

STEEL STEAMER or MOTORSHIP.

Received at London Office 22 FEB 1937

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 11th of February 1937 Port of Rotterdam No. 25269Survey held at Rotterdam Date First Survey 5th of February 1936 Last Survey 8th of February 1937On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Steel single screw motor tanker "ENSIS" Machinery fitted aftState Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erections Poop, Bridge, ForecastleTONNAGE under Tonnage Deck... 5500.70 CLASS 100 A1 State if with freeboard as condition of Class no Built at RotterdamDo. 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 42.5 Launched 12th of November 1936 Yard No. 195Total Breadth (greatest moulded) B 54.25 Builders N.V. Rotterdamsche Droogdok Maats.Gross Tonnage 6207.42 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 31 Owners Anglo Saxon Petroleum Co. Ltd.Register Tonnage 3593.72 1st Longitudinal Number (L x D) = 1317.5 Managers (Where necessary to be entered in Reg. Book.)REGISTERED DIMENSIONS. FEET. Framing Depth "d," at middle of length. See Sec. 3 (1d) 13.7 Residence LondonLength 432.1 Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.7 Port of Registry LondonBreadth 54.6 Do. Long Bridge to top of keel 25' 6" If surveyed while building, afloat, or in dry dock BuildingDepth 30.8 Draught Moulded 25' 6"

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	806	✓	Bracket Floors, Frame	✓	
" " from <u>Fore to Aft</u> length to Collision bulkhead	686	✓	" " Reversed Frame	✓	
" " in peaks	610	✓	" " Vertical Struts	✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	1500 x 13	✓
Frame Amidships, Angle, <u>E</u> or <u>C</u>	220 90 11	✓	" " top Angles	90 90 12.5	✓
" " Extends up to	upper deck	✓	" " bottom Angles	100 100 14.5	✓
" " For particulars of longitudinal framing see separate slip.			Side Girders, No. each side and thickness	two 15 x 12 as per plan	✓
Reversed Frame Amidships, Angle	✓		Margin Plate depth (excl. of flange) and thickness	straight to ship side 13 7/8	✓
" " Extends up to	✓		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	✓	
Depth of Framing Girder	all bulb angle framing	✓	" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, <u>C</u> or <u>E</u>	✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem	✓	
" " Second 'tween Decks, Angle, <u>C</u> or <u>E</u>	✓		" " Gussets, spacing and scantling forward 1/4 len. from stem	✓	
" " Third " " " "	✓		Tank Side Brackets, height above base line at toe of Frame and thickness		
Framing in Peaks, Angle or <u>C</u>	200 90 9.5	✓	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 5 1/2 d.	✓	Breadth and thickness of Middle Line Strake	1800 x 28 17-13	✓
State if Frame Joggled	Yes	✓	Thickness of remainder in Holds	13	✓
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Web frames and stringers as approved.	✓	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?	as per approved plan	✓
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Backbars on longitudinals. ✓ extra transverse and double shell angles to transverse floors in No. 8 cargo tank Double webbed frames all as approved.	✓	BEAMS.		
SINGLE BOTTOM. in way deplank fow.			Uppermost Continuous Deck, amidships in Wells, Angle, <u>E</u> or <u>C</u>	250 90 10	✓
Floors, Depth and thickness at mid-line in Holds	1220 x 9	✓	" " in way of Bridge, Angle, <u>E</u> or <u>C</u>	180 75 8 & 10	✓
Height of Brackets at side above base line at toe of frame	✓		Spacing	forward 686 & 610. aft 667 & 610.	✓
Middle Line Keelson, on Floors, Angles, <u>C</u> or <u>E</u>	Centre line bulkhead in deplank forward.	✓	Second Deck, amidships, Angle, <u>C</u> or <u>E</u>	✓	
" " Through Plate or Intercoastal Plate	✓		Spacing	2nd Dk. Fwd & Aft. See Plans	
" " Foundation Plate on Floors	✓		Third Deck, amidships, Angle, <u>C</u> or <u>E</u>	✓	
" " Flat Plate Keel Angles	100 100 13	✓	Spacing		
Side Keelsons, No. each side	One	✓	Fourth Deck, amidships, Angle, <u>C</u> or <u>E</u>	✓	
" " thickness of Intercoastal Plate	10.5	✓	Spacing		
" " Angles	bottom 150 150 11 top 150 90 11	✓	Poop Deck, Angle, <u>E</u> or <u>C</u>	180 75 10 8	✓
DOUBLE BOTTOM. in way motor space			Spacing	667 & 610	✓
Solid Floors, thickness and spacing	12 x 667	✓	Bridge Deck, Angle, <u>E</u> or <u>C</u>	200 75 9	✓
" " Are Frame and Reversed Frame joggled?	Yes	✓	Spacing	806	✓
Bracket Floors, breadth and thickness at middle line	✓		Forecastle Deck, Angle, <u>E</u> or <u>C</u>	230 90 10	✓
" " breadth and thickness at margin plate	✓		Spacing	forward as approved. 686 & 610	✓

