

STEEL ~~STEAMER~~ MOTORSHIP.

Received at London Office

AUG 1951

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 20th of February 1951 Port of Hamburg No. 1437Survey held at Hamburg Date First Survey 27th of March 1950 Last Survey 2nd of December 1950.On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Steel Twin Motor Tanker "JRLAND"State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erections Prop., bridge and fore mast.TONNAGE under } CLASS +100A1. State if with freeboard } ✓
Tonnage Deck ... } carrying Petroleum in bulk. as condition of Class }Do. of space or spaces } Length from fore part of stem to after part of stern } L 495.0
between Tonnage Dk. } post on summer L.W.L. See Sec. 3 (1a) }Total } Breadth (greatest moulded) } B 67.0
Dk. and Upper Dk. } Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) } D 34.17Gross Tonnage 9853.65 1st Longitudinal Number (L x D) = 16920Registered Tonnage 5626.87 2nd Numeral L x (B + D) = 50096REGISTERED DIMENSIONS. FEET Framing Depth "d," at middle of length. See Sec. 3 (1d) } ✓Length 499.8 Proportions—Depth to Length—Uppermost continuous deck to top of keel } 14.49Breadth 67.2 Do. Long Bridge to top of keel } ✓Depth 32.0 Draught Moulded 27'-7 1/2" on blocks, afloat and in dry dock.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships <u>IN WING TANKS.</u>	<u>730.</u> ✓		Bracket Floors, Frame	<u>✓</u> <u>✓</u> <u>✓</u>	
" " from 1/2 length amidships to Collision bulkhead	<u>685.</u> ✓		" " Reversed Frame	<u>✓</u> <u>✓</u> <u>✓</u>	
" " in peaks	<u>610.</u> ✓		" " Vertical Struts	<u>✓</u> <u>✓</u> <u>✓</u>	
SIDE FRAMING.			Centre Girder, depth and thickness <u>width 1820. 14-12.</u>	<u>✓</u>	
Frame Amidships, <u>width 250. 90. 11.</u>	<u>✓</u>		" " top Angles	<u>90. 90. 11.5</u> ✓	
" " Extends up to <u>MAIN DECK.</u>	<u>✓</u>		" " bottom Angles	<u>130. 130. 13.</u> ✓	
Reversed Frame Amidships, Angle	<u>✓</u> <u>✓</u> <u>✓</u>		Side Girders, No. each side and thickness	<u>4. 14.</u> ✓	
" " Extends up to	<u>✓</u> <u>✓</u> <u>✓</u>		Margin Plate depth (excl. of flange) and thickness	<u>STRAIGHT.</u> ✓	
Depth of Framing Girder	<u>250.</u> ✓		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<u>✓</u> <u>✓</u> <u>✓</u>	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	<u>✓</u> <u>✓</u> <u>✓</u>		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	<u>✓</u> <u>✓</u> <u>✓</u>	
" " Second 'tween Decks, Angle, [or]	<u>✓</u> <u>✓</u> <u>✓</u>		" " Gussets, spacing and scantling abaft 1/4 len. from stem	<u>✓</u> <u>✓</u> <u>✓</u>	
" " Third " " " "	<u>✓</u> <u>✓</u> <u>✓</u>		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	<u>✓</u> <u>✓</u> <u>✓</u>	
" " from 1/2 len. for'd. to 15% len. from Stem	<u>280. 90. 12.</u> ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	<u>✓</u> <u>✓</u> <u>✓</u>	
" " in Peaks, <u>width 230. 90. 11.5</u>	<u>✓</u>		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>22.2. 5.5d.</u> ✓		Breadth and thickness of Middle Line Strake	<u>1675. 30-135</u> ✓	
State if Frame Joggled	<u>NO, THE PLATING.</u> ✓		Thickness of remainder in <u>width 13.5</u>	<u>✓</u>	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<u>AS APPROVED.</u> ✓		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?	<u>YES.</u> ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<u>YES.</u> ✓		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in <u>width 200. 90. 10.</u>	<u>✓</u>	
Floors, Depth and thickness at mid-line in Holds	<u>✓</u> <u>✓</u> <u>✓</u>		" " in way of Bridge, <u>width 200. 90. 10.</u>	<u>✓</u>	
Height of Brackets at side above base line at toe of frame	<u>✓</u> <u>✓</u> <u>✓</u>		" " Spacing	<u>730.</u> ✓	
Middle Line Keelson, on Floors, Angles, [or]	<u>✓</u> <u>✓</u> <u>✓</u>		Second Deck, <u>width 230. 90. 11.</u>	<u>✓</u>	
" " Through Plate or Inter-costal Plate	<u>✓</u> <u>✓</u> <u>✓</u>		" " Spacing	<u>730.</u> ✓	
" " Foundation Plate on Floors	<u>✓</u> <u>✓</u> <u>✓</u>		Third Deck, amidships, Angle, [or]	<u>✓</u> <u>✓</u> <u>✓</u>	
" " Flat Plate Keel Angles	<u>✓</u> <u>✓</u> <u>✓</u>		" " Spacing	<u>✓</u> <u>✓</u> <u>✓</u>	
Side Keelsons, No. each side	<u>✓</u> <u>✓</u> <u>✓</u>		Fourth Deck, amidships, Angle, [or]	<u>✓</u> <u>✓</u> <u>✓</u>	
" " thickness of Inter-costal Plate	<u>✓</u> <u>✓</u> <u>✓</u>		" " Spacing	<u>✓</u> <u>✓</u> <u>✓</u>	
" " Angles	<u>✓</u> <u>✓</u> <u>✓</u>		Poop Deck, <u>width 200. 75. 9.5.</u>	<u>✓</u>	
DOUBLE BOTTOM. <u>IN WAY OF ENG. ROOM.</u>			" " Spacing	<u>200. 75. 11.</u> ✓	
Solid Floors, thickness and spacing	<u>11. 730.</u> ✓		" " Spacing	<u>730-610.</u> ✓	
" " Are Frame and Reversed Frame joggled?	<u>NO.</u> ✓		Bridge Deck, <u>width 200. 75. 9.</u>	<u>✓</u>	
Bracket Floors, breadth and thickness at middle line	<u>✓</u> <u>✓</u> <u>✓</u>		" " Spacing	<u>730.</u> ✓	
" " breadth and thickness at margin plate	<u>✓</u> <u>✓</u> <u>✓</u>		Forecastle Deck, <u>width 230. 90. 11.</u>	<u>✓</u>	
			" " Spacing	<u>685-610.</u> ✓	

PILLARS AND DECKS.

		INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.		
PILLARS, 1/2 IN <i>1/2 IN</i> LONG <i>IN WAY OF ENG. ROOM</i>		165.9 ✓					
		300.10 ✓					
		390.14 ✓					
" in 'tween Decks, Size and Spacing		1/2 1/2 1/2					
" " " " " "		1/2 1/2 1/2					
" in Holds " " " "		1/2 1/2 1/2					
" " " " " "		1/2 1/2 1/2					
LONGITUDINAL Upper <i>Vice</i> Bulkheads.							
Stiffeners and Spacing		240.12 ✓					
		730. ✓					
Plating, thickness of		12.5-9.5 ✓					
STRINGERS AND DECKS.							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness 20 3/4 <i>20 3/4</i>		2030x 21.5 ✓					
" " " " in way of Bridge		2030.26 ✓					
" Angle in <i>1/2</i>		180-180.20 ✓					
Thickness of Plating abreast Deck openings } in way of 1/2 <i>1/2</i> ENGINE CASING		15. ✓					
Thickness of Plating abreast Deck openings } in way of Bridge.....							
Thickness of Plating within line of openings...							
If Sheathed, material and thickness.....		1/2 1/2 1/2					
Second Deck. IN WAY OF ENG. ROOM.							
Stringer Plate, breadth and thickness 10 1/2 <i>10 1/2</i>		980.10.5 ✓					
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.....		1/2 1/2 1/2					
Third Deck.							
Stringer Plate, breadth and thickness.....		1/2 1/2 1/2					
If Plated, state thickness		1/2 1/2 1/2					
Fourth Deck.							
Stringer Plate, breadth and thickness.....		1/2 1/2 1/2					
If Plated, state thickness.....		1/2 1/2 1/2					
Poop Deck.							
Stringer Plate, breadth and thickness.....		990x 9.5 ✓					
Plating, Sheathing, material and thickness ...		6.5. ✓ 2 1/2 PINE.					
Bridge Deck.							
Stringer Plate, breadth and thickness.....		1090x 11. ✓					
Plating, Sheathing, material and thickness ...		9.0. ✓					
Forecastle Deck.							
Stringer Plate, breadth and thickness.....		920x 9.5. ✓					
Plating, Sheathing, material and thickness...		9.0-9.5 ✓					

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES. NUMBERED IN ACCORD WITH APPROVED PLAN.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED,	EDGES. State if jogged? <i>YES.</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		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.	
Flat Plate Keel.....	<i>1500</i>	<i>26.</i>	<i>21.</i>	<i>21.</i>		<i>DOUBLE</i>	<i>28.</i>	<i>4 diam.</i>			<i>WELDED</i>	
„ Dblg. (if any)	<i>∕</i>	<i>∕</i>	<i>∕</i>	<i>∕</i>		<i>∕</i>	<i>∕</i>	<i>∕</i>			<i>∕</i>	
Bottom Plating, No. of Strakes <i>4</i>	<i>2300</i>	<i>20.0</i> <i>19.5</i>	<i>13.</i>	<i>13.</i>		<i>DOUBLE</i>	<i>25</i>	<i>4 diam.</i>			<i>WELDED</i>	
Bilge Plating, No. of Strakes <i>2</i>	<i>1960</i> <i>1445</i>	<i>17.5</i> <i>16.5</i>	<i>13.</i>	<i>13.</i> <i>12.</i>		<i>„</i>	<i>22</i>	<i>3.5 d.</i>			<i>„</i>	
Side Plating, No. of Strakes <i>3</i>	<i>2160</i>	<i>16.5</i> <i>16.5</i> <i>12.0</i>	<i>12.</i>	<i>12.</i>		<i>„</i>	<i>22</i> <i>25</i> <i>28</i>	<i>3.5 d.</i>			<i>„</i>	
Upper Deck, Sheer- strake <i>W/W/W</i>	<i>2010</i>	<i>29.</i>	<i>12.</i>	<i>12.</i>		<i>„</i>	<i>28</i>	<i>3.5 d.</i>			<i>„</i>	
Upper Deck, Sheer- strake in Bridge ...	<i>2010</i>	<i>35</i>	<i>∕</i>	<i>∕</i>		<i>„</i>	<i>28</i>	<i>3.5 d.</i>			<i>„</i>	
Strake below Sheer- strake <i>W/W/W</i>	<i>2160</i>	<i>22</i>	<i>12.</i>	<i>12.</i>		<i>„</i>	<i>25</i> <i>28</i>	<i>3.5 d.</i>			<i>„</i>	
Strake below Sheer- strake in Bridge ...	<i>∕</i>	<i>∕</i>	<i>∕</i>	<i>∕</i>		<i>∕</i>	<i>∕</i>	<i>∕</i>			<i>∕</i>	
Poop Side Plating.....	<i>1150</i> <i>1550</i>	<i>11.</i>	<i>∕</i>	<i>10.5</i>		<i>WELDED.</i>	<i>∕</i>	<i>∕</i>			<i>WELDED</i>	
Bridge Side Plating.....	<i>2150</i>	<i>11.</i>	<i>∕</i>	<i>∕</i>		<i>DOUBLE</i>	<i>22</i>	<i>4 d.</i>			<i>„</i>	
Forecastle Side Plating	<i>1300</i> <i>1490</i>	<i>11.</i> <i>11.</i>	<i>11.</i>	<i>∕</i> <i>∕</i>		<i>WELDED.</i>	<i>∕</i>	<i>∕</i>			<i>„</i>	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		17
Extending to Upper Deck (Sec. 3 c)		15.
,, Deck next below		1.
As per Rule		AS APPROVED.

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP	BULKH'D, Upper 'tween decks	✓	✓	✓	✓	✓
„	Second „	✓	✓	✓	✓	✓
„	Third „	✓	✓	✓	✓	✓
„	Holds	51056 CENTRE	8-12. P 240.12. ✓ 9.5-14. P 280.12. ✓	690 ✓ 870 ✓	✓	✓
COLLISION	(in Hold)	✓	✓	✓	✓	✓
AFTER PEAK	„	7.5-13. ✓	✓	✓	P 240.12 ✓ 600 ✓	635 ✓

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the	
	Rivets: Gutthoffnungshütte et. G. Schwert. ✓ A. G. Hörde et. G. & C. ✓	
	Has the Steel been tested as required by the Rules? Yes. ✓	

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	✓	✓	✓	✓
STEM	MADE OF STEEL PLATES. 25-18. D.W.			
STERN FRAME	{ Propeller Post CASTING SKETCH. TO GUSTAVLHERRK { Rudder " FORGING 280 diam. G.H.M. OBERKRAUSEL. Dusseldorf.			
Speed of Vessel	13.5 Km. ✓			
RUDDER—Type	SIMPLEX BALANCE. D.W.			
" A × D.	670 ✓			
" Diam. of head	FORGED. 340 diam. G.H.M. ✓			
" Mainpiece at top pintle	" 280 ✓			
" " heel	" 280 ✓			
" how constructed	SHAPED STEEL PLATES, B.W. D.W.			
" double or single plate	DOUBLE PLATES, 15 Z.			
" coupling, vertical or	HORIZONTAL 4" diam. COUPLIN			
" horizontal	BOLTS, 6 IN NUMBER.			
Vessel (state process of manufacture) Open Hearth process.				
Profile & Plates: Kruppwerke Oberhausen				

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.					
	In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.		
	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.		Diam.	Speng.		Number.	Diameter.	
												Inches.	
ing of 1/4, 1/2, 3/4 C													
es in Bridge 'tween Decks ...													
es Welded Transverses													
IN WAY OF													
NTRE TANKS													
No. 1	400x110x14x18.			do.				25	6d.	3,5d.	WELDED.		
" 2	400x110x14x18.			do.				25	6d.	3,5d.	"		
" 3	400x110x14x18.			do.				25	6d.	3,5d.	"		
" 4	400x110x14x18.			do.				25	6d.	3,5d.	"		
" 5	400x110x14x18.			do.				25	6d.	3,5d.	"		
" 6	400x110x14x18.			do.				25	6d.	3,5d.	"		
" 7													
" 8													
" 9													
" 10													
" 11													
" 12													
" 13													
" 14													
" 15													
" 16													
Spacing of (Amidships	870			870									
ongitudinal													
Frames													
At Ends													
Tank Top Longitudinals													
Bottom													
of Longitudinals													
Transverses.													
Depth and Thickness													
Face Angles													
Lugs to Shell													
Depth and Thickness													
Face Angles													
Lugs to Shell													
Depth and Thickness	1600x12.5			do.									
Face Angles	+ 575x25			do.									
Lugs to Shell	WELDED.			do.									
Back Bars	"			do.									
Brackets	2200x2200x12.5			do.									
Spacing of Transverse Frames	2920			do.									
* State if joggled or liners.													
Bridge Deck													
Upper	200x90x13.			200x90x13.									
Second													
Third													

EQUIPMENT No. 51850

LETTER 27

ANCHORS. 3B. 15.

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.					
103	1st Bower	4200	✓	✓	✓	60765	✓	Steel cast-steel patent anchor	Kaiser's Hammer, Hamburg	30th Aug. 50.
100	2nd "	4159	✓	✓	✓	60350	✓	"	"	"
104	3rd "	4225	✓	✓	✓	62140.	✓	Ginsow patent anchor	W. Ginsow, Magdeburg	Hamburg 11th March 50.
	Collective weight	2475						"	"	"
103.	Stream	1610.	✓	✓	✓	30331	✓	"	W. Ginsow, Magdeburg	Hamburg 11th March 1950.

See also London Letter dated 14.25.4.50.

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.	
	Length.	Diam.	Statur.	Break.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
112.	575	57	125930	120340	43320.		315	2 1/2	Cast steel stud link	unknown.	Hamburg 13.6.50	TOWLINE	240	44	93096		
3.	18 joining links				600.				Cast steel stud link	W. Ginsow, Hamburg	Hamburg 27.12.50	HAWERS & WARPS	220	28	38570		
	220	40	78523						Cast steel stud link	W. Ginsow, Hamburg	Hamburg 18.11.50		185	22	23370		
									Cast steel stud link	W. Ginsow, Hamburg	Hamburg 18.11.50		185	22	30100		

Steering Gear, Type (Power or hand) ELECTRIC DRIVEN, TYPE F.E.C.

Alternative Means of Steering HAND STEER. GEAR.

Steering Chains (Size and Test)

Windlass STEAM, EFFICIENT.

Boats 1 MOTOR, 1 LIFEBOAT 8 x 2,5 x 1 m. 1 MOTOR, 1 LIFEBOAT 6 x 2,0 x 0,8 m.

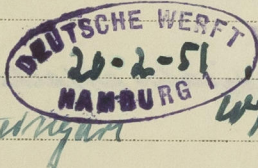
in Holds, thickness and material IN DRY CARGO HOLD 2 1/2" PINE ON TRANS. BATTENS.

Hatchways. (Upper Deck) STEEL CORMINGS, WELDED TO DECK PLATING. Thickness of Hatches 152 WITH HAMP PACKING.

Hatchways No. 1 (Fwd.) 1676 x 1068 No. 2 TO DRY CARGO HOLD 3425 x 4800 No. 4 No. 5 No. 6

No. of Shifting Beams } NONE.
or Fore and Afters }

Builder's Signature



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. 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 those shown on the approved and amended plans. The steel used in the construction has been made at works approved by the Committee and tested by the Society's Surveyors.

The workmanship throughout is of the best quality, all parts conforming well with each other and have been satisfactorily riveted and or welded together without use of any packing. Cargo tanks and oil fuel bunkers throughout, fore & after peak tanks, fresh water tanks, bermdams, deep tank forward and double bottom tanks in way of engine room have been tested as required by the Rules and were found perfectly tight.

Air and sounding pipes with doubling plates have been fitted in accordance with the Rules.

Anchor and chain cables have been verified with certificates and were found in accordance with same.

Gen. Declaration Test Windlass returning gear working P.T.O.

The amount of Entry Fee £ - : - :
££ AMENDED per HAM 12/12/50 2046.00
Special Survey Fee £ 1365.-
Travelling Expenses, if any £ 25: 12:-

Fees applied for, 19/12/50
Received by me, 19

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

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

Carrying Petroleum in bulk.

Signature Wilhelmhard + Fr. Ohlgen.
Surveyors to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey YES.

Certificate to be sent to Hamburg, Date of issue 24/8/51

Committee's Minute TUES. 14 AUG 1951

Character assigned +100A1 "Carrying Petroleum in bulk"

CLASSIFICATION CERTIFICATES WRITTEN

Lloyd's A & C.P.

+ LMC 12.50 Oil Eng.

+ E commenced 1939 filled 1950.

C.L.

(with endorsement)

Wille Ham (Horn)

2 DB 171/5

note for SRL

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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.)

The Society's Freeboard has been marked and cut in on vessels sides, verified and found correctly marked.

Sister Vessels: "Nuwa Granada" yard No. 181. "Germania" yard No. 216. "Britania" yard No. 217. "Gallia" yard No. 227. "Halia" yard No. 228. "Scandinavia" yard No. 231. "Andalusia" yard No. 232. "North America" yard No. 233.

The following plans are returned herewith:

1. Midship section - as built.
2. Profile & decks - as built.
3. Midship section - as approved.
4. Profile and decks.
5. Oiltight transverse bulkheads.
6. Flat keel and bottom.
7. Tween deck aft, oil bunker, framing and support of engine room.
8. Stern post.
9. Rudder.
10. Propeller brackets.
11. Shell expansion.
12. Settling tanks.

Test certificates attached.

PARTICULARS OF ELECTRIC WELDING (if employed)

Butts of shell plating throughout E.W. Seams of shell plating fore and aft outside frame 53-183 E.W. Transverse and longitudinal bulkheads E.W. Side stringer, butts of decks and the Rudder E.W.

Electrodes used: Shell seams and butts Phoenix SH yellow. Seams & butts of transverse and longitudinal bulkheads Fusare. Stiffeners of bulkheads Pöster For MSU. Stringer and rudder Phoenix SH yellow. Butts of decks: Fusare.

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

Gy. C. - E.S.D. - D.F. - Strengthened for Nav. in Ice.

Part electric welded. Longitudinal framing at bottom and deck in way of centre tank.

RADAR Equipment (State if fitted) YES.

State Type or Pattern No. Rathloun U.S.F.

State } Maker
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	HEAD: No. OF CERT. 175. WEIGHT: 2760 kg. DROP TEST 12 FEET. Hamburg. 24.8.50. Fr. Olsen
	SHANK: " 176. " 1440 " " 12 " " " 21.8.50. Fr. Olsen
2nd "	HEAD: " 173. " 2753 " " 12 " " " 21.8.50. Fr. Olsen
	SHANK: " 174. " 1406 " " 12 " " " 21.8.50. Fr. Olsen
3rd "	HEAD: " 202. " 2690 " " 12 " " " 5.12.50. Fr. Olsen
STREAM. A. HEAD:	" 200. " 1015 " " 12 " " " 5.12.50. Fr. Olsen

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 119.5 ft., R.Q.D. 1/2 ft., Bridge 31.1 ft., Forecastle 56.0 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 OX LH. Extreme Breadth over Belting (Circ. 1611) ✓ Over-all Length 522.0. (Circ. 1703)

No. and Material of Decks ONE DK. STEEL. 2nd DK. CLEAR OF CARGO HOLDS.

Parts of Bottom of Vessel coated with cement or approved composition FORE AND AFTER PEAK, FRESH WATER TANK IN WAY OF ENGINE CEMENT.

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, IN WAY OF ENG. FR. 9-26.	40.66	59.	Fore peak tank,	24.68	138
Double bottom, under Engines IN WAY OF ENG. FR. 27-31.	9.18	26.	After peak tank,	18.0	95
Double bottom, if under Engines only, FR. 32-49.	40.66	179.	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only, 2 COSS.	5.0	✓	Deep tank, forward, FR. 183-195	27.0	302.
Double bottom, forward,	✓	✓	Other tanks, if fitted, CROSS BUNKER. 49-53	9.2.	560.
Total length (if continuous) and Capacity	✓	✓	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 2

Date 29.3.1950.

Dates of Surveys held while building

1950. March 27. April 12. 14. May 5. 12. 15. 16. 20. 22. 23. 25. 27. June 2. 6. 9. 12. 14. 19. 20. 22. 24. 26. 27. 30. July 5. 8. 11. 13. 19. 22. 24. 27. 31. Aug. 3. 4. 15. 26. 31. Septemb. 5. 6. 13. 15. 20. 24. 26. 28. 29. Octob. 3. 4. 5. 7. 17. 18. 30. November 3. 21. December 1. 5. 12. 15. 18. 19. 20. 21.

Total No. of Visits 64.