth (greatest moulded) B 39'00"

Builders FURNESS S. B. CO. LD.

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 22'11" TO S.D.

Owners STOCKHOLM REDERI A-B. SVEA.

1st Longitudinal Number (L x D) 5844

Managers

2nd Numeral L x (B + D) 15,790

Residence

Framing Depth "d," at middle of length. See Sec. 3 (1d) 12'5"

Port of Registry STOCKHOLM.

Proportions—Depth to Length—Uppermost continuous deck to top of keel 11:3 U.Dk.

If surveyed while building, afloat, or in dry dock

Do. Long Bridge to top of keel

WHILE BUILDING AND AFLOAT.

Draught Moulded

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	24 1/2"	✓	Bracket Floors, Frame	5 1/2 x 3 x 37	✓
" " from 1/2 length amidships to Collision bulkhead	24 1/2"	✓	" " Reversed Frame	L.O.A. 4 x 2 1/2 x 34	✓
" " in peaks	24"	✓	" " Vertical Struts	GIRDER 6 x 3 x 34 O.A.	✓
SIDE FRAMING.			Centre Girder, depth and thickness amidships	35 1/2 x 42 TO 39 AFT.	✓
Frame Amidships	6 1/2 x 3 x 34	✓	" " top Angles	E.W. DIRECT TO TANK TOP	✓
ALTERNATE FRAMES			" " bottom Angles	DOUBLE 3 1/2 x 3 1/2 x 42 TO 40	✓
Extends up to	SHELTER DECK	✓	Side Girders, No. each side and thickness	ONE EACH SIDE 32 WT 34 IN E.S.	✓
Reversed Frame Amidships, Angle	NONE	✓	Margin Plate depth (excl. of flange) and thickness	24 x 40	✓
Extends up to	✓		" " Vertical Angle to Tank side	3 1/2 x 34 FLAT E.W. TO MARGIN PLATE 9 RIVETED TO BRACKET.	✓
Depth of Framing Girder	6 1/2"	✓	" " Bracket abaft 1/4 len. from stem	do	✓
INTERMEDIATE Frames in Uppermost Continuous 'tween Decks	5 1/2 x 3 x 26	✓	" " Vertical Angle to Tank side	do	✓
" " Second 'tween Decks, Angle, [or]	✓		" " Bracket from forward 1/4 len. from stem to Panting Area	NONE FITTED	✓
" " Third	✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem	NONE FITTED	✓
" " from 1/2 len. for'd. to 15% len. from Stem	6 1/2 x 3 x 34	✓	" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	✓	✓
INTERMEDIATE FRAMES—ICE STRENGTHENING in Peaks	5 1/2 x 3 x 33	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	48 x 34	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4" @ 5 1/4" C.T.C.	✓	INNER BOTTOM PLATING.		
State if Frame Joggled	YES	✓	Breadth and thickness of Middle Line Strake	TANK TOP 35 @ 34	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and as approved?	YES	✓	Thickness of in Holds	35 @ 34	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and 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	✓
SINGLE BOTTOM.			BEAMS. (SHELTER DECK)		
Floors, Depth and thickness at mid-line in Holds	✓		Uppermost Continuous Deck	amidships 6 x 3 x 38	✓
Height of Brackets at side above base line at toe of frame	✓		" " AMID SUPERSTRUCTURE in way of Deck, Angle	6 x 3 x 38 1/2	✓
Middle Line Keelson, on Floors, Angles, [or]	✓		" " Spacing	EVERY 24 1/2"	✓
" " Through Plate or Intercoastal Plate	✓		MAIN Deck, amidships	6 1/2 x 3 x 36	✓
" " Foundation Plate on Floors	✓		" " Spacing	EVERY 24 1/2"	✓
" " Flat Plate Keel Angles	✓		Third Deck, amidships, Angle, [or]	✓	✓
Side Keelsons, No. each side	✓		" " Spacing	✓	✓
" " thickness of Intercoastal Plate	✓		Fourth Deck, amidships, Angle, [or]	✓	✓
" " Angles	✓		" " Spacing	✓	✓
DOUBLE BOTTOM.			RAISED SHELTER DECK	6 1/2 x 38 1/2	✓
Solid Floors, thickness and spacing	34 SPACED 24 1/2" IN E.B. FLOORW TO T.T.	✓	" " Spacing	EVERY 24 1/2"	✓
" " Are Frame and Reversed Frame joggled?	FRAME CUT IN WAY SEAMS	✓	AMID SUPERSTRUCTURE FROM DECK	O.A. 4 x 3 x 32	✓
Bracket Floors, breadth and thickness at middle line	25 x 34	✓	" " Spacing	EVERY 24 1/2"	✓
" " breadth and thickness at margin plate	25 x 34	✓	Forecastle Deck	6 1/2 x 3 x 36	✓
			" " Spacing	EVERY 24" @ 24 1/2"	✓

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 " " " "				
Centre Line Bulkhead. Stiffeners and Spacing				
Plating, thickness of				
STRINGERS AND DECKS.				
Uppermost Continuous [REDACTED] SHELTER DK Stringer Plate, breadth and thickness [REDACTED]				
" " " " " " AMID.SUPERSTR. in way of [REDACTED]				
" Angle [REDACTED]				
Thickness of Plating abreast Deck openings } [REDACTED]				
Thickness of Plating abreast Deck openings } in way of [REDACTED] AMID.SUPERSTRUCTURE				
Thickness of Plating within line of openings.....				
If Sheathed, material and thickness.....				
Main Deck. Stringer Plate, breadth and thickness [REDACTED]				
Stringer Plate, breadth and thickness [REDACTED]				
Plating, Sheathing, material and thickness ...				
Forecastle Deck. Stringer Plate, breadth and thickness.....				
Plating, Sheathing, material and thickness...				

SHELL PLATING. NOTE :- SHELL SEAMS AND RIVETS IN WAY ICE STRENGTHENING INCREASED.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? NO	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.....	A 45	.52	.52	.50	APPROVED .48 AT ENDS. ✓	DOUBLE	3 1/4"	3"					
„ Dblg. (if any)	NO												
Bottom Plating, No. of Strakes TWO.....	B 76" C 76"	.44	.48	.40	TWO FOR'D PLATES INCREASED TO .52 & .62 ✓	DOUBLE	3 1/4"	3"					
Bilge Plating, No. of Strakes TWO.....	D 67 1/8" E 64 5/8"	.44	.62	.42		DOUBLE	3 1/4"	3"					
Side Plating, No. of Strakes TWO.....	F 76" G 76"	.44	.62	.40	F STRAKE INCREASED IN WAY OF ICE STRENGTHENING ✓	DOUBLE	3 1/4"	3"					
SHelter Upper Deck, Sheer-strake in Wells.....	H 60 1/4"	.50	.40	.40	PLATE IN WAY BREAK OF RAISED SHELTER DECK INCREASED TO .65 ✓	DOUBLE	3 1/4"	3"					
RSD. Upper Deck, Sheer-strake in Bridge.....	K 48"			.40		DOUBLE	3 1/4"	3"					
Strake below Sheer-strake in Wells.....													
Strake below S.D. Sheer-strake in Bridge.....	G 76"	.44	.40	.40		DOUBLE	3 1/4"	3"					
Poop Side Plating.....													
Bridge Side Plating.....													
Forecastle Side Plating.....			.34			SINGLE	3 1/4"	3"					

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—
SHELTER DECK.
Extending to Upper Deck (Sec. 3 c) ONE — (FORE PEAK BULKHEAD.) 17
" Deck next below THREE ✓ 6, 5, 7
As per Rule FOUR ✓

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	FLAT PLATE KEEL ✓			
STEM	5" DIAM SOLID ROUND IRON STEM BAR UP TO ABOUT 16'6" WL. - .45" PLATING ABOVE. ✓			
STERN FRAME	{ Propeller Post { Rudder "	STERNFRAME FABRICATED BY ELECTRIC WELDING CONSTRUCTED BY MESSRS. COLVILLE CONSTRUCTION CO. LTD AS APPROVED. ✓		
Speed of Vessel	12 KNOTS. ✓			
RUDDER—Type	DOUBLE PLATE STREAMLINED MESSRS. COLVILLE CONSTRUCTION CO. LTD. AS APPROVED ✓			
"	A × D. 140.5 ✓			
"	Diam. of head	UPPER PORTION 6 7/8" ✓ LOWER PORTION 7 7/8" ✓	APPX 6" + 15% FOR ICE = 6 7/8" ✓	
"	Mainpiece at top pintle	} FABRICATED AS APPROVED ✓		
"	" heel			
"	how constructed		ELECTRICALLY WELDED ✓	
"	double or single plate	DOUBLE PLATE	3 1/4" & 3 8" THICK. ✓	
"	coupling, vertical or horizontal	HORIZONTAL - 7' - 2" DIAM. BOLTS		

FOR'D MACHINERY SPACE BULKHEAD ON FRAME NO. 71.		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D,	Upper 'tween decks	✓ • 26	3 1/2 x 3 x 28 O.A. E.W. TOE ON.	2'-6"	NONE.	
"	Second	✓				
"	Third	✓				
"	Holds and • 34	✓ • 30	5 x 3 x 32 O.A. E.W. TOE ON.	2'-6"	NONE.	
COLLISION	(in Hold)	• 32 TO	9" B.A. 4	24"	HORIZONTAL BRG IN HOLDS 10'-9"	
		• 40	6" O.A.		ABOVE BASE	
		✓ 30 TO	4 x 3 x 32	24"	TUNNEL RECESS	
AFTER PEAK		• 48	E.W. TOE ON.		11'-9" ABOVE BASE	

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **SIEMEN'S OPEN HEARTH PROCESS**
MESSRS. COLVILLES LTD — DORMAN LONG & CO LTD — CARGO FLEET IRON CO LTD — SOUTH DURHAM STEEL AND IRON
CO. LTD. — SKINNINGROVE IRON CO. LTD.

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

EQUIPMENT No. 16,700

LETTER 9

ANCHORS. 3B. IS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.			
51405	1st Bower	34	1	16	STACKLESS			32	0	0	0	BYERS IMPROVED TYPE CAST STEEL HEAD.	✓	SUNDERLAND 6-10-47 H.P.
51401	2nd "	34	0	21				31	16	1	0	do	✓	SUNDERLAND 6-10-47 H.P.
51404	3rd "	34	0	0				31	12	2	0	do	✓	SUNDERLAND 6-10-47 H.P.
Collective weight		102	2	9										
65265	Stream	9	1	14	2	1	14	11	9	0	7	ORDINARY PATTERN ELEC. WELDED	✓	CRADLEY HEATH 13-2-48 H.P.

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.		Testing Test of Steel Wire.	Length and size per Table 53.		
	Length.	Diam.	Statury.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Diam.		Length.	Cir.	Length.
10544	240	1 3/4	7 1/2	108	404-0-0	344 3/4	✓	240	1 1/8	TAYLOR STUD LINK	SAMUEL TAYLOR & SONS.	NETHERTON 10-2-48 W.V.N.	TOWLINE	90	3 1/2	25.7	90	3 1/2
COMPLETE WITH 14 JOINING & 4 END SHACKLES.																		
10545	FOR 1 1/8" STUD LINK	✓	20 3/4	30 1/2	0-0-18					ONE FORELOCK SHACKLES	SAMUEL TAYLOR & SONS.	NETHERTON 10-2-48 W.V.N.	HAWSERS & WARPS	22 1/2	2 3/4	21.1	90	2 1/4
Stream Steel Wire														22 1/2	2 1/2	17.7	90	1 3/4

HAND AND POWER OPERATED ELECTRIC HYDRAULIC GEAR.
(ONE MOTOR). TELEMOTOR AND HAND CONTROL FROM BRIDGE
AND DOCKING BRIDGE AFT.HAND GEAR ON DOCKING
BRIDGE AFT.

Steering Gear. Type (Power or hand)

Alternative Means of Steering

MESSRS. CLARKE CHAPMAN
ELECTRIC.TWO WOODEN LIFEBOATS.
ONE PORT, ONE STARBOARD.

(Size and Test) NONE

Windlass

Boats AMIDSHIPS - EACH - 24-2"
6-2" DOUGLAS FIR
IN CARGO HOLDS & T.D.'S
SPACED 9".2 1/2" THICK DOUGLAS FIR ON TANK TOP
AND IN WAY OF BILGES.
SHELTER DECK: TWO MAIN CARGO HATCHES.
RAISED SHELTER DECK: TWO MAIN CARGO HATCHES & T.O. AFT.

Cargo Batts, thickness, material and spacing

Thickness of Hatches.
3" ON SHELTER AND R.S. DECK HATCHES
3" AND 3 1/2" ON MAIN DECK.
TOWN. HATCH.

No. 1 (Fwd.) 22'-5 1/2" x 14'-0" No. 2 24'-5 1/2" x 14'-0" No. 3 24'-5 1/2" x 14'-0" No. 4 22'-5 1/2" x 14'-0" No. 5 4'-7 1/2" x 14'-1" No. 6

ing Beams

FIVE

FIVE

FIVE

FIVE

NONE

S FITTED.

Builder's Signature

W. J. Southwick

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. ✓
or the vessel, not being an oil tanker, is fitted for carrying oil as cargo. ✓ 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).

is carried in the Nos 2, 3, 4, 6 & 7 double bottom tanks. The flash point of the oil is above 150° F. ✓
has been built in conformity with the Societies Rules and Regulations and the Secretary's letter. ✓
scantlings and arrangements in accordance with or equivalent to those shown on the approved ✓
the workmanship and materials are good. ✓
after-peak tanks, double bottom tanks, cofferdams and deep tank aft have been tested to Rule ✓
to with satisfactory results. ✓ Weather decks, watertight bulkheads, shaft tunnel and recesses ✓
a hose tested and found tight. ✓ Striking plates are fitted below all sounding pipes. ✓
steering gear and the windlass have been tested at sea under working conditions and found ✓
satisfactory. ✓ The watertight door at tunnel entrance and the hand pump to chain locker have been tested ✓
with satisfactory results. ✓ The freeboard markings as assigned by the Committee have been cut in, verified ✓
and an Interim Load Line Certificate placed on board pending issue of official certificates by the ✓
Swedish Authorities. ✓

The amount of Entry Fee..... £ ✓ :

Fees applied for,

12.7.1948.

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

Special Survey Fee..... £347: - -

FREEBOARD FEE £ 17-0-0

Travelling Expenses, if any..... £ :

Received by me,

19

WE ARE

of opinion the Vessel should be Classed + 100 A.I. WITH

STRENGTHENED FOR NAVIGATION IN ICE.

State whether the Vessel has been built under Special Survey

YES

Signatures E. Flynn and A.P. Scott.

Surveyors to Lloyd's Register of Shipping.

Certificate to be sent to MIDDLESBROUGH OFFICE.

Date of issue.

4/11/48

Committee's Minute

Character assigned

+100AI "with freeboard"

Lloyds A & CP

+ LMC 6.48 (Oil Eng)

OG

DB 10516

"Strengthened for navigation in ice"

White hull (m).

W1006 - 0121/2

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Lloyd's Register
Foundation

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 the first to be completed of six sister-ships being built by Messrs. Furness S.B. Co. Ltd., Harton Hill on Tees.

This report refers to Yard No 417 and the remaining Yard Nos. are as follows:—

FURNESS S.B. CO. LD.—YARD No 418 —

" " " " —YARD No 419 —

" " " " —YARD No 420 —

" " " " —YARD No 421 —

" " " " —YARD No 422 —

The plans for all the above vessels were prepared by Owners.

ADDITIONAL SPECIAL NOTATIONS. It is stated the vessel will proceed from Middlesbrough direct to Sweden where she will be drydocked, fitted with WIRELESS DIRECTION FINDING and the approved patent speed log (SAL-LOG) installed. The vessel was not drydocked between time of launching and time of departure.

PARTICULARS OF ELECTRIC WELDING.

SHELL :— BUTTS OF SHELL PLATING THROUGH VESSEL, BUTTS AND SEAMS OF STEM PLATING BUTTS OF STERN PLATING E.W.
RUDDER :— FABRICATED BY ELECTRIC WELDING AND CONSTRUCTED BY MESSRS. COLVILLE CONSTRUCTIONAL CO. LTD.
STERN FRAME :— FABRICATED BY ELECTRIC WELDING
DECK :— BUTTS OF SHELTER DECK AND RAISED SHELTER DECK PLATING, BUTTS OF MAIN DECK PLATING AND MAIN DECK TO SHELL BY MEANS OF WELDED CHOCK PLATES AND BUTTS AND SEAMS OF BOAT DECK PLATING E.W.
HATCHWAYS :— HATCH COAMING SIDE BRACKETS TO DECKS (SHELTER AND RAISED SHELTER DECKS) AND HATCH CORNER DOUBLING PLATES THROUGH VESSEL E.W.
MASTS ETC :— FORE AND MAINMASTS ARE RIVETED BUT CONNECTIONS TO DECKS AND 'TWEEN DECK BULKHEADS INCLUDING ALL STIFFENING CONSISTS OF E.W.
CONNS. OF DEBRICK POST VENTS IN WAY OF FORE AND MAINMASTS CONSISTS OF E.W.
TANK TOP AND TUNNEL ETC :— BUTTS AND SEAMS OF TANK TOP PLATING THROUGH VESSEL, TANK SIDE PLATING TO TANK TOP PLATING, AND 3" PLATS TO TANK SIDE FOR BILGE BRACKET CONSIST. E.W. THROUGH
SHAFT TUNNEL AND RECESS PLATING AND STIFFS. INCLUDING STOOLS E.W. TUNNEL AND RECESS PLATING E.W. TO TANK TOP.
MAIN ENGINE AND AUX. ENGINE SEATING E.W.
FORE AND AFTER PEAK TANK TOPS E.W. TO SHELL BY MEANS OF WELDED CHOCK PLATES BETWEEN FRAMES.
DEEP TANK TOP PLATING AND STIFFS E.W.
DOUBLE BOTTOM TANKS :— CENTRE GIRDELS, SIDE INTERCOSTAL GIRDERS, FLOORS AND REVERSE BARS E.W. TO TANK TOP THROUGH VESSEL INCLUDING MAIN ENGINE SEATING AND GIRDERS. FLOORS IN M.S. E.W. TO TANK TOP.
(THE ABOVE D.B. STRUCTURE IS RIVETED TO SHELL THROUGH VESSEL).
BULKHEADS ETC. :— FORE PEAK BULKHEAD HORIZONTAL PLATING E.W. (BULKHEAD RIVETED TO SHELL AND DECK.
No. 71 BULKHEAD (FOR'D M.S.) :— PLATING AND STIFFS E.W. — BULKHEAD E.W. TO TANK TOP BUT RIVETED TO SHELL AND DECK.
No. 53 BULKHEAD (AFT M.S.) :— PLATING AND STIFFS E.W. — BULKHEAD E.W. TO TANK TOP BUT RIVETED TO SHELL AND DECK.
AFT PEAK BULKHEAD :— PLATING AND STIFFS E.W. — BULKHEAD RIVETED TO SHELL AND DECK.
'TWEEN DECK BULKHEADS :— BULKHEADS ON FRAMES Nos 119, 13 — PLATING AND STIFFENERS E.W. — BULKHEADS RIVETED TO SHELL AND DECK.
GENERAL :— ODD WELDING OF ITEMS THROUGH VESSEL OF MINOR STRUCTURAL IMPORTANCE.

SPECIAL NOTATIONS :— Either as part of the vessel's class or for record in the Register Book. ECHO-SOUNDING DEVICE (HUGHES). — GYRO COMPASS (BROWNS). — (FITTED FOR OIL FUEL (F.P. ABOVE 150° F)). — PART ELECTRICALLY WELDED. — CRUISER STERN. — ONE DECK AND SHELTER DECK RAISED AT AFTER END — STRENGTHENED FOR NAVIGATION IN ICE.

Particulars of Drop Test of Cast Steel Anchors, viz. :—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.
1st Bower 20-1-0-A.E.G.-9525-20-5-47.
2nd " 20-0-21-A.E.G.-9515-16-5-47.
3rd " 20-0-10-A.E.G.-9608-13-6-47.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 97.7 ft., Bridge 30.875 ft., Forecastle 30.875 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 39.18 Over-all Length 284'0" (Circ. 1611) (Circ. 1703)
No. and Material of Decks ONE DECK AND SHELTER AND RAISED SHELTER DECKS.
Parts of Bottom of Vessel coated with cement or approved composition BOTTOMS OF FORE AND AFTER PEAK TANKS AND ER COFFERDAMS CEMENTED.
STRUCTURE IN FEED WATER TANKS, AFTER DEEP TANKS, E.R. COFFERDAMS AND AFTER PEAK TANK CEMENT WASHED. STRUCTURE IN FORE PEAK TANK COATED WITH CAMREX GREASE PAINT.
Particulars of composition (if fitted) and of approval ENGINE ROOM TANK TOP COATED WITH APPROVED "TEXACOTE" VARNISH.

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, FRAME No 57 TO FR No 18.	79.61	148.4	Fore peak tank, FR No 117 TO STEM.	19.75	42.00
Double bottom, under Engines and Boilers, ✓			After peak tank, FRAME No 8 TO 0	14.00	77.00
Double bottom, if under Engines only, FR 57 TO 70	26.535	64.9	Deep tank, aft, FR No 12 TO 18. Tanks in way of tunnel.	12.25	29.00
Double bottom, if under Boilers only, ✓			Deep tank, forward, ✓		
Double bottom, forward, FR No 70 TO FR No 117	95.955	160.4	Other tanks, if fitted, TOP FR No 8 TO 10	4.00	11.00
Total length (if continuous) and Capacity	202.10	373.7	(If necessary furnish further information by sketch.) SEE SKETCH ATTACHED.		

Order for Special Survey No. 1580
Date 30-6-47
Dates of Surveys held while building
1947 June 5, 9, 18, 26, Aug. 8, 26, Sept. 11, 12, 17, 30, Oct. 1, 2, 6, 13, 14, 15, 20, 24, 29, Nov. 3, 5, 7, 19, 21, 24, 28, Dec. 3, 10, 11, 12, 15, 17, 18, 19, 22, 23, 24, 30, 31, 1948 Jan. 5, 7, 8, 14, 15, 16, 19, 20, 21, 26, 27, 28, 29, 30, Feb. 2, 3, 5, 6, 10, 11, 12, 18, 23, 25, Mar. 9, 10, 11, 15, 25, Apr. 5, 6, 8, 9, 13, 14, 16, 19, 20, 22, 23, 29, 30, May 3, 4, 5, 6, 7, 18, 19, 20, 23, 24, 25, 31, June 1, 9, 14, 15, 16, 17, 18, 23, 24, 25, 26, 30.
Total No. of Visits 108
Lloyd's Register Foundation