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.....		Two							
Forecastle									
" in Lower Decks, Size and Spacing.....		75 as per plan							
" Bridge " " "		75 & two steel division bulkheads.							
" Poop " " "		steel division bulkheads.							
" in Holds " " "									
" Longitudinal " " "									
Centre Line Bulkheads -		Two							
Stiffeners and Spacing.....		220	90	11-12	BA.				
Plating, thickness of		forward -	250	90	14				
		11 - 11.5 forward.							
		stringers further as per plan approved.							
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells		1910	x	16.5					
" " at break " in way of Bridge		1910	x	19.5					
" Angle in Wells		150	150	17					
Thickness of Plating abreast Deck openings in way of Wells		14							
Thickness of Plating abreast Deck openings in way of Bridge									
Thickness of Plating within line of openings...		12							
If Sheathed, material and thickness		not sheathed.							
Second Deck. forward and aft									
Stringer Plate, breadth and thickness in Wells...		10	x	8.5					

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.				
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.	
		Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Diam.	Spacing.		Number.	Diameter.
of L, L or E																		
In Bridge 'tween Decks ...																		
from Uppermost Continuous																		
k No. 1																		
" 2																		
" 3																		
" 4																		
" 5																		
" 6																		
" 7																		
" 8																		
" 9																		
" 10																		
" 11																		
" 12																		
" 13																		
" 14																		
" 15																		
" 16																		
ng of Amidships																		
At Ends																		
Tank Top Longitudinals																		
Bottom																		
of Longitudinals { Amidships																		
{ At Ends...																		
Transverses.																		
Depth and Thickness																		
Face Angles																		
Lugs to Shell*																		
Depth and Thickness																		
Face Angles																		
Lugs to Shell*																		
Depth and Thickness																		
Face Angles																		
Lugs to Shell*																		
Hold.																		
Back Bars ...																		
Brackets																		
ing of Transverse Frames																		
State if joggled or liners.																		
Longitudinal																		
ams of																		
L & K																		
Bridge Deck ...																		
Upper Centre																		
Second Wings																		
Third																		

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., 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, etc., on the first page.

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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				
24835	1st Bower ...	66	3	21	Stockless.			52	2	2	0	68.0 - 0	Union Stockless	unknown	Low Walker 23-1-37 a Green
24834	2nd " ...	66	2	21	"			51	19	1	14		" "	"	" " 22-1-37 "
24833	3rd " ...	66	2	14	"			51	19	1	14		" "	"	" " 22-1-37 "
	Collective weight.	200	1	0	✓							194-2-0			
24836	Stream	19	1	0				20	1	3	14	19.0 - 0	Stock.	"	Low Walker 23-1-37 a Green

