

STEEL STEAMER MOTORSHIP

Received at London Office

State if Report has been sent on the Freeboard of the Vessel ☒ YESState if Report is sent on the Machinery of the Vessel ☒ YESDate of completion of report 28th September 1946 Port of Sunderland

No. 34542

Survey held at Sunderland Date First Survey 12th September 45 Last Survey 23rd September 1946

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) M.V. BRITISH MARSHAL Single Screw: Maching Aft.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erections Roof Bridge: etc.

TONNAGE under Tonnage Deck ... 7499.91

CLASS + 100 A1

State if with freeboard as condition of Class NO.

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 post on summer L.W.L. See Sec. 3 (1a) L 463.46

Launched 27.6.46

Yard No. 737

Total

Breadth (greatest moulded) B 61.75

Builders Wm. Doyford & Sons Ltd.

Gross Tonnage 8581.57

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 34.08

Owners British Tanker Co. Ltd.

Register Tonnage 4918.25

1st Longitudinal Number (L x D) = 15795

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

2nd Numeral L x (B + D) = 44413

Residence

REGISTERED DIMENSIONS.

FEET

Length 469.6

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

Port of Registry London

Breadth 62.05

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

If surveyed while building, afloat, or in dry dock

Depth 33.95

Do. Long Bridge, to top of keel

Draught Moulded 27'6"

During Construction

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"	<input checked="" type="checkbox"/>	Bracket Floors, Frame	<input checked="" type="checkbox"/>	
" " from $\frac{1}{2}$ length amidships to Collision bulkhead.....	27"	<input checked="" type="checkbox"/>	" " Reversed Frame.....	<input checked="" type="checkbox"/>	
" " in peaks	24"	<input checked="" type="checkbox"/>	" " Vertical Struts	<input checked="" type="checkbox"/>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	54" x 42"	<input checked="" type="checkbox"/>
Frame Amidships, Angle <input checked="" type="checkbox"/>	10" 3 $\frac{1}{2}$ " 40"	<input checked="" type="checkbox"/>	" " top Angles	3 $\frac{1}{2}$ " 3 $\frac{1}{2}$ " 50"	<input checked="" type="checkbox"/>
" " Extends up to.....	UPPER DECK	<input checked="" type="checkbox"/>	" " bottom Angles.....	4" 4" 50"	<input checked="" type="checkbox"/>
Reversed Frame Amidships, Angle	<input checked="" type="checkbox"/>		Side Girders, No. each side and thickness.....	2' @ 62"	<input checked="" type="checkbox"/>
" " Extends up to ...	<input checked="" type="checkbox"/>		Margin Plate depth (excl. of flange) and thickness	7' 7" T.T.	<input checked="" type="checkbox"/>
Depth of Framing Girder.....	10"	<input checked="" type="checkbox"/>	" Horiz. Frame Angle to Tank side	6" 6" 50"	<input checked="" type="checkbox"/>
Frames in Uppermost Continuous 'tween Decks, Angle, <input checked="" type="checkbox"/> or <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Bracket from stem <input checked="" type="checkbox"/>		
" " Second 'tween Decks, Angle, <input checked="" type="checkbox"/> or <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		" " Vertical Angle to Tank side	<input checked="" type="checkbox"/>	
" " Third " " " "	<input checked="" type="checkbox"/>		Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area	<input checked="" type="checkbox"/>	
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	11" 3 $\frac{1}{2}$ " 47" and as app.	<input checked="" type="checkbox"/>	Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem.....	<input checked="" type="checkbox"/>	
" " in Peaks, Angle or <input checked="" type="checkbox"/>	8" 3 $\frac{1}{2}$ " 46"	<input checked="" type="checkbox"/>	Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area	<input checked="" type="checkbox"/>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	$\frac{7}{8}$ " @ 52"	<input checked="" type="checkbox"/>	Tank Side Brackets, height above base line at toe of Frame and thickness	8'-6" x 46"	<input checked="" type="checkbox"/>
State if Frame Joggled.....	YES	<input checked="" type="checkbox"/>	INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES	<input checked="" type="checkbox"/>	Breadth and thickness of Middle Line Strake.....	55" x 52"	<input checked="" type="checkbox"/>
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES	<input checked="" type="checkbox"/>	Thickness of remainder in Holds	1.25" and 54"	<input checked="" type="checkbox"/>
In Care of Tankers.			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	<input checked="" type="checkbox"/>
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds.....	LONGITUDINAL	<input checked="" type="checkbox"/>	Uppermost Continuous Deck, amidships in Wells, Angle, <input checked="" type="checkbox"/> or <input checked="" type="checkbox"/>	LONGITUDINAL	<input checked="" type="checkbox"/>
Height of Brackets at side above base line at toe of frame.....	FRAMING	<input checked="" type="checkbox"/>	" " in way of Bridge, Angle, <input checked="" type="checkbox"/> or <input checked="" type="checkbox"/>		
Middle Line Keelson, on Floors, Angles, <input checked="" type="checkbox"/> or <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Spacing	9" 3 $\frac{1}{2}$ " 38" and as app.	<input checked="" type="checkbox"/>
" " Through Plate or Inter-costal Plate	54" x 42"	<input checked="" type="checkbox"/>	Upper Stringer.	9" 3 $\frac{1}{2}$ " 38" and as app.	<input checked="" type="checkbox"/>
" " Foundation Plate on Floors TOP BARS..	3 $\frac{1}{2}$ " 3 $\frac{1}{2}$ " 50"	<input checked="" type="checkbox"/>	Second Deck, amidships, Angle, <input checked="" type="checkbox"/> or <input checked="" type="checkbox"/>	6" 3 $\frac{1}{2}$ " 45" STRUTS	<input checked="" type="checkbox"/>
" " Flat Plate Keel Angles	4" 4" 50"	<input checked="" type="checkbox"/>	Spacing	10" 3 $\frac{1}{2}$ " 38" and as app.	<input checked="" type="checkbox"/>
Side Keelsons, No. each side.....	<input checked="" type="checkbox"/>		Third Deck, amidships, Angle, <input checked="" type="checkbox"/> or <input checked="" type="checkbox"/>	6" 3 $\frac{1}{2}$ " 56" STRUTS	<input checked="" type="checkbox"/>
" " thickness of Intercoastal Plate...	<input checked="" type="checkbox"/>		Spacing	<input checked="" type="checkbox"/>	
" " Angles	<input checked="" type="checkbox"/>		Fourth Deck, amidships, Angle, <input checked="" type="checkbox"/> or <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
DOUBLE BOTTOM. In Machy Space.			Spacing.....	<input checked="" type="checkbox"/>	
Solid Floors, thickness and spacing	62" and 42" @ 30"	<input checked="" type="checkbox"/>	Poop Deck, Angle, <input checked="" type="checkbox"/> or <input checked="" type="checkbox"/>	9" 3 $\frac{1}{2}$ " 38" and as app.	<input checked="" type="checkbox"/>
" " Are Frame and Reversed Frame joggled?	YES	<input checked="" type="checkbox"/>	Spacing.....	30"	<input checked="" type="checkbox"/>
Bracket Floors, breadth and thickness at middle line	<input checked="" type="checkbox"/>		Bridge Deck, Angle, <input checked="" type="checkbox"/> or <input checked="" type="checkbox"/>	7" 3" 33"	<input checked="" type="checkbox"/>
" " breadth and thickness at margin plate.....	<input checked="" type="checkbox"/>		Spacing.....	30"	<input checked="" type="checkbox"/>
			Forecastle Deck, Angle, <input checked="" type="checkbox"/> or <input checked="" type="checkbox"/>	9" 3 $\frac{1}{2}$ " 38" and as app.	<input checked="" type="checkbox"/>
			Spacing.....	27" and 24"	<input checked="" type="checkbox"/>

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.
2 Longitudinal Bulkheads	60" x 50" x 7"	4.08 OWNERS	29" x 50" x 3"	4.08 OWNERS
Stiffeners and Spacing	3 1/2 x 3 1/2 x 40	40 APPROV.	Thickness of Plating abreast Deck openings in way of Wells	42 APPROV.
Plating, thickness of	51 and 50	40 OWNERS	Thickness of Plating abreast Deck openings in way of Bridge	42 APPROV.
STRINGERS AND DECKS.			Thickness of Plating within line of openings	
Uppermost Continuous Deck.			If Sheathed, material and thickness	
Stringer Plate, breadth and thickness in Wells	74 x 72	44 and 41	LOWER STRINGER, Third Deck.	
" " " " in way of Bridge	74 x 88 and 72		Stringer Plate, breadth and thickness	29" x 50" x 3" 4.08 OWNERS
Angle in Wells	7 x 7 x 72		Do. Fourth Deck.	
Thickness of Plating abreast Deck openings in way of Wells	70		Stringer Plate, breadth and thickness	29" x 50" x 3" 4.08 OWNERS
Thickness of Plating abreast Deck openings in way of Bridge	93 and 70		If Plated, state thickness	42 APPROV.
Thickness of Plating within line of openings	58		POOP DECK.	
If Sheathed, material and thickness	UNSHATHED.		Stringer Plate, breadth and thickness	72 x 38
UPPER STRINGER.			Plating, Sheathing, material and thickness	Plating 26 Deck 2 1/2
Stringer Plate, breadth and thickness in Wells	29 x 50 x 3	4.08 OWNERS	Bridge Deck.	
			Stringer Plate, breadth and thickness	72 x 40
			Plating, Sheathing, material and thickness	Plating 26 Deck 2 1/2
			Forecastle Deck.	
			Stringer Plate, breadth and thickness	38
			Plating, Sheathing, material and thickness	36 Unsheathed.

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <u>NO</u> .	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 ¹ / ₂	99 ¹ / ₂	80 ¹ / ₂	80 ¹ / ₂		DOUBLE	1 ¹ / ₂	4 ¹ / ₂	WELDED.				
Dblg. (if any)													
A.B. 2@	65 ¹ / ₂	65 ¹ / ₂	51 ¹ / ₂	64 ¹ / ₂			1 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	1 ¹ / ₂	4 ¹ / ₂		
Bottom Plating, No. of Strakes <u>2@</u>	91 ¹ / ₂	66 ¹ / ₂	54 ¹ / ₂	51 ¹ / ₂			1 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	1 ¹ / ₂	4 ¹ / ₂	LAPPED.	
87 (see outer ship)													
Bilge Plating, No. of Strakes <u>1@</u>	37 ¹ / ₂	66 ¹ / ₂	57 ¹ / ₂	57 ¹ / ₂			1 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	1 ¹ / ₂	4 ¹ / ₂		
Side Plating, No. of Strakes <u>3</u>	84 ¹ / ₂ 82 ¹ / ₂ 87 ¹ / ₂	64 ¹ / ₂	48 ¹ / ₂	48 ¹ / ₂			1 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	1 ¹ / ₂	4 ¹ / ₂		
Upper Deck, Sheer- strake in Wells <u>K</u>	63 ¹ / ₂	98 ¹ / ₂	48 ¹ / ₂	48 ¹ / ₂			1 ¹ / ₂	4 ¹ / ₂	1 and 3 5 ¹ / ₂	1 ¹ / ₂	4 ¹ / ₂		
Upper Deck, Sheer- strake in Bridge ...													
Strake below Sheer- strake in Wells <u>J</u>	81 ¹ / ₂	82 ¹ / ₂	48 ¹ / ₂	48 ¹ / ₂			1 ¹ / ₂	4 ¹ / ₂	3 and 4	1 ¹ / ₂	3 ¹ / ₂		
Strake below Sheer- strake in Bridge ...													
Poop Side Plating.....	92 ¹ / ₂	40 ¹ / ₂	50 ¹ / ₂	40 ¹ / ₂		SINGLE.	3 ¹ / ₂	4 ¹ / ₂	2 and 3	3 ¹ / ₂	3 ¹ / ₂		
Bridge Side Plating.....	104 ¹ / ₂	44 ¹ / ₂	44 ¹ / ₂	44 ¹ / ₂			3 ¹ / ₂	4 ¹ / ₂		3 ¹ / ₂	3 ¹ / ₂		
Forecastle Side Plating	98 ¹ / ₂	44 ¹ / ₂	44 ¹ / ₂	44 ¹ / ₂			3 ¹ / ₂	4 ¹ / ₂		3 ¹ / ₂	3 ¹ / ₂		

WATERTIGHT BULKHEADS.

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

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	✓			
STEM	ROLLED.	M.S. 10 x 2 1/2	and as mapp. plan	
STERN FRAME	Propeller Post	Cast Steel 16 1/2 x 11 1/4	Darlington Forge	
	Rudder			
Speed of Vessel		11 1/2 Knots.		
RUDDER—Type		Simplex Balanced		
" A x D.		387		
" Diam. of head		11"		
" Mainpiece at top pintle		✓		
" " heel		✓		
" how constructed		Fabricated as per app. plan.		
" double or single plate coupling, vertical or horizontal		Double		
		Horizontal		

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, CR. TANKS.	51-50	10 x 3 1/2	40	30	30-50	14"			
" " Second	"	10 x 3 1/2	46	31 1/4	26-50	14"			
" " Third	"				30-50	14"			
" " Holds									
COLLISION	(in Hold)	110.179	53-26	10 x 3 1/2	50	24	2 DBS		
AFTER PEAK	"	110.9	46-30	9 x 3 1/2	37.5	24	35 BARS		
							2 PLATS		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Dorman Long, Appleby Ford, Consett, Cargo Fleet, Lanarkshire
South Durham, Skinningrove
 Has the Steel been tested as required by the Rules? Yes

EQUIPMENT No. 46125

LETTER dt

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.				
49474	1st Bower ...	82	1	25	✓	✓		60	0	0	0	8 1/4 ✓	Stockless	W.L. Byers	24.5.46 F.W.D. Sunderland.
49471	2nd „ „	81	1	7	✓	✓		59	10	0	0	8 1/4 ✓	"	"	24.5.46 F.W.D. Sunderland.
49433	3rd „ „	69	2	21	✓	✓		53	12	2	0	69 1/2 ✓	"	"	18.5.46 F.W.D. Sunderland.
	Collective weight														
459	Stream	29	3	16	✓	✓		28	12	2	0	23 1/2 ✓	"	"	21.5.46 F.W.D. Sunderland.

CHAIN CABLES.

29 3/8 stockless

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.	Stat.	Break.	Supplied.	Per Rule.		Length.	Diam.					Length.	Ins.		Length.	Ins.
372A	270	2 1/2	112 1/2	157 1/2	850	1.26						29.5.46 R.J.V.	STEAM TOWLINE	120	4 3/4	64-12	120	4 3/4
765	29 3/8	2 1/2	112 1/2	157 1/2	92.3.21		940	300	2 1/2	Link	W.L. Byers	6.9.46 R.J.V.	HAWSERS & WARPS	20	100	3	25-14	20/100
703	20 1/2	2 1/2	✓	157 1/2	7.2.7							6.9.46 R.J.V.		40	100	3 1/2	26-7	40/100
Stream Wire	130	5 1/2		84-8				130	5 1/2	8 W. 3 1/2				40	100	8	Manilla.	

Steering Gear, Type, (Power or hand)

Hasties Steam Indicator

Alternative Means of Steering

Abolished to Captain

Steering Chains (Size and Test)

Steam Indicator

Windlass

Gunsen Walker 12 1/2 x 14

Boats 1 M.B. 26'-0"

Rigging in Holds, thickness and material

Cargo Battens, thickness, material and spacing

Hatchways, (Upper Deck)

12 x 1/2 Steel Crossings welded to deck

Thickness of Hatches 64 O.T. Steel Cross 16 Joyle.

Number of Hatchways

No. 1 6'-0" x 4'-0"

No. 2

No. 3

No. 4

No. 5

No. 6

Number of Shifting Beams

None

For Fore and Afters

Builder's Signature

For and on behalf of

WILLIAM DOXFORD & SONS, Limited.

Mansay Gelbie

Managing Director.

AL 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 Yes motorship
 (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo Tanker. 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).

Fuel Oil (F.P. above 150°F) is carried in Forward Oil Fuel Bunker, U. 7. Bunker aft, Settling tanks and in double bottom tanks under Engines.

This vessel has been built in conformity with the Society's Rules and Regulations and the Secretary's letter. The scantlings and arrangements are in accordance with or equivalent to those shown on the approved plans. The material and workmanship are good.

The bulkheads have been marked on the vessel's side, verified and cut in. The double bottom tanks, cargo tanks, Bunkers, Settling tanks, Peakers, Fresh Water tanks and Coppers have been tested to Rule requirements. The Windlass, Steering Gear and Auxiliary means of steering have been tried whilst vessel was moved in river and at sea and were found satisfactory.

The amount of Entry Fee..... £ 11 : : :

Fees applied for,

25 Sep 1946

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

Special Survey Fee..... £ 21. 16. 6

Received by me,

Travelling Expenses, if any..... £ : : :

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

Carrying petroleum in bulk.

State whether the Vessel has been built under Special Survey

Yes

Signature

Noel F.H. Duncan

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to

Sunderland

Date of issue

11/10/46

Committee's Minute

Character assigned

+100A1 Carrying Petroleum in bulk

Lloyd's A.C.P.

Mchy. aft.

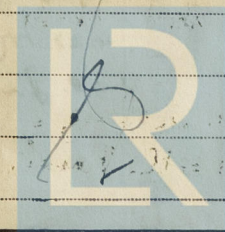
+LMC 9.46 Oil Eng

C.L.

White 1st

" 1st

2 D.B. 150 lb



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Lloyd's Register Foundation

002490 002497 0157 2/3

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 Vessel to same builders: M.V. "BRITISH MARQUIS"

Enclosed Lining Reports etc.

PARTICULARS OF ELECTRIC WELDING (if employed) Heat Weld and Quasi Arc electrodes.

Parts Welded:

Upper and lower stringers to Bulkheads. Rudder plates. Bilge keel to shell.
Keel plate butts. Auxiliary seats.

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

Longitudinal framing at bottom and decks: Wireless: Direction finding:
Echo sounding: Gyro Compass: Oil Engines: Radar type 268, supplied by
Messrs W.H. Smith & Co. (Electrical engineers) Ltd Manchester.

Particulars of Drop Test of Cast Steel Anchors, viz.:—	1st Bower	46.1.5	J.H.J.	7209	24.10.45
Weight, Surveyor's Initials, Number of Certificate, Date of Test.	2nd	45.3.6	J.H.J.	7165	3.10.45
	3rd	40.1.24	J.H.J.	7537	22.2.46
	STREAM	16.3.10	A.E.G.	7578	12.6.45

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98.15 ft., R.Q.D. ft., Bridge 47.0 ft., Forecastle 46.6 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 180959 Signal Letters G.W.W.C. Extreme Breadth over Belting (Circ. 1611) Over-all Length 490.0 (Circ. 1703)
No. and Material of Decks One steel deck. 2nd deck clear of tanks.
Parts of Bottom of Vessel coated with cement or approved composition Cement outside oil compartments, fillets at seams and butts in oil compartments.
Particulars of composition (if fitted) and of approval Cement.

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,	3-6	185	Fore peak tank,	24-2 1/2	129
Double bottom, under Engines and Boilers, 09.5	40-0	37	After peak tank,	16-0	73
Double bottom, if under Engines only,	✓		Deep tank, aft,	✓	
Double bottom, if under Boilers only,	✓		Deep tank, forward,	31-6	383
Double bottom, forward,	3-6	175	Other tanks, if fitted, F.W. tank aft.	12-0	92
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 6162

Date 17.1.45

Dates of Surveys held while building

1945. Sep. 12. Oct. 19. Nov. 27. Dec. 14. 1946. Jan. 2. 5. 15. Feb. 4. 15. Mar. 7. 12. 29. Apr. 4. 27. May. 12. 16. 29. 31. June 2. 7. 11. 12. 13. 14. 17. 18. 19. 20. 22. 24. 25. 27. 28. July 1. 4. 5. 9. 15. 16. 25. Aug. 20. 22. 23. 26. 28. 29. Sep. 2. 7. 5. 6. 9. 10. 11. 12. 14. 27.

Total No. of Visits 65

Lloyd's Register Foundation

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. Inches.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam.	Speng.		Number.	Diameter.
Framing of L, L or C													
Frames in Bridge 'tween Decks ...													
Frames from Uppermost Continuous Deck No. 1													
" 2													
" 3													
" 4													
" 5													
" 6													
" 7													
" 8													
" 9													
" 10													
" 11													
" 12													
" 13													
" 14													
" 15													
" 16													
Spacing of Longitudinal Frames		Amidships			At Ends								
Double Bottoms		Tank Top Longitudinals											
" " "		Bottom											
Spacing of Longitudinals		Amidships											
" " "		At ends...											
Bottom Transverses.		Centre Tanks.											
" " "		Side											
" " "		Between Decks											
" " "		Depth and Thickness											
" " "		Face Angles											
" " "		Lugs to Shell*											
" " "		Depth and Thickness											
" " "		Face Angles											
" " "		Lugs to Shell*											
" " "		Depth and Thickness											
" " "		Face Angles											
" " "		Lugs to Shell*											
" " "		Back Bars											
" " "		Brackets											
Spacing of Transverse Frames...		10'-0" ✓											
* State if joggled or liners.													
Longitudinal Beams of L, L or E		Bridge Deck											
" " "		Upper											
" " "		Second											
" " "		Third											
Transverse Beams.		Plate.											
" " "		Face Angles.											
" " "		Any departure from Approved Plans to be Noted.											

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., to be entered in their respective places provided for on the Report Forms.

NOTE.—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, &c., on the first page.

1m, 11, 42. T.

Main Air Compressors, No.

Two

No. of stages

Three

Diameters

12 3/4-3, 12 3/4-10 1/2, 3"

Stroke

4"

Driven by

Steam engine 13 1/2" x 4"

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