

RECEIVED

23 NOV 1949

IN D.O.

STEEL STEAMER MOTORSHIP.

WRECK
SECTION

Received at London Office 17 NOV 1949

WRECK
SECTION

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 (from Note) No

Date of completion of report

Port of Sunderland

No. 35229

Survey held at Sunderland

Date First Survey 21 September 1948 Last Survey 14 November 1949

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

Single Screw Motor Vessel

LEXA MAERSK

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

C.S.S. with Tonnage Opening

State Type of Erections Fela Poop on CSS

TONNAGE under Tonnage Deck

4581.76

CLASS +100A1

State if with freeboard as condition of Class Yes

Built at Sunderland

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern

L 430.83

Launched June 27th 1949 Yard No. 327

Total

Breadth (greatest moulded)

B 58.54

Builders Barkham & Sons Ltd.

Gross Tonnage

5720.19

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

D 38.16

Owners Dampskibsselskabet AF 1912 A/S

Register Tonnage

3270.18

1st Longitudinal Number (L x D)

16156

Managers

(Where necessary to be entered in Reg. Book)

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

11.29

Residence

Port of Registry Copenhagen

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

26'-1 1/2"

If surveyed while building, afloat, in dry dock

Yes (Docking date 8, 49)

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 | 31 | | Bracket Floors, Frame | 8 3/4 35 | |
| " " from 1/2 length amidships to Collision bulkhead | 27 | | " " Reversed Frame | 7 3 42 | |
| " " in peaks | 24 | | " " Vertical Struts | 7 3 42 | |
| SIDE FRAMING. | | | Centre Girder, depth and thickness amidships | 48 54 | approved 51 |
| Frame Amidships, Angle, E or C | 10 3 1/2 40 41 16 | | " " top Angles | Welded | |
| " " Extends up to | 13 1/2 4 49 69 | | " " bottom Angles | Welded | |
| Reversed Frame Amidships, Angle Flat | 2 1/4 dk | | Side Girders, No. each side and thickness | 2 38 | approved 36 |
| " " Extends up to | 3 1/2 1/2 Example as per Schedule approved 10/9/45 | | Margin Plate depth (excl. of flange) and thickness | 42 62 | approved 54 |
| Depth of Framing Girder | 13 1/2 | | " " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem | Welded | |
| Frames in Uppermost Continuous 'tween Decks, Angle, E or C | 6 3 1/2 28 with flat | | " " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area | Welded | |
| " " Second 'tween Decks, Angle, E or C | 4 4 44 welded to alternate frames | | " " Gussets, spacing and scantling abaft 1/2 len. from stem | | |
| " " Third | 13 1/2 4 56 | | " " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area | | |
| " " from 1/2 len. for'd. to 15% len. from Stem | 10 3 1/2 41 | | Tank Side Brackets, height above base line at toe of Frame and thickness | 84 46 | |
| " " in Peaks | 8 3 1/2 32 aft | | INNER BOTTOM PLATING. | | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 8 3 1/2 32 fore | | Breadth and thickness of Middle Line Strake | Transverse plating | |
| State if Frame Joggled | 1 1/8 3 1/8 6 1/2 side | | Thickness of remainder in Holds | 45 41 | |
| Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? | 6 1/4 bottom | | 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? | 43 approved | |
| 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 in | 8 3 45 | |
| Floors, Depth and thickness at mid-line in Holds | Yes | | " " in way of Bridge, Angle, E or C | | |
| Height of Brackets at side above base line at toe of frame | Yes | | Spacing | 31 | |
| Middle Line Keelson, on Floors, Angles, E or C | Yes | | Second Deck, amidships, Angle, E or C | 9 3 1/2 41 38 | |
| " " Through Plate or Intercostal Plate | Yes | | Spacing | 31 | |
| " " Foundation Plate on Floors | Yes | | Third Deck, amidships, Angle, E or C | 10 4 60 62 | |
| " " Flat Plate Keel Angles | Yes | | Spacing | 31 | |
| Side Keelsons, No. each side | Yes | | Fourth Deck, amidships, Angle, E or C | | |
| " " thickness of Intercostal Plate | Yes | | Spacing | | |
| " " Angles | Yes | | Poop Deck, Angle, E or C | 6 3 26 28 | |
| DOUBLE BOTTOM. | | | Spacing | 7 3 35 | |
| Solid Floors, thickness and spacing | 42 93 approved 40 | | Bridge Deck, Angle, E or C | 24 31 | |
| " " Are Frame and Reversed Frame joggled? | Frame only | | Spacing | | |
| Bracket Floors, breadth and thickness at middle line | 35 42 approved 40 | | Forecastle Deck, Angle, E or C | 8 3 38 39 | |
| " " breadth and thickness at margin plate | 27 42 approved 40 | | Spacing | 24 27 | |

(MADE IN ENGLAND.)

W1639-0220 1/2

Léban

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 | One | | | |
| " in 'tween Decks, Size and Spacing | 4 4 -38 & as approved. ✓ alternate | | | |
| " " " " " | | | | |
| " in Holds | ✓ | | | |
| " " " " " | ✓ | | | |
| Centre Line Bulkhead. Stiffeners and Spacing | Hold. 5 { 6 3 1/2 -38 1/2 ✓ 12 3 1/2 -60 as approved. | | | |
| Plating, thickness of | .30 Troughed as approved. | | | |
| STRINGERS AND DECKS. | | | | |
| Uppermost Continuous Deck. | | | | |
| Stringer Plate, breadth and thickness in Wells | 84 ✓ -70 as approved -66 | | | |
| " " " " in way of Bridge | ✓ | | | |
| " Angle in Wells | 6 6 -66 ✓ | | | |
| Thickness of Plating abreast Deck openings in way of Wells | .52 ✓ as approved -48 | | | |
| Thickness of Plating abreast Deck openings in way of Bridge | .52 ✓ " -48 | | | |
| Thickness of Plating within line of openings... | .41 ✓ | | | |
| If Sheathed, material and thickness | ✓ | | | |
| Second Deck. | | | | |
| Stringer Plate, breadth and thickness in Wells | 84 -42 ✓ | | | |
| Stringer Plate, breadth and thickness in way of Bridge | ✓ | | | |
| Thickness of Plating abreast Deck openings in way of Wells | .52 ✓ as approved -48 | | | |
| Thickness of Plating abreast Deck openings in way of Bridge | .52 ✓ " -48 | | | |
| Thickness of Plating within line of openings... | .41 ✓ | | | |
| If Sheathed, material and thickness | ✓ | | | |
| Third Deck. | | | | |
| Stringer Plate, breadth and thickness | Transverse plating ✓ | | | |
| If Plated, state thickness | .41 ✓ | | | |
| Fourth Deck. | | | | |
| Stringer Plate, breadth and thickness | ✓ | | | |
| If Plated, state thickness | ✓ | | | |
| Poop Deck. | | | | |
| Stringer Plate, breadth and thickness | Transverse plating ✓ | | | |
| Plating, Sheathing, material and thickness | .26 x .30 ✓ 2 1/2" OP ✓ | | | |
| Bridge Deck. | | | | |
| Stringer Plate, breadth and thickness | ✓ | | | |
| Plating, Sheathing, material and thickness | ✓ | | | |
| Forecastle Deck. | | | | |
| Stringer Plate, breadth and thickness | Transverse plating ✓ | | | |
| Plating, Sheathing, material and thickness | .36 ✓ | | | |

SHELL PLATING.

| SCANTLINGS. | | | | | RIVETING. | | | | | | | | |
|---|---------------|------------|------------|------------|--|-------------------|-------------------|---------|--------------------|------------------------|---------|--------------------|---------------------|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. | | | BUTTS. | | | | |
| | AMIDSHIPS. | | FORWARD. | AFT. | | State if joggled? | 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..... | 53 ✓ | .40 ✓ | .80 ✓ | .70 ✓ | approved -70 ✓ | Double ✓ | 7/8 | 3 1/4 | | | | welded. | |
| " Dblg. (if any) | ✓ | | | | | | | | | | | | |
| Bottom Plating, No. of Strakes 4 | A B C D ✓ | .61 ✓ | 3-.61 ✓ | 3-.49 ✓ | | Double ✓ | 7/8 | 3 1/4 | | | | welded. | |
| Bilge Plating, No. of Strakes 1 | E ✓ | .61 ✓ | .61 ✓ | .61 ✓ | | welded ✓ | | | | | | welded. | |
| Side Plating, No. of Strakes 3 | F G H ✓ | .61 ✓ | 2-.61 ✓ | 1-.48 ✓ | | Double ✓ | 7/8 | 3 1/4 | | | | welded. ✓ | |
| Upper Deck, Sheer-strake in Wells..... | 84 ✓ | .76 ✓ | .48 ✓ | .48 ✓ | approved -70 ✓ | " ✓ | 7/8 | 3 1/4 | | | | welded. | |
| Upper Deck, Sheer-strake in Bridge ... | ✓ | | | | | | | | | | | | |
| Strake below Sheer-strake in Wells..... | 45 3/4 ✓ | .64 ✓ | .48 ✓ | .48 ✓ | approved -61 ✓ | Double | 7/8 | 3 1/4 | | | | welded. | |
| Strake below Sheer-strake in Bridge ... | ✓ | | | | | | | | | | | | |
| Poop Side Plating..... | | | .40 ✓ | | | welded. ✓ | | | | | | welded. ✓ | |
| Bridge Side Plating..... | | | | | | | | | | | | | |
| Forecastle Side Plating | | | .42 ✓ | | | welded ✓ | | | | | | welded. | |

WATERTIGHT BULKHEADS.

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

FORGINGS AND CASTINGS.

| | Casting or Forging. | Scantlings. | Maker's Name. | Any Departure from Approved Plans to be Noted. |
|------------------------------|-----------------------------------|-------------|-----------------------|--|
| KEEL, Bar | Flat plate ✓ | | | |
| STEM | M.S. plating 2 1/2" dia round ✓ | | | |
| STERN FRAME { Propeller Post | Cast steel as | | Colville Construction | |
| { Rudder | ✓ approved iron Co Ltd ✓ | | | |
| Speed of Vessel | 15 knots ✓ | | | |
| RUDDER—Type | Semi balanced, Darington | | | |
| " A x D. | 400 ✓ Forge Ltd | | | |
| " Diam. of head | Enging 11 3/4 ✓ Walsingham | | | |
| " Mainpiece at top pintle | " 11 3/4 ✓ Steel Co Ltd | | | |
| " " heel | " 11 3/4 ✓ | | | |
| " how constructed | M.S. plates fabricated & welded ✓ | | | |
| " double or single plate | double ✓ | | | |
| " coupling, vertical or | Stand. horizontal ✓ | | | |
| " horizontal | Peak vertical ✓ | | | |

| | Plating Thickness. | STIFFENERS. | | | |
|---------------------------------|--------------------|-------------|---------------|--------------------|-----------------------|
| | | VERTICAL. | | HORIZONTAL. | |
| | | Scantlings. | Spacing. | Scantlings. | Spacing. |
| MIDSHIP BULKH'D, Uppermost Deck | 31, 41, 109 | .35 ✓ | 8" troughs | as approved. | |
| " " Second | 85, 96, | .35 ✓ | 10 1/2" ✓ | " ✓ | (9" troughs approved) |
| " " Third | " | ✓ | | | |
| " " Holds | 136 | .35 ✓ | 12" troughs | as approved ✓ | |
| COLLISION " (in Hold) | 163 | .48-.35 ✓ | 6 x 3 x 32" ✓ | 2 1/2" 2388 Beam ✓ | 6" ✓ |
| AFTER PEAK " | 11. | .48-.34 ✓ | 6" troughs | as approved | 6 x 3 x 48" approved |

| | |
|--------|--|
| STEEL. | Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) |
| | Appleby, Frodingham, Consett Iron Co, Cargo Fleet, Norman Lang, Skinninggate, Steel Co of Scotland, South Durham. |
| | Has the Steel been tested as required by the Rules? Yes ✓ |

ANCHORS.

CHAIN CABLES.

| 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. | |
|--|---------------------------|-------|-----------------------|-------------|------------------------|-----------|-------------------------------|----------|------------------------------|-------------------|--|-------------------|---------------------------|-------|------------------------------|-------------------------------|-------|
| | | | Statu- tory. | Break- ing. | | | | | | | | | | | | | |
| | Length. | Diam. | Tons. | Tons. | Cwts. qrs. lbs. | Per Rule. | Cwts. | Fathoms. | | | | | Ins. | | | | |
| 8836 | 300 2/3 | 2 1/8 | 113.8 | 59.3 | 163-0-25 | | 300 | 2 1/8 | 2nd Link (Brierley Hill) Ld. | S Taylor & Sons | Netherdon 15/11/48 | | | | | | |
| | | | | | | | | | | | | TOWLINE | 130 | 5 | 10.9 | 130 | 5 |
| | | | | | | | | | | | | HAWSERS & WARPS } | 4-100 | 2 3/4 | 15.2 | 4-100 | 2 3/4 |
| Steam-Engine Chain- Steel Wire } | 120 | 5 | 52.8 | | | | 120 | 5 | | | | " | | | | | |
| | | | | | | | | | | | | " | | | | | |

Alternative Means of Steering

Windlass *Clarke Chapman & Co*

Cargo Battens, thickness, material and spacing 6-2 WP 9

Thickness of Hatches

of Shifting Beams } No 1, 3, 5 each 4, No 2-6, No 4 5 a bhd
Fore and Afters }

Builder's Signature

FOR AND ON BEHALF OF
BARTRAM 22d 80NB LTH

1) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo yes

The positions in which oil is carried as fuel or cargo should

indicated, together with the flash point (where required to be inserted in the Notation). Oil fuel in Fore Peak Tanks & Nos 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 83

Tanks: Vegetable oil or Molasses in tankships deep tanks. Vegetable oil in upper API tanks

ship has been built in conformity with the Society's Rules & Regulations, and Secretary's letters. The scantlings & arrangements are in accordance with or equivalent to those shown on the approved drawings. The materials and workmanship are good. The freeboard marks have been surveyed & cut in the vessel's sides. The double bottom compartments, deep tanks & peak tanks have been tested in accordance with the Rules. The decks, bulkheads, masts, hand pumps & W/T door have been satisfactorily tested. The mullers & steering gear have been tried under working conditions. Rule requirements regarding the carriage of vegetable oil or molasses in deep tanks have been complied with.

The amount of Entry Fee..... £ : : Fees applied for,

Fees applied for,
NOV 16 1949

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

Special Survey Fee..... £770: 0 : 0 }

| | | |
|-----------|--------|-----------------|
| FREEBOARD | 28.0.0 | Received by me, |
|-----------|--------|-----------------|

| | | | | |
|-----------------------------------|---|---|---|----|
| Travelling Expenses, if any | £ | : | : | 19 |
|-----------------------------------|---|---|---|----|

I am of opinion the Vessel should be Classed + 100 A1
(with freeboard)

State whether the Vessel has been built under Special Survey Yes

Certificate to be sent to **UNDERLAND** (in duplicate) Date of issue 25/1/80

Signature *J. H. M. [unclear]*
Surveyor to Lloyd's Register of Shipping.

Committee's Minute/

FRI 9 DEC 1949

Character assigned + 100M. with free bond
8.49 Sld.

Long as ATCP

+ LMC 11.49 Oct Eng

Wuli Sea 2 D.A. 100 lb. ci

Notes for SPR

Carrying oil F.P. above 150°F in fore peak tank,
Vegetable oil or molasses in midship deep tanks &
deep tanks aft, Vegetable oil in upper aft peak tank

teaching certificate. He endorsed.

0220 2/72

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 following Owners increases of scantling over classification requirements are included in this vessel:-

Double Bottom. 3" deeper, floors, bracket floors, side girders .02, centre girder .03, margin plate .08, sheer stake .06 for 3/5 length, stake below sheer stake .03 for 3/5 length, shell plating 2' above + below head & light lines full midships thickness to stem. Additional intercostal girder fitted in double bottom on port & starboard sides. Intercostal girders forward of half length fitted with double riveted shell angles. Intercostal bottom frames 4 1/2 x 3/4 x .355 fitted forward of 1/2 length to Rule position of Collision Bulkhead. Upper deck stringer .04, upper deck plating .04 abreast openings. Peak bulkheads & flat tank aft strengthened for loose water. Deep tanks strengthened for carriage of vegetable oil or molasses full or partly full. Sternframe heel increased 10%. Rudder head, mainpiece & gudgeons increased.

In addition to the above, additional stiffening in accordance with Schedule approved 10/9/48 has been fitted making the vessel suitable for an increase of draft of 18" with Tonnage opening closed, but without carrying WT Bulkheads to Upper deck.

Set of Plans:- Midship Section (for d.btm framing only) Profile, Midship Section, Profile & Dks, Sternframe, Rudder, Fabricated Rudder Couplings, Deck Girders, Multiple Rivetting Sections, Motor Room Stiffening, Centreline Bulkhead, Keel Multiple Rivetting, Side Shell Modification, Casings, Midship Deckhouses, Alternative Side Framing for Increased Draft, Deep Tank Check Plates, Cantilever Bracket 148 frame. Shell Exp. Pumping Arrgt. Copies of the approved plans are in the London Office.

PARTICULARS OF ELECTRIC WELDING (if employed) Murex, Rockwell, & Quasi Arc Electrodes.

Parts welded:- Keel & centre girder, tanktop, tankside brackets & margin, shell butts, deck butts, shell chocks, deep tanks, transverse & centreline bulkheads, midships deckhouses, mashouses, rudder, auxiliary engine seats. Fore & Aft decks to shell.

pt. Elec. welded

SPECIAL NOTATIONS:- Either as part of the vessel's class or for record in the Register Book. Cruiser stern, ES, DF, Gyro, Radar.

1 Bx (Coll to W Dk, Sit to 2nd dk)

Carrying vegetable oil or molasses in midships deep tanks: Vegetable oil in upper after peak tank

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

| | | | | | | | | | | |
|-----------|----|---|----|---|-----------|-------|-------|----|----|----|
| 1st Bower | 46 | 2 | 14 | ✓ | incl pins | J H J | 9662 | 21 | 2 | 48 |
| 2nd " | 46 | 3 | 14 | ✓ | " | J H J | 10030 | 13 | 8 | 48 |
| 3rd " | 40 | 1 | 7 | ✓ | " | J H J | 10250 | 15 | 10 | 48 |

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 38.3 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 104.0 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 OWBR. Extreme Breadth over Belting ✓ Over-all Length 459.66' (Circ. 1611) (Circ. 1703)
No. and Material of Decks 1 Dk (sk) & Shelter Dk. 3rd dk in nos 1, 3, 4 holds.
Parts of Bottom of Vessel coated with cement on approved composition fore & after peaks, tunnel well, No 5 double bottom tank part.

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. |
|---|---------|-----------------|---|---------|-----------------|
| Double bottom, aft, | 121.41 | 333 | Fore peak tank, | 26.3 | 211 |
| Double bottom, under Engines and Boilers, | 54.25 | 426 | After peak tanks, Upper & Lower | 20.22 | 211 |
| Double bottom, if under Engines only, | ✓ | ✓ | Deep tanks aft, No 3rd | 62 | 1210 |
| Double bottom, if under Boilers only, | ✓ | ✓ | Deep tanks forward, No 1 & 2, tank | 62 | 1993 |
| Double bottom, forward, | 191.66 | 191 | Other tanks, if fitted, | | |
| Total length (if continuous) and Capacity | 378.33 | 1550 | (If necessary furnish further information by sketch.) | | |

Order for Special Survey No. 6290

Date 5-10-48

Dates of Surveys held while building

1948 Sep 27 Oct 1.7.8.12.14.15.22.26.28 Nov 1.2.4.9.12.15.17.19.22.25.26 Dec 1.3.7.9.14.16.21.22.24.28.30
1949 Jan 3.6.10.11.12.14.18.20.21.25.27.31 Feb 3.9.10. Mar 2.7.10.11.14.16.17.21.23.25.29.30 Apr 1.4.6.7.12.13.14.19.21.25.26
27.28.29 May 3.4.6.10.11.13.17.18.19.20.24.25.26.30 Jun 1.3.8.10.20.21.23 Jul 15.21. Aug 5.12.22.24 Sep 2.22
14.16.19.20.26. Oct 3.7.10.13.17.18.20.21.24.26.28.31 Nov 4

Total No. of Visits 120

Lloyd's Register Foundation