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.	
	Length.	Diam.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
14775	270	2 5/16	96 4	134 3/4	782-3-14	720-3-0	270	2 5/16	stud	unknown	Low Walker 25-1-37-A Gum.	TOWLINE...	120	4 3/4	64.6	120	4 3/4
												HAWSERS & WARPS	2x90	3 1/4	21.7	2x90	2 3/4
												"	2x90	3	18.6	2x90	2 1/2
		Cir.							Cir.								
see Stream Chain or Steel Wire	90	5		51.8			90	5		N. V. Staalraad kabel & Hercules touw fabriek.		"					

Steering Gear, Steam *Hydraulic, direct acting* ✓ Steering Gear, Hand *relieving tackle fitted* ✓
Boats *4 lifeboats* ✓ Steering Chains, Size and Test ✓ Windlass *Steel steam patent* ✓
Ceiling in Holds, thickness and material ✓ Cargo Battens, thickness, material and spacing ✓
Cargo Hatchways.—(Upper Deck) *belight hatches* ✓ Thickness of Hatches *Steel covers* ✓
Size of No. 1 Hatchway (Forward) ✓ No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓
Number of Shifting Beams and/or Fore and Afters ✓

ROTTERDAMSCH E DROOGDOEK MAATSCHAPPIJ

Builder's Signature

GENERAL DECLARATION. *It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel* Yes ☒ *(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.*

The Workmanship has been found good and the vessel has been built in accordance with the approved plans, copies of which are being retained in the London Office for record, in agreement with the instructions contained in Secretary's letters respecting this case, detailed on other side, and in general conformity with the Society's Rules—

main cargo tanks, wing tanks, fuel bunkers, settling tanks, deep tanks, fore- and afterspeak-
tanks, cofferdams and double bottom tanks in motorspace have been tested by a head of
water as required by the Rules and found sound and tight.

Trueboard has been marked on the vessel's sides, verified and cut in.

Certificates of Stenpam and rudder are enclosed herewith.

The over-all length of the vessel has been measured in accordance with circular No. 1703 and was found to be 446.3'

The amount of Entry Fee	£ 120.00	Fees applied for, 16.2.1937 Received by me, 5.3.1937
Special Survey Fee....	£ 6393.00	
Travelling Expenses, if any	£ 80.00	

I am of opinion the Vessel should be Classed ∇ 100 A 1 -
"Carrying petroleum in bulk"
"Longitudinal panning at bottom and at deck".

State whether the Vessel has been built under Special Survey Yes

Signature

Surveyor to Lloyd's Register of Shipping

Certificate to be sent to Rotterdam Surveyors. Date of issue 11/3/37

Committee's Minute

Character assigned

+ 100 A

Carrying petroleum in bulk

Lloyd's A & C P

+ Area 2.37 SB 180 lb
all big CL.

heute Amst
.. G. Ho

James

© 2020

Lloyd's Register
Foundation

0247 $3/3$

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.)

London Letters M 26 1/2; 4/3; 8/3; 12/3; 13/3; 15/3; 19/3; 20/3; 27/3; 8/4; 10/5; 17/5; 20/5; 25/5. 1935; 30/12. 1935. -
Rotterdam Letters 7/3; 14/3; 18/3; 19/3; 22/3; 3/4; 1/5; 13/5; 16/5 - 1935. -

The following plans, referred to in the above letters, have been approved for this vessel, copies of these plans have been retained in the London Office for record. -

Description of Plans.

- Midship Section; Transverse Bulkheads; Profile and Decks. -
- Preliminary plan of double plate rudder. -
- Midship Section, scantlings in metric units. -
- Stringer and connectives in cargo tanks. -
- Amended wiring in transverses and bulkhead webs, scantlings of oil tanks. in way of stem and afterend framing
- Plan of transverse oil tight bulkheads.
- Plan of transverse bulkhead No. 56.
- Sternframe and Rudder.
- Plan of fore end framing
- Plan of transverse bulkheads No. 124-136 and Longit. bulkhead.
- Plan of Stringers in cargo tanks.
- Plan of oil fuel bunkers and double bottom in Motonoom.
- Plan of peakbulