

STEEL STEAMER OR MOTORSHIP.

IN D.O.

Received at London Office

16 AUG 1950

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 *15th August, 1950* Port of *W. Harlepool* No. *19170*Survey held at *W. Harlepool* Date First Survey *2nd November, 1948* Last Survey *14th July, 1950*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single Screw M.V. Altair (Machinery)*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Complete Superstructure* State Type of Erections *Prop. Comb. Br. & Pels*TONNAGE under Tonnage Deck ... *5047*

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

Total

Gross Tonnage *6410*Register Tonnage *3749*

REGISTERED DIMENSIONS.

Dutch FEET
Length *440'-0"*
Breadth *59'-6"*
Depth *25'-0"*

CLASS *+100A1*State if with freeboard as condition of Class *No*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *435'-0"*Breadth (greatest moulded) *59'-6"*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *27'-6"*
UPPER 27'-6"
*DB 36'-0"*1st Longitudinal Number (L x D) *11962*2nd Numeral L x (B + D) *37845*Framing Depth "d," at middle of length. See Sec. 3 (1d) *23'-11"*
*to 281092 04*Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.08*

Do. Long Bridge to top of keel

Draught Moulded *24'-2 1/4"*Built at *W. Harlepool*Launched *2nd February 1950* Yard No. *1236*Builders *Wm. Gray & Co. Ltd*Owners *Van Nieuvelt Goudriaan & Co.*

Managers

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry *Rotterdam*

If surveyed while building, afloat, or in dry dock

Building afloat & Dry-Dock

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.....	30 ✓		Bracket Floors, Frame	✓	
" " from 1/3 length amidships to Collision bulkhead.....	27 ✓		" " Reversed Frame.....	✓	
" " in peaks	24 ✓		" " Vertical Struts	✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	43 1/2 ✓ 50	
Frame Amidships, Angle, [or] ✓	10 3 1/2 .40 ✓		" " top Angles double	3 1/2 3 1/2 .44 ✓	
" " Extends up to.....	13" below 2 nd deck ✓		" " bottom Angles.....	4 4 .50 ✓	
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness.....	36 ✓	
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	35 .52 ✓	
Depth of Framing Girder.....	10 ✓		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	7 .42 ✓	Slotted through margin plate and welded all round to B
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	7 3 1/2 .34 ✓		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	13 .42 ✓	13-37 continuous 39-85
" " Second 'tween Decks, Angle, [or]	7 3 1/2 .34 ✓	clear 9 1/2" 05 carriage 15 Bridge ✓	" " Gussets, spacing and scantling abaft 1/4 len. from stem.....	21 .42 ✓	87-151
" " Third	✓		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	28 .40 ✓	152-169
" " from 1/2 len. for'd. to 15% len. from Stem	10 3 1/2 .46 ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	60 .40 ✓	
" " in Peaks, Angle or [.....	8 3 1/2 .36 ✓		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 6 1/4 ✓ bottom 4 7/8 ✓ Side		Breadth and thickness of Middle Line Strake...	52 .50 .40 ✓	
State if Frame Joggled.....	yes ✓		Thickness of remainder in Holds In deck tank 0.2 .36		
Are the scantlings and arrangements in the Panting Area 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?.....	44 ✓	when sheathed
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?.....	yes ✓		BEAMS.		
ANGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, [or]	12 3 1/2 .46 ✓	THROUGH HALF ✓
Floors, Depth and thickness at mid-line in Holds.....			" " in way of Bridge, Angle, [or]	9 3 1/2 .42 ✓	HALF ✓
Height of Brackets at side above base line at toe of frame.....			Spacing	30 ✓	
Middle Line Keelson, on Floors, Angles, [or]			Second Deck, amidships, Angle, [or]	10 3 1/2 .54 ✓	THROUGH HALF ✓
" " Through Plate or Inter-costal Plate			Spacing	30 ✓	
" " Foundation Plate on Floors			Third Deck, amidships, Angle, [or]	✓	
" " Flat Plate Keel Angles			Spacing.....	✓	
Side Keelsons, No. each side.....			Fourth Deck, amidships, Angle, [or]	✓	
" " thickness of Inter-costal Plate.....			Spacing.....	✓	
" " Angles			Poop Deck, Angle, [or]	7 3 1/2 .34 ✓	
DOUBLE BOTTOM.			" " Spacing.....	9 3 1/2 .38 ✓	
Solid Floors, thickness and spacing	41 ✓		" " Spacing.....	36 10-17 ✓	
" " Are Frame and Reversed Frame joggled?	YES ✓		" " Spacing.....	24 16-10 ✓	
Bracket Floors, breadth and thickness at middle line	✓		" " Spacing.....	10 3 1/2 .42 ✓	THROUGH HALF ✓
" " breadth and thickness at margin plate.....	✓		Bridge Deck, Angle, [or]	9 3 1/2 .38 ✓	HALF ✓

(MADE IN ENGLAND.)

002051-002061-0039 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	✓		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	✓
" " " " " "	✓		Thickness of Plating abreast Deck openings in way of Bridge.....	.30 ✓
" " in Holds " " " "	✓		Thickness of Plating within line of openings...	.30 ✓
" " " " " "	✓		If Sheathed, material and thickness.....	✓
Centre Line Bulkhead. Stiffeners and Spacing	6"-11" UPPER TWIN SET LOWER " "	60" ✓ OR 60 OR A.B.A	Third Deck. Stringer Plate, breadth and thickness.....	✓
Plating, thickness of	HOLD FOR D' - .30 - .26		If Plated, state thickness	✓
STRINGERS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells	70" .40		Fourth Deck. Stringer Plate, breadth and thickness.....	✓
" " " " in way of Bridge	✓		If Plated, state thickness.....	✓
" " Angle in Wells	✓		Poop Deck. Stringer Plate, breadth and thickness.....	.46 TO .42 ✓
Thickness of Plating abreast Deck openings } in way of Wells .....	.36 ✓		Plating, Sheathing, material and thickness ...	.36 TO .41 5 x 2 1/2 O.P.N.E
Thickness of Plating abreast Deck openings } in way of Bridge.....	✓		Bridge Deck. Stringer Plate, breadth and thickness.....	77 .64 ✓ 6 .60 ✓ PLATING ABREAST OF OPENINGS
Thickness of Plating within line of openings...	.34 ✓		Plating, Sheathing, material and thickness ...	.55 ✓ " WITHIN LINE OF OPENINGS
If Sheathed, material and thickness.....	✓		Forecastle Deck. Stringer Plate, breadth and thickness.....	.36 ✓
Second Deck. Stringer Plate; breadth and thickness in Wells	70 .34 ✓		Plating, Sheathing, material and thickness...	.35 ✓ 50 inches wide

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED,	EDGES.		BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled? <i>NO</i>	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.....	52 $\frac{1}{2}$	.78	.68	.68		Double	7/8	3 $\frac{3}{4}$				BUTTS WELDED
„ Dblg. (if any)		✓											
Bottom Plating, No. of Strakes .....4}		.63		.48	BCD STRAKES .69 $\frac{3}{8}$ spacing FROM 1/2 L FORD TO 5% L	✓	7/8	3 $\frac{3}{4}$				✓	
Bilge Plating, No. of Strakes .....1}		.63		.48	(OWNERS) SHELL PLATING FROM GARBOARD	✓	7/8	3 $\frac{3}{4}$				✓	
Side Plating, No. of Strakes .....3}		.63		.44	STRAKE TO STRAKE ABOVE WATERLINE FROM 1/2 L TO	✓	7/8	3 $\frac{3}{4}$				✓	
Bridge Deck, Sheer- strake in Wells.....}	77 $\frac{1}{2}$	.73	.44	.44	STEM INCREASED 10% ✓	✓	7/8	3 $\frac{3}{4}$				✓
Upper Deck, Sheer- strake in Bridge ...}						✓	7/8	3 $\frac{3}{4}$				✓	
Strake below Sheer- strake in Wells.....}		.68	.44	.44		✓	7/8	3 $\frac{3}{4}$				✓	
Strake below Sheer- strake in Bridge ...}						✓	7/8	3 $\frac{3}{4}$				✓	
Poop Side Plating.....			.52	.44		✓	7/8	3 $\frac{3}{4}$				✓	
Bridge Side Plating.....													
Forecastle Side Plating			.42				7/8	3 $\frac{3}{4}$				✓	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		7 for wind
Extending to ^{BRIDGE} Upper Deck (Sec. 3 c) /		
Deck next below 6		
As per Rule 7		

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D,	Upper 'tween decks		✓			
"	Second "		✓			
"	Third "		✓			
"	Holds No 141 ✓	48-28 ✓	11" x 3 1/2" x 46 ✓	✓	33 ✓	
		40-33 ✓	10 1/2" x 3 1/2" x 34 ✓	✓	24 ✓	
COLLISION	(in Hold) ✓	42-30 ✓	7" x 3" x 30 ✓	✓	24 ✓	
AFTER PEAK	"	7/8 ✓	6" x 3" x 36 ✓	✓	24 ✓	SEMI BOX BEAM ✓

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel—	South Durham Iron Co. Boussett Iron Co. Skinner & Co.
	Has the Steel been tested as required by the Rules?	YES ✓

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Depart from Appro Plans to be N
KEEL, Bar				
STEM		10" x 2 1/2"		
STERN FRAME { Propeller Post	CS	17 1/2"	STROMMENS VERNSTED	
{ Rudder	CS	17 1/2"	"	AS APPROV
Speed of Vessel 12 KNOTS ✓				
RUDDER—Type		SEMI BALANCE ✓		
" A x D.....		27 1/4"		
" Diam. of head		8 1/4" to 7 1/2"	STROMMENS VERNSTED	
" Mainpiece at top pintle		11 3/4"		
" " heel		11"		
" how constructed		welded ✓		
" double or single plate coupling, vertical or		double ✓		
" horizontal		horizontal ✓		

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open hearth*
South Durham Iron Co. Cousett Iron Co. Dorman Long & Co. Lloyds Register
Skinner & Co. Steel
Has the Steel been tested as required by the Rules? *yes* ✓

ANCHORS.

HAWSERS AND WARPS.

Alternative Means of Steering Hand gear

Windlass *Black Chapman*
Electric

(2) 13-0 x 7-9 x 3-2 *main*
(2) 17-0 x 8-3 x 3-5
Boats 1) 16-0 x 6-0 x 2-3 ✓

ing in Holds, thickness and material 2 1/2" wood

Cargo Battens, thickness, material and spacing 6×2
9" apart

50 Hatchways.—(Upper Deck) *Steel plates & angles*

Thickness of Hatches

of Hatchways No. 1 (Fwd.) $31^{\circ}6' \times 22^{\circ}0'$ No. 2 $35^{\circ}0' \times 22^{\circ}0'$ No. 3 $32^{\circ}6' \times 22^{\circ}0'$ No. 4 $32^{\circ}6' \times 22^{\circ}0'$ No. 5 $32^{\circ}6' \times 22^{\circ}0'$ No. 6

ber of Shifting Beams }
and/or Fore and Afters }

For William Grey & Co., Limited

Builder's Signature

Dresden

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..... *MOTOR* ✓
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *DEEP TANK. FUEL OIL* ✓ 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).

Ship has been built under special survey in conformity with the Society's Rules & regulations, and Secretary's Letter. The scantlings & arrangements of the ship are as given in the report, and as amended on the approved plans now forwarded. All modifications & additions to the original approved arrangements made during construction, have been indicated on the plans, have been approved as being in accordance with or equivalent to the Rule requirements. Plans of midship section, and Profile & decks showing the ship as built, now forwarded with, have been checked with the approved arrangement of frame in order. The material & workmanship are good, all S.B. tanks, peak tanks, deep tank & O.F. bunkers have been tested & approved by the Rules & found satisfactory. The decks, W.T. B^{NHS}, tunnel & W.T. door have been satisfactorily tested. The windlass & steering gear have been satisfactorily tried under working conditions. The assigned freeboards have been marked on the vessel's sides, verified & the requirements of Section 2^o of the Rules, as here applicable for the carriage of O.F. having a flash point above 160°F have been carried out. O.F. is carried in Nos. 2, 4, 7 O.O. tanks.

The amount of Entry Fee.....	£	:	:	Fees applied for, 15-8-1950.
Special Survey Fee.....	£	753	0 : 0	
<i>Freeboard</i> Travelling Expenses, if any	£	30	0 : 0	Received by me, 19.....

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

I am of opinion the Vessel should be Classed + 100 A

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

Certificate to be sent to W. Apl. Date of issue 15/9/50

Signature W. D. Johnston
Surveyor to Lloyd's Register of Shipping

Committee's Minute

Character assigned **+100A1** Carrying vegetable oil in midships deep tank
7.50 Hpl.

Lloyd's A & C.P. + LMC 7.50. Oil Eng

While ~~not~~ (with endorsement)

[Handwritten notes at bottom of page:]

45-81 x 7.06 = 319.1
45-81 x 7.06 = 319.1

002051-002061-0039²/₁

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.)

Approved plans & forging Reports attached
last undocking July 1950.

PARTICULARS OF ELECTRIC WELDING (if employed) *Shell butts, deck butts, Tank top, Bulkheads, tunnel, margin plate butts chock plates between frames.*
Approved electrodes used.
pt Elec. welded.

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

Cruiser stern Lloyd's A&CP. D.F. ESD. Radar gyro-Compass, deep tank edible oil.
Fitted for oil fuel F.P. above 150°F. Oil fuel carried in Nos. 2, 4, 7, D.B. tanks

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	Weight	Surveyor's Initials	No. of Cuts	Date
		40-1-21	CSP	1085	26-9-49
	2nd	39-2-11	AEG	1018	8-7-49
	3rd	40-2-16	AEG	952	24-5-49

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *36-4 1/2* ft., R.Q.D. ☒ ft., Bridge *398-1* ft., Forecastle *45* ft.

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

Official No. *8102* Signal Letters _____ Extreme Breadth over Belting ☒ Over-all Length *465-9*
(Circ. 1611) (Circ. 1703)

No. and Material of Decks *2 Steel, Poop, Comb. Bdg. & Fore. & upper Fore.*

Parts of Bottom of Vessel coated with cement or approved composition *Cement in way of water ballast tanks*

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, <i>137-8</i>	<i>112-6</i>	<i>269</i>	Fore peak tank,		
Double bottom, under Engines and Boilers,	<i>✓</i>	<i>✓</i>	After peak tank,		<i>125</i>
Double bottom, if under Engines only,	<i>40-0</i>	<i>139</i>	Deep tank, aft, <i>TUNNEL SIDE TANKS</i>		<i>88 PORT</i>
Double bottom, if under Boilers only,	<i>✓</i>	<i>✓</i>	Deep tank, forward, <i>M.T.</i>	<i>67-5</i>	<i>72 STAR</i>
Double bottom, forward,	<i>207-3</i>	<i>843</i>	Other tanks, if fitted, <i>O.F. SIDE BUNKERS</i>		<i>875 PORT</i>
Total length (if continuous) and Capacity <i>367-18</i>	<i>359-9</i>	<i>1251</i>	<i>O.F. SETTLING TANKS</i>		<i>901 STAR</i>
			(If necessary furnish further information by sketch.)		<i>164 PORT</i>
					<i>126 STAR</i>
					<i>14 PORT</i>
					<i>19 STAR</i>

Order for Special Survey No. *2533*

Date *18-3-48*

Dates of Surveys held while building

*1948. Nov. 8. 16. 25. 26. Dec. 2. 21. 23. 30. 1949. Jan. 7. 14. 26. Feb. 4. 10. 23. 25. 28. March 2. 4. 9. 21. 23. 24. 28. 29. 31. April 1. 6. 8. 11. 12. 14. 19. 20. 21. 22. 25. 26. 27. 28. May 2. 4. 5. 6. 9. 12. 13. 16. 17. 19. 20. 23. 24. 26. June 2. 3. 8. 9. 10. 13. 14. 17. 21. 22. 24. 28. 29. July 1. 6. 11. 12. 21. Aug. 12. 15. 23. 26. Sept. 5. 7. 15. 19. 27. 30. Oct. 4. 6. 10. 13. 14. 17. 18. 19. 20. 21. 24. 25. 26. Nov. 1. 2. 3. 4. 7. 10. 11. 14. 17. 18. 21. 23. 25. 28. 29. 30. Dec. 1. 6. 7. 8. 13. 14. 15. 16. 19. 20. 21. 22. Total No. of Visits *180**

23. 28. 29. 1950. Jan. 5. 6. 11. 12. 13. 16. 18. 21. 25. 26. 28. 31. Feb. 1. 2. 6. 8. 9. 16. 21. 22. 23. 24. 27. 28. March 1. 3. 8. 10. 13. 17. 23. 31. April 4. 5. 26. 27. May 18. 24. June 12. 14. 26. 27. July 3. 4. 5. 6. 7. 8. 10. 12. 13. 14.