

Rpt. 1

STEEL STEAMER OR MOTORSHIP.

23150.

28 JAN 1953

Received at London Office

CHECK
SECTION

NO.

State if Report has been sent on the Freeboard of the Vessel ☒ YESState if Report is sent on the Machinery of the Vessel ☒ YES

Date of completion of report

22 January 1953

Port of LEITH

No.

23150

Survey held at

BURNISLAND

Date First Survey

29 May 1952

Last Survey

15 January 1953

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

STEEL SCREW MOTORSHIP

GUILDFORD

MACHINERY AFT

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

FULL SCANTLING

State Type of Erections

FORECASTLE

BRIDGE & R.O. DK

TONNAGE under

1285

Tonnage Deck ...

CLASS

100 R1

State if with freeboard

No.

as condition of Class

FEET

Built at

BURNISLAND

No. 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

261.5

Launched

17.11.52

Yard No. 358

Total

1285

Breadth (greatest moulded)

B

39.33

Builders THE BURNISLAND S. B. CO LTD

Gross Tonnage

1841

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

D

1512.55

Owners SOUTH EASTERN GAS BOARD

Register Tonnage

1003

1st Longitudinal Number (L x D)

=

1512.55

Managers

(Where necessary to be entered in Reg. Book)

Residence LONDON

Port of Registry LONDON

If surveyed while building, afloat, or in dry dock

YES. NOT DRY DOCKED AFTER LAUNCH.

REGISTERED DIMENSIONS.

FEET

Length

265.4

Breadth

39.5

Depth

16.6

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

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

Do. Long Bridge to top of keel

Draught Moulded

17.0 7/8

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 | 27 | | Bracket Floors, Frame | | |
| " " from 1/2 length amidships to Collision bulkhead | 27 | | " " Reversed Frame | | |
| " " in peaks | 24 | | " " Vertical Struts | | |
| SIDE FRAMING. | | | Centre Girder, depth and thickness amidships | 3 1/2 x 42 | |
| Frame Amidships, Angle, [or] | 8 3 35 | APP 1/2 x 3 1/2 | " " top Angles | WELDED | |
| " " Extends up to | R.O. DK | | " " bottom Angles | WELDED | |
| Reversed Frame Amidships, Angle | 7 3 33 | APP 1/2 | KEEL SPA | | |
| " " Extends up to | UPPER DK. | | Side Girders, No. each side and thickness | 9 3 40 | |
| Depth of Framing Girder | 7" UPPER DK. | | Margin Plate depth (excl. of flange) and thickness | HAPPER SIDE | |
| Frames in Uppermost Continuous 'tween Decks, Angle, [or] | 5 3 31 | | " " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem | | |
| " " Second 'tween Decks, Angle, [or] | | | " " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area | | |
| " " Third " " " " | | | " " Gussets, spacing and scantling abaft 1/2 len. from stem | | |
| " " from 1/2 len. for'd. to 15% len. from Stem | 7 3 32 | | " " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area | | |
| " " in Peaks, Angle or [| 6 3 38 | | Tank Side Brackets, height above base line at toe of Frame and thickness | PLATED WITH 1/2 INCH PLATE | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 3/4 @ 5 1/4 | | INNER BOTTOM PLATING. | | |
| State if Frame Joggled | No | | Breadth and thickness of Middle Line Strake | 3 1/2 x 40 | |
| Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? | YES | | Thickness of remainder in Holds | | |
| Are the scantlings and arrangements in way of the Bottom Forward 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? | | |
| SINGLE BOTTOM. | | | BEAMS. | | |
| Floors, Depth and thickness at mid-line in Holds | | | Uppermost Continuous Deck, amidships in | 3 1/2 x 34 | 1 A. 1/2 BEAMS |
| Height of Brackets at side above base line at toe of frame | | | " " Wells, Angle, [or] | 4 3 31 | THIRD BEAMS. |
| Middle Line Keelson, on Floors, Angles, [or] | | | " " in way of Bridge, Angle, [or] | 3 3 25 | |
| " " " Through Plate or Inter-costal Plate | | | Spacing | 27 | |
| " " " Foundation Plate on Floors | | | R.O. | | |
| " " " Flat Plate Keel Angles | | | Second Deck, amidships, Angle, [or] | 3 1/2 x 29 | 1/2 BEAMS |
| Side Keelsons, No. each side | | | Spacing | 27 | |
| " " thickness of Inter-costal Plate | | | R.O. | | |
| " " Angles | | | Third Deck, amidships, Angle, [or] | 6 3 5/16 | THIRD BEAMS. |
| DOUBLE BOTTOM. | | | Spacing | 27 | |
| Solid Floors, thickness and spacing | 32 x 27 | | Fourth Deck, amidships, Angle, [or] | | |
| " " Are Frame and Reversed Frame joggled? | No | | Spacing | | |
| Bracket Floors, breadth and thickness at middle line | | | Peep Deck, Angle, [or] | | |
| " " breadth and thickness at margin plate | | | Spacing | | |
| | | | Bridge Deck, Angle, [or] | 3 1/2 x 34 | |
| | | | Spacing | 27 | |
| | | | Forecastle Deck, Angle, [or] | 4 3 29 | |
| | | | Spacing | 27 | |

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 | | CANT. BNTS. EVERY 4 th FENDLE | | ✓ | | Stringer Plate, breadth and thickness in way of Bridge | | ✓ | | | |
| " in 'tween Decks, Size and Spacing | | ✓ | | | | Thickness of Plating abreast Deck openings in way of Wells | | 72 | | ✓ | |
| " " " " " | | ✓ | | | | Thickness of Plating abreast Deck openings in way of Bridge AFT. CASING | | 31 | | ✓ | |
| " in Holds " " " | | ✓ | | | | Thickness of Plating within line of openings | | 22 | | ✓ | |
| " " " " " | | ✓ | | | | If Sheathed, material and thickness | | ✓ | | | |
| Centre Line Bulkhead. | | ✓ | | | | Third Deck. | | | | | |
| Stiffeners and Spacing | | ✓ | | | | Stringer Plate, breadth and thickness | | ✓ | | | |
| Plating, thickness of | | ✓ | | | | If Plated, state thickness | | ✓ | | | |
| STRINGERS AND DECKS. | | | | | | Fourth Deck. | | | | | |
| Uppermost Continuous Deck. | | | | | | Stringer Plate, breadth and thickness | | ✓ | | | |
| Stringer Plate, breadth and thickness in Wells | | 76 1/4 x 86 | | ✓ | | If Plated, state thickness | | ✓ | | | |
| " " " " in way of Bridge | | 88 x { 86 / 48 | | ✓ | | Poop Deck. | | | | | |
| " Angle in Wells | | 6 6 61 | | ✓ | | Stringer Plate, breadth and thickness | | ✓ | | | |
| Thickness of Plating abreast Deck openings in way of Wells | | 78 60 80 | | ✓ | | Plating, Sheathing, material and thickness | | ✓ | | | |
| Thickness of Plating abreast Deck openings in way of Bridge | | 36 | | ✓ | | Bridge Deck. | | 27 | | ✓ | |
| Thickness of Plating within line of openings | | 30 | | ✓ | | Stringer Plate, breadth and thickness | | 2 1/2" OREGON PINE | | ✓ | |
| If Sheathed, material and thickness | | ✓ | | | | Plating, Sheathing, material and thickness | | 27 | | ✓ | |
| RQ Second Deck. | | | | | | Forecastle Deck. | | | | | |
| Stringer Plate, breadth and thickness in Wells | | 62 x 72 | | ✓ | | Stringer Plate, breadth and thickness | | 27 | | ✓ | |
| | | | | | | Plating, Sheathing, material and thickness | | ✓ | | ✓ | |
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SHELL PLATING.

| SCANTLINGS. | | | | | RIVETING. | | | | | | | | | | |
|---|---------------|------------|------------|------------|--|-------------------|-----|----------------------|---------|-----------------------|---------------------------|---------|-----------------------|------------------------|--|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. | | | BUTTS. | | | | | | |
| | AMIDSHIPS. | | FORWARD. | AFT. | | State if joggled? | 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..... | 44 | 57 | 61. | 57. | | | | | | | | | | | |
| „ Dblg. (if any) | | | | | | | | | | | | | | | |
| Bottom Plating, No. of | A 75½ | 46 | 52 | 40 | } 44 AT STERNFRAME. | | | | | | | | | | |
| Strakes | B 71 | 46 | 42 | 40 | | | | | | | | | | | |
| | C 60¼ | 46 | 49 | 39. | | | | | | | | | | | |
| Bilge Plating, No. of | D 50¾ | 46 | 48 | 44 | | | | | | | | | | | |
| Strakes | | | | | | | | | | | | | | | |
| Side Plating, No. of | E 71¼ | 46 | 45 | 30 | .85 AT BREAK. | | | | | | | | | | |
| Strakes | | | | | | | | | | | | | | | |
| Upper Deck, Sheer- strake in Wells..... | G 50 | 46 | 38 | ✓ | .58 AT BREAK | | | | | | | | | | |
| Upper Deck, Sheer- strake in Bridge | H 71½ | 47 | ✓ | 38 | | | | | | | | | | | |
| Strake below Sheer- strake in Wells..... | F 55¼ | 46 | 38 | 38 | | | | | | | | | | | |
| Strake below Sheer- strake in Bridge | G 50 | 46 | ✓ | 38. | | | | | | | | | | | |
| Poop Side Plating..... | | ✓ | | | | | | | | | | | | | |
| Bridge Side Plating..... | | ✓ | | | | | | | | | | | | | |
| Forecastle Side Plating | | ✓ | .31 | - | | | | | | | | | | | |

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— *SIX.*
 Extending to Upper Deck (Sec. 3 c) *2 UPPER DK.*
4 R.Q. DK.
 Deck next below
 As per Rule *FOUR*

| ALL STIFFERS WELDED TOE DN. | | STIFFENERS. | | | | | |
|-----------------------------|---------------------|----------------|------------|--------------------|---------------|-------|--|
| Plating Thickness. | | VERTICAL. | | HORIZONTAL. | | | |
| | | Scantlings. | Spacing. | Scantlings. | Spacing. | | |
| | FR 74/76 + 79/81 | 3 x 3 x 5/16 | | 3 1/2 x 3 1/2 x 40 | | | |
| MIDSHIP BULKH'D | Upper between decks | 6 x 3 1/2 x 38 | 27 x 24 | 30" CENTRES | | | |
| " | Second FR. 51 | 34 | | 30" CENTRES | | | |
| " | Third FR. 26 | 36/31/24 | | 3 x 3 x 38 | 30 | | |
| " | Holds | | | | | | |
| COLLISION | (in Hold) FR 106 | 43/32/30 | 6 x 3 x 42 | 27 x 30 | 5" ABOVE D.B. | | |
| AFTER PEAK | FR. 5 | 44/60/30 | 6 x 3 x 30 | 24 | W.T. PLAT | | |
| | | | 3 x 2 x 25 | 24 | 24 x 30 | 8' 0" | |

FORGINGS AND CASTINGS.

| | Casting or Forging. | Scantlings. | Maker's Name. | Any Departure from Approved Plans to be Noted. |
|---|---------------------|-------------------|---------------|--|
| KEEL, <i>Flat</i> | | | | |
| STEM | | | | |
| STERN FRAME | Propeller Post | 7 1/4 x 5 1/4 | T.S. FORESTER | |
| | Rudder | 9 1/2 x 6 x 6 5/8 | & SONS | |
| Speed of Vessel | | | | <i>NOT EX. 11 KNOTS.</i> |
| RUDDER—Type | <i>SIMPLE TYPE</i> | | | <i>FABRICATED WOLSEINGHAM ST CO</i> |
| " A x D. | | 129.87. | | |
| " Diam. of head | | 6 5/8 | | |
| " Mainpiece at top pintle | | | | <i>FABRICATED BY WOLSEINGHAM ST CO</i> |
| " heel | | | | <i>AS PER APP. PLAN</i> |
| " how constructed | | | | <i>WELDED.</i> |
| " double or single plate coupling, vertical or horizontal | | | | <i>DOUBLE. 59. STOCK HORIZ. POST. VERT.</i> |

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *OPEN HEARTH.*
Steel Co. of Scotland. Appleby Frodingham & Co. Colvilles Ltd. Consett Iron Co.
Sheffield & Hallam Steel Co. Tormen Long.
 Has the Steel been tested as required by the Rules? *Yes.*

EQUIPMENT No. 1648544

LETTER 91

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. | | | |
| 32363 | 1st Bower | 33 | 1 | 24 | ✓ | ✓ | ✓ | 31 | 5 | 0 | 0 | BYERS IMP. TYPE STOCKLESS C.S. HEAD | NOT STATED | LON WALKER 20.5.52 R. J. VOGAN. |
| 32364 | 2nd " | 33 | 1 | 24 | ✓ | ✓ | ✓ | 31 | 5 | 0 | 0 | D° | D° | D° |
| 32223 | 3rd " | 29 | 1 | 14 | ✓ | ✓ | ✓ | 27 | 9 | 0 | 14 | D° | D° | LON WALKER 14.3.52 R. J. VOGAN. |
| | Collective weight | 95 | 1 | 6 | | | | | | | 94-0-0 | | | |
| 73152 | Stream | 8 | 2 | 18 | 3 | 0 | 24 | 10 | 17 | 2 | 0 | ORDINARY PATENT ELECT. WELDED. | NOT STATED | CRADLEY HEATH 16.7.52 H. MURPHY. |

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. | Stath. | Break. | Supplied. | Per Rule. | | Length. | Diam. | | | | | Length. | Clr. | | Length. | Clr. |
| 8224 | 240 | 1 7/8 | 58.0 | 71.9 | 281.2.5 | 344.75 | | 240 | 1 7/8 | STEEL FLOXT WELDED. | NORTH BRITISH WELDING CO. LTD. | GLASGOW 31.12.52 L. L. WRIGHT. | TOWLINE | 90 | 3 1/2 | 35.2 | 90 | 3 1/2 |
| NOTE: TWO LENGTHS DIVIDED INTO 10 FATHS. & FATHS. & 1 FATHOM. | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | HAWSERS & WARPS | 80 | | | 20 | |
| | | | | | | | | | | | | | | 90 | 2 1/2 | 17.7 | 90 | 2 1/2 |
| | | | | | | | | | | | | | | 20 | | | 20 | |
| | | | | | | | | | | | | | | 35 | 3 1/4 | 29.7 | 90 | 1 3/4 |
| Stream Chain - Steel Wire | 75 | 3 1/2 | 6/24 | 35.2 | | | | 75 | 4 1/2 | 33.2 | A. THOMPSON BLACK P. GLASGOW. | BY MAKERS. | | | | | | |

Steering Gear, Type (Power or hand) ELECTRIC HYDRAULIC BY DONKIN & CO. Alternative Means of Steering HANDWHEEL APT. OPERATED THRO' FRICTION CLUTCH.

Steering Chains (Size and Test) TELE MOTOR. BY DONKIN. Windlass ELECTRIC. EMERSON WALKER Boats 20 19.05 x 6.7 x 2.7 20 PERSONS.

Ceiling in Holds, thickness and material NONE. TANK TOP INC. IN LIEU. Cargo Battens, thickness, material and spacing NONE.

Cargo Hatchways. (Upper Deck) CONSTRUCTED OF STEEL PLATES & BANGLES. Thickness of Hatches MAGREGOR PATENT STEEL COVERS

Size of Hatchways No. 1 (Fwd.) 38'3" x 25'9" No. 2 36'0" x 27'0" No. 3 36'0" x 27'0" No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters NONE. For THE BURNTISLAND SHIPBUILDING CO., LTD.

Builder's Signature M. J. Donohwaite

ASSISTANT MANAGING DIRECTOR

No. of Tons 598.62

117.31

151.88

867.81

in above the Upper

four

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 ✓

(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 ship has been built under Special Survey in conformity with the Society's Rules and Regulations and 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 of the Midship Section and Profile & Decks showing the ship as built, now forwarded, have been checked with the approved arrangements and found in order. The materials and workmanship are good. The double bottom tanks, fresh water tanks, deep tank, peaks, decks, watertight bulkheads, hand pump & pumping arrangements have been tested in accordance with Rule requirements and found satisfactory. The windlass and steering gear have been satisfactorily operated under working conditions. The steel hatch covers have been satisfactorily tested. Freeboards as assigned by the Society have been cut in on the ship's sides & verified. Oil Fuel (Light Diesel) F.P. 150°F can be carried in No. 4. D.B. Tank for the use of the ship's engines.

The amount of Entry Fee..... £ : : 22-1-1953 (Special notations, where part of class, to be stated.)

Special Survey Fee..... £ 24 Received by me, R. A. Hunter

Travelling Expenses, if any £ 4 I am of opinion the Vessel should be Classed 100 A. 1.

State whether the Vessel has been built under Special Survey ✓

Signature R. A. Hunter Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Lloyd's Date of issue 24/2/53

Committee's Minute GLASGOW

Character assigned +100 A. 1.

Lloyd's A.C.P.

Cargo battens not fitted

CLASSIFICATION CERTIFICATES WRITTEN.

© 2021

+ L.M.C. 1.55. Oil Engine with torsional endorsement

Lloyd's Register Foundation

W1648-00122

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.)

Sister Ships: "Croydon" L.R. 22920. "Sydenham" L.R. 22857.

The following plans are forwarded.

1. Midship Section } For "Guilford" "On Order"
2. Profile & Decks.

The following plans apply to "Croydon" "Sydenham" & "Guilford" except as indicated.

3. Midship Section
4. Profile & Decks
5. Framing Profile
6. Motor Seating
7. Stone frame. "Sydenham" & "Guilford"
8. Rudder & Stern frame ("Croydon") Rudder only for "Sydenham" & "Guilford"
9. W/T. Bulkheads.
10. Pumping.
11. Shell Expansion.
12. MacGregor Hatch Covers
13. General Arrangement.
14. Top Side & W. Tanks.
15. After Deckhouse. "Guilford"
16. Re. Arrangement of C.G. Tank Top Connection "Guilford"
17. Bottom Shell Stiffeners.
18. Welding Sequences.

Forging Certificates for: Steering Gear; MacGregor Hatch Covers; Rudder; Masts; Screwdown & Rudder Post.

PARTICULARS OF ELECTRIC WELDING (if employed) Hull, Deck & Bulk: Shell, Stern & Bulk: Tank Top & Upper Side Frame & Bulk: W.T. Bulkheads: Main & Auxiliary Engine Seats: Decks: Beam of Hull: Girders: Hatch Casings & Stays: MacGregor Hatch Covers: F.W. Tanks in No. 3 Hold, Forecastle and Bridge House & Casings: Chain Pipes: Vent. Casings & Minor items.

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

Cruiser Stern: Machinery Gp: Cargo Boats not fitted: One Dk. (Bt)
Wireless: E.S.D. Radar: Lloyd A.T.C.P. Pk. Elec. Welded.
Oil Engine: Diesel Engine

RADAR Equipment (State if fitted) Yes

State Type or Pattern No. 1519. BANNER 1519. B. 1519. B. 1519. B.

State } Maker DECCA RADAR LTD.
Name } and from
of } Supplier.

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

| | | | | | |
|-----------|---------|--------|------|----------|--------------------|
| 1st Bower | 19.3.11 | A.E.G. | 5803 | 29/11/51 | (21.3.24 INC. PIN) |
| 2nd " | 19.3.8 | A.E.G. | 5802 | 29/11/51 | (22.0.3 INC. PIN) |
| 3rd " | 16.1.5 | A.E.G. | 2344 | 5/6/51 | (19.0.14 INC. PIN) |

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 162.9 ft., B.Q.D. 162.9 ft., Bridge 22.5 ft., Forecastle 25.6 ft.

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

Official No. 184754 Signal Letters M.P.C.W. Extreme Breadth over Belting 39.6" (Circ. 1611) Over-all Length 245.3" (Circ. 1703)

No. and Material of Decks One Deck (Steel)

Parts of Bottom of Vessel coated with cement or approved composition Cemented at Deep Floors in Fore & Aft Peaks
Ballast 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. |
|---|---------|-----------------|---|---------|-----------------|
| | Feet. | Tons. | | Feet. | Tons. |
| Double bottom, aft, | | | Fore peak tank, UPPER 25.6" LOWER 23.6" | | 71 Tons. |
| Double bottom, under Engines and Boilers, | | | After peak tank, 8.0 | | 60.0 |
| Double bottom, under Engines only, 162.0 | 162.0 | 561 | STERN tank, aft, 13.9 | | 47.0 |
| Double bottom, if under Boilers only, | | | Deep tank, forward, 15.9 | | 175.0 |
| Double bottom, forward, 184.5 | 184.5 | 561 | Other tanks, if fitted, 20.3 | | 16.0 |
| Total length (if continuous) and Capacity | | | (If necessary furnish further information by sketch.) | | |
| | | | | | |

Order for Special Survey No. 2181

Date 10-5-51.

Dates of Surveys held while building

1952 May. 29 July 15. 17. Aug. 5. 12. 19. 21. 26. Sept. 1. 2. 4. 11. 23. 25. 29.
Oct. 3. 7. 9. 14. 16. 21. 23. 28. 30. Nov. 4. 6. 11. 13. 17.
Dec. 9. 11. 16. 23. 30. 1953 Jan. 6. 13. 15. 16. 20.

Total No. of Visits 37