

STEEL STEAMER OR MOTORSHIP.

5 MAY 1954

Received at London Office

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 APRIL 1954** Port of **SOUTHAMPTON** No. **22295**

Survey held at **COWES (SOUTHAMPTON)** Date First Survey **7 MARCH 1952** Last Survey **9th APRIL 1954**

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) **TWIN SCREW STEAM SURVEY VESSEL "PATHFINDER"**

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) **FLUSH DECK** State Type of Erections **POOP**

Built at **COWES - I.O.W.**

Launched **23-10-53** Yard No. **1975**

Builders **J. SAMUEL WHITE & CO LTD**

Owners **GOVERNMENT OF NIGERIA**

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

Residence

Port of Registry **LAGOS**

If surveyed while building, afloat, or in dry dock **BUILDING, AFLOAT & DRY DOCK**

TONNAGE under Tonnage Deck ... **363.03**

ROUND & POOPHOUSES **169.14**

HT & AIR SPACES } **11.68**

SS OF HATCHWAYS } **543.85**

nage **197.68**

STERED DIMENSIONS.

FEET

154.45

27.65

11.45

CLASS **+ 100 A1 FOR NIGERIAN COASTING SERVICES** State if with freeboard as condition of Class **YES**

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) **L 155'-8"**

Breadth (greatest moulded) **B 27'-5 3/4"**

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 12'-0 1/8"**

1st Longitudinal Number (L x D) **155 x 12 = 1860**

2nd Numeral L x (B + D) **155 x (27.5 + 12) = 6122**

Framing Depth "d," at middle of length. See Sec. 3 (1d) **12'-0 1/8"**

Proportions—Depth to Length—Uppermost continuous deck to top of keel **12.90**

Do. Long Bridge to top of keel **-**

Draught Moulded **10'-0"**

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.
MES, Spacing amidships.....	21 1/2	✓	Bracket Floors, Frame	-	
" " from 1/2 length amidships to Collision bulkhead.....	21 1/2	✓	" " Reversed Frame.....	-	
" " in peaks	21 1/2	✓	" " Vertical Struts	-	
FRAMING. BR: ROOM 4" x 3" x 44"	4" x 3" x 44"	✓	Centre Girder, depth and thickness amidships 30" x 31"	30" x 31"	✓
ame Amidships, Angle, ENG: ROOM 4" x 3" x 40"	4" x 3" x 40"	✓	" " top Angles 2 1/2 x 2 1/2 x 29" DOUBLE	2 1/2 x 2 1/2 x 29" DOUBLE	✓
" " Extends up to UPPER DECK	UPPER DECK	✓	" " bottom Angles 3" x 3" x 34" DOUBLE	3" x 3" x 34" DOUBLE	✓
Reversed Frame Amidships, Angle SINGLE 3" x 3" x 44"	3" x 3" x 44"	✓	Side Girders, No. each side and thickness. TWO 26"	TWO 26"	✓
" " (DOUBLE UNDER BOILER) 3" x 3" x 44"	3" x 3" x 44"	✓	Margin Plate depth (excl. of flange) and thickness		
" " Extends up to BILGE	BILGE	✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem		
Depth of Framing Girder.....	-		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area		
ames in Uppermost Continuous 'tween Decks, Angle, [or [-		" " Gussets, spacing and scantling abaft 1/2 len. from stem.....		
" " Second 'tween Decks, Angle, [or [-		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
" " Third " " " "	-		Tank Side Brackets, height above base line at toe of Frame and thickness		
" " from 1/2 len. for'd. to 15% len. from Stem 4 1/2 x 3" x 36" B.A.	4 1/2 x 3" x 36" B.A.	✓	INNER BOTTOM PLATING. Breadth and thickness of Middle Line Strake... 30" - 28" (TRIMMING TANK)	30" - 28" (TRIMMING TANK)	✓
" " in Peaks, Angle ENG 4" x 3" x 36"	4" x 3" x 36"	✓	Thickness of remainder in Hold 31" (RESERVE FEED TANK)	31" (RESERVE FEED TANK)	✓
iameter and Spacing of Rivets through Frame and Shell Plating amidships 5/8" DIAMETER	5/8" DIAMETER	✓	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	YES	✓
ate if Frame Joggled.....	YES	✓	BEAMS. Uppermost Continuous Deck, amidships in Wells, Angle, ENG 4" x 3" x 34"	4" x 3" x 34"	✓
the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? YES	YES	✓	" " in way of Bridge, Angle, 4" x 3" x 36"	4" x 3" x 36"	✓
the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? YES	YES	✓	& AT CARGO HATCH ENDS ENG 21 1/2	21 1/2	✓
LE BOTTOM. Doors, Depth and thickness at mid-line in Holds.....	-		Spacing 5" x 3" x 30"	5" x 3" x 30"	✓
Height of Brackets at side above base line at WING OF TANKS IN WAY OF HATCH ENDS 33 (15+18)	33 (15+18)	✓	LOWER Deck, FOR'D Amidships, Angle, ENG 5" x 3" x 30"	5" x 3" x 30"	✓
iddle Line Keelson, on Floors, Angles, ENG 3 1/2 x 3" x 42" DOUBLE	3 1/2 x 3" x 42" DOUBLE	✓	Spacing 21 1/2	21 1/2	✓
" " Through Plate or Inter-costal Plate 44 CONTS:	44 CONTS:	✓	LOWER Deck, AST Amidships, Angle, ENG 4" x 2 1/2 x 26"	4" x 2 1/2 x 26"	✓
" " Foundation Plate on Floors 44	44	✓	Spacing 21 1/2	21 1/2	✓
" " Flat Plate Keel Angles 3" x 3" x 42" SINGLE	3" x 3" x 42" SINGLE	✓	Fourth Deck, amidships, Angle, [or [-	
Side Keelsons, No. each side.....	SEE TRIMMING TANK IN HOLD FOR'D.	✓	Spacing 3 1/2 x 2 1/2 x 34"	3 1/2 x 2 1/2 x 34"	✓
" " thickness of Inter-costal Plate.....	SEE TRIMMING TANK IN HOLD FOR'D.	✓	Spacing 21 1/2	21 1/2	✓
" " Angles.....	SEE TRIMMING TANK IN HOLD FOR'D.	✓	NAV: Bridge Deck, Angle, ENG 3" x 2 1/2 x 26"	3" x 2 1/2 x 26"	✓
DOUBLE BOTTOM, TRIMMING TANK IN HOLD (FOR'D) 26" EVERY FRAME	26" EVERY FRAME	✓	Spacing 21 1/2	21 1/2	✓
Solid Floors, thickness and spacing.....	YES	✓	Forecastle Deck, Angle, [or [-	
" " Are Frame and Reversed Frame joggled? YES	YES	✓	Spacing 21 1/2	21 1/2	✓
Bracket Floors, breadth and thickness at middle line.....	-				
" " breadth and thickness at margin plate.....	-				

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PILLARS AND DECKS.

PILLARS, No. of Rows	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
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								
Centre Line Bulkhead, DEEP O.F. TANK FR 54-60	4' DIA x 36" TUBULAR							
Stiffeners and Spacing	5 1/2 DIA x 36" 21 1/2" SPACING							
Plating, thickness of DEEP O.F. TANK FR 54-60	30"							
STRINGERS AND DECKS.								
Uppermost Continuous Deck.								
Stringer Plate, breadth and thickness in Wells	66" x 32"							
" " " " in way of Bridge	66" x 32"							
" Angle in Wells	3 1/2 x 3 1/2 x 32" TO 3' x 3' x 28"							
Thickness of Plating abreast Deck openings in way of Hatchway26							
Thickness of Plating abreast Deck openings in way of Bridge32							
Thickness of Plating within line of openings32" - .24"							
If Sheathed, material and thickness	TEAK 2 1/2"							
LOWER Second Deck, FOR'D OVER DEEP O.F. TANK								
Stringer Plate, breadth and thickness in Wells	.30"							
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								
Fourth Deck.								
Stringer Plate, breadth and thickness								
If Plated, state thickness								
POOP Deck.								
Stringer Plate, breadth and thickness	65" x 16"							
Plating, Sheathing, material and thickness	.16" PLATING 2 1/4" TEAK							
Bridge Deck.								
Stringer Plate, breadth and thickness	67" x 12"							
Plating, Sheathing, material and thickness	.12" PLATING 2 1/4" TEAK							
Forecastle Deck.								
Stringer Plate, breadth and thickness								
Plating, Sheathing, material and thickness								

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRA LA
	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.....	38	.43	.43	.43		DOUBLE	3/4	6 RNS EACH FR. SPACE EXCLUDING FRAME RIVET.				
„ Dblg. (if any)	-	-	-	-								
Bottom Plating, No. of Strakes 2	62 1/2	.31	.40	.30 TO .33		FOR'D DOUBLE	3/4	7 RNS EACH FR. SPACE				
Bilge Plating, No. of Strakes 1		.31	32.30 TO .31	.30 TO .28		MIDSHIPS & AFT SINGLE	5/8	EXCLUDING FRAME RIVET				
Side Plating, No. of Strakes 1	61	.31	32.30 TO .31	.30 TO .28		SINGLE	5/8					
Upper Deck, Sheer- strake in Wells.....	-	-	-	-		SINGLE	5/8					
Upper Deck, Sheer- strake in Bridge ...	48 47 1/2	.36	33.32 TO .31	.30 TO .28		DOUBLE	3/4	6 RNS EACH FR. SPACE EXCLUDING FRAME RIVET				
Strake below Sheer- strake in Wells.....	-	-	-	-								
Strake below Sheer- strake in Bridge ...	-	-	-	-								
Poop Side Plating.....	-	-	-	TO .26		SINGLE	5/8	7 RNS EACH FR. SPACE EXCLUDING FRAME RIVET				
Bridge Side Plating.....	-	-	-	-								
Forecastle Side Plating	-	-	-	-								

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	6
" Deck next below	-
As per Rule	4

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks					
" " Second					
" " Third					
" " Holds	23 1/2 46 54 60	32 1/2 x 26 32 1/2 x 28 32 1/2 x 30 32 1/2 x 32	5' x 3' x 30 5' x 3' x 32	3 1/4 x 24 3 1/4 x 25	24 25
COLLISION " (in Hold)	77	40 x 26 40 x 28	6' x 3' x 30 6' x 3' x 32	24 24	24 24
AFTER PEAK "	4	40			

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any from Plans
KEEL, B&B SHAFT BRACKETS	FABRICATED	8 1/2 x 2 1/4	PICKERING	
STEM	ROLLED	6 x 2 1/4		
STERN FRAME	Propeller Post			
Rudder	FABRICATED	5 x 2	PICKERING	
Speed of Vessel on 8'-6" draught		11 1/2	KNOTS	
RUDDER—Type SINGLE PLATE				
" A x D.	28 x 2.33	65		
" Diam. of head	FORGING 4 1/2 DIA			
" Mainpiece at top pintle	FORGING 4 1/2 DIA			
" heel	3 1/2 DIA			
" how constructed	PLATE RIVETED TO ARMS			
" double or single plate	SINGLE .70"			
" coupling, vertical or horizontal	HORIZONTAL 6-13/8 BOLTS			

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	APPLEBY - FRIDINGHAM STEEL CO, DORMAN LONG & CO LTD
	SMITH & MACLEAN LTD, SKINNINGROVE IRON CO LTD
	Has the Steel been tested as required by the Rules? YES

EQUIPMENT No. 6694

LETTER 9

ANCHORS.

No. of Anchors.	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.	lbs.			
73	1st Bower	13	3	7	✓			15	10	1	7	10	1	CROWN STOCK DANFORTH	✓	CADLEY HEATH 25-3-53 H. PHILLIPS
83	2nd "	9	0	14	✓			11	4	2	21	10	1	"	DANFORTH	" 16-6-53 "
84	3rd "	9	0	0	✓			11	2	2	0	8	3	"	JACKSON & CO	" " " "
	Collective weight	31	3	21	✓							29	1	"		" " " "
74	Stream	4	3	7	✓			7	5	0	0	3	2	"		" 25-3-53 "

CHAIN CABLES.

HAWSERS AND WARPS.

No. of Cable.	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.	Cwts.	Fathoms	Ins.						Fathoms	Ins.	Tons.	Fathoms	Ins.
82	90	1 1/16	30.4	30.4	51.3.6	95 1/4	165	1 1/16	STUD LINK	SAMUEL WOODHOUSE	25-9-53 H. PHILLIPS	TOWLINE	75	2 1/2	13.8	75	2 1/2	
83	75	1 1/16	20.3	"	43.1.20		165	1 1/16	"				"	"	"	HAWSER	90	2
ream Wire	60	2 1/2	13.8	-	-	-	60	2 1/2	6/12 STEEL WIRE	BRITISH ROPES LTD	CHARLTON LONDON	7-8-53 T. B. M.	"					

ing Gear, Type (Power or hand) ELECTRIC HYDRAULIC (REID & McTAGGART SCOTT) Alternative Means of Steering HAND GEAR AFT

ing Chains (Size and Test) NONE Windlass STEAM WITH 2 CABLE LIFTERS Boats 2-19' LIFEBOATS FOR VOYAGE OUT

ing in Holds, thickness and material 2 1/2" PINE Cargo Battens, thickness, material and spacing 2" PINE SPACED

o Hatchways. (Upper Deck) 24" X 40" COAMINGS WITH 2 TARPAULINS. Thickness of Hatches 2 3/8" W.P.

ys No. 1 (Fwd.) 19-8 1/2 X 12'-0" No. 2 No. 3 No. 4 No. 5 No. 6

ing Beams 3 I. SAMUEL WHITE & Co. LTD.

Builder's Signature Robert Consland SHIPBUILDING MANAGER

CLARATION. 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.

er 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

ed, together with the flash point (where required to be inserted in the Notation). C^R DEEP TANK. FRs. 11-21 TO LOWER DECK.

BUNKERS P & S. FRs. 39-46 TO UPPER DECK. DEEP TANKS P & S. FRs. 46-54 TO UPPER DECK.

TANKS P & S. FRs. 54-60 TO LOWER DECK.

SHIP HAS BEEN BUILT UNDER SPECIAL SURVEY IN CONFORMITY WITH THE SOCIETY'S RULES AND REGULATIONS AND THE SECRETARY'S

S. THE SCANTLINES AND ARRANGEMENTS OF THE SHIP ARE AS GIVEN IN THE REPORT AND AS SHEWN AND AMENDED ON

PROVED PLANS NOW FORWARDED, ALL MODIFICATIONS OR ADDITIONS TO THE ORIGINAL APPROVED ARRANGEMENTS MADE

CONSTRUCTION HAVE BEEN INDICATED ON THE PLANS AND HAVE BEEN APPROVED AS BEING IN ACCORDANCE WITH, OR BY

IDS EQUIVALENT TO THE RULE REQUIREMENTS. PLANS OF MIDSHIP SECTION AND PROFILE WITH DECKS SHEWING THE SHIP

NOW FORWARDED HERewith, HAVE BEEN CHECKED WITH THE APPROVED ARRANGEMENTS AND FOUND IN ORDER

TERIAL AND WORKMANSHIP ARE GOOD. THE SHELL, WEATHER DECKS, WATERTIGHT BULKHEADS, TUNNEL, W.T. DOOR

IE SCUTTLES HAVE BEEN HOSE TESTED, AND THE BOTTOM PLATING FLOOD TESTED AND FOUND SATISFACTORY.

UBLE BOTTOM TANKS, DEEP TANKS, OIL FUEL BUNKERS AND FORE & AFTER PEAKS HAVE BEEN TESTED AS REQUIRED BY

ND FOUND SATISFACTORY. THE REQUIREMENTS OF SECTION 20 OF THE RULES FOR STEEL SHIPS WHERE APPLICABLE FOR THE

E OF OIL FUEL HAVING A FLASH POINT ABOVE 150°F HAVE BEEN CARRIED OUT.

SS, STEERING GEAR, AUXILIARY STEERING AND HAND PUMPS HAVE BEEN TRIED AND FOUND SATISFACTORY.

SIGNED FREE BOARDS HAVE BEEN MARKED ON THE VESSEL'S SIDES. VERIFIED, CUT IN. BUT NOT PAINTED.

SEL PLACED IN DRYDOCK AND THE BOTTOM AND RUDDER CLEANED, EXAMINED AND FOUND IN GOOD CONDITION & RECOATED

ED PLANS, FORGING REPORTS AND SONORY MILL SHEETS FORWARDED HERewith.

LAST DATE OF DRYDOCKING 6TH APRIL 1954.

Amount of Entry Fee..... £ <u>—</u>	Fees applied for, <u>4/5/1954</u>
Special Survey Fee..... £ <u>153.0.0</u>	
Travelling Expenses, if any £ <u>11.10.0</u>	Received by me, <u>19</u>

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

I am of opinion the Vessel should be Classed + 100A1.
FOR NIGERIAN COASTING SERVICES.

whether the Vessel has been built under Special Survey YES.

Signature Edw Hart.
Surveyor to Lloyd's Register of Shipping.

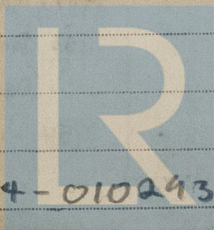
ificate to be sent to MESSRS I. S. WHITE & CO. LONDON Date of issue 31/8/54

Committee's Minute THURSDAY 7 JUN 1954

Character assigned Deferred for Examination.

Write Lagos.
" Sou + Lon (m.)

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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 the Plans should be embodied.) THE FOLLOWING PLANS, AS FITTED, ARE FORWARDED HEREWITH:~

SCANTLING SECTIONS (AS APPROVED).

MAIN W.T. BULKHEADS 3, 23, 77.

SCANTLING SECTIONS (AS FITTED).

OIL FUEL DEEP TANK BULKHEADS.

PROFILE & DECK PLANS (AS APPROVED).

FORWARD BALLAST TANK.

PROFILE & DECK PLANS (AS FITTED).

LOWER DECK PLATING & F.W. TANK BULKHEADS.

FLAT & VERTICAL PLATE KEELS (AS FITTED).

LOWER DECK PLATING FORD.

FRAMING PROFILE.

UPPER DECK PLATING & GIRDERS.

FORE END FRAMING.

ARRANGEMENT & DETAILS OF PILLARS.

CRUISER STERN.

CARGO HATCH.

STEM PLAN.

ENGINE & BOILER SEATINGS.

SHELL EXPANSION (AS APPROVED).

SEA INLETS IN ENGINE ROOM.

SHELL EXPANSION (AS FITTED).

ENGINE & BOILER CASING & FORWARD DECK.

BOSSING PLAN.

FORWARD SUPERSTRUCTURE.

RUDDER, STERNFRAME & SHAFT BRACKETS (AS APPROVED) AFTER DECKHOUSE ON UPPER DECK.

RUDDER, STERNFRAME & SHAFT BRACKETS (AS FITTED) AFTER DECKHOUSE ON BOAT DECK.

THE FOLLOWING FORGINGS CERTIFICATES ARE ATTACHED:~

RUDDER MAINPIECE, RUDDER STOCK, STERNFRAME, & SHAFT BRACKETS.

THE FOLLOWING CERTIFICATES ARE ATTACHED:~

WINDLASS, STEERING GEAR, WARPING CAPSTANS, CARGO WINCHES, FOREMAST, DERRICK POSTS & WIRE ROPES.

PARTICULARS OF ELECTRIC WELDING (if employed) BUTT WELDING. FLAT PLATE KEEL, SHELL & BULWARK BUTTS. UPPER DECK STRINGER & PLATING BUTTS. LAP WELDING. LOWER DECK PLATING TO SPACE PLATES BE FRAMES. UPPER DECK GIRDERS WELDED DIRECT TO DECK. LOWER DECK SPACE PLATES WELDED DIRECT TO S

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

Fitted for oil fuel 4.12.11 P.P. also 150° F

RADAR Equipment (State if fitted) NO

State Type or Pattern No.

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	CWTS	QRS	LBS	AEG	6938	9/10/52
	2nd "	4.	2.	9.	AEG	6596	26/6/52
	3rd "	4.	2.	6.	KF	6584	19/6/52

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 7.656 ft., R.Q.D. — ft., Bridge — ft., Forecastle —

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

Official No. Signal Letters PLATING Extreme Breadth over Belting 27'-7 1/4" Over-all Length 161'-11 1/2" (Circ. 1611) (Circ. 1703)

No. and Material of Decks ONE STEEL DECK SHEATHED IN 2 1/2" TEAK.

Parts of Bottom of Vessel coated with cement or approved composition CEMENT IN AFT PEAK TANK, FORE PEAK TANK, AFT END SHAPE TUNNEL, AND UNDER BOILER.

Particulars of composition (if fitted) and of approval NIL.

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.
DEEP TANK	Feet.	Tons.	Fore peak tank, (F.W. STORAGE & BALLAST)	Feet.	Tons.
Double bottom, aft, P & S WINGS (F.W.) FR 12-23	19.7	18.21 SW (17.76) FW	After peak tank, (F.W. STORAGE)	14.0	16.97 S
Double bottom, under Engines and Boilers.	—	—	Deep tank, aft,	15.11	26.68 S
Double bottom, if under Engines only, RESERVE FEED FR 23-35	21.5	31.82 SW (31.04) FW	Deep tank, forward,	—	—
Double bottom, if under Boilers only,	—	—	Other tanks, if fitted, Tanks between hulls	—	—
Double bottom, forward, (F.W. STORAGE) FR 61-77	28.67	19.86 SW (19.36) FW	(If necessary furnish further information by sketch.)	—	—
Total length (if continuous) and Capacity	30	—	Cross bulkhead	—	—

Order for Special Survey No.

FORWARDED WITH 50 TON LETTER

Date 13.9.51.

Dates of Surveys held while building

1952. MAR. 7. APR. 7. MAY 23. JUNE 13. 17. SEPT 11. OCT 14. NOV 18.

1953 JAN 7. FEB 6. MAR 9+23. APR. 17. MAY 7 JUNE 10. 24+29 JULY 27. AUG 25 SEPT 1. OCT 6. 9. 15. 23+30 NOV

DEC. 1. 7. 14. 17.

1954 JAN 19. FEB 3. MAR 18. APR 1. 6+9.

Lloyd's Register Foundation Total No. of Visits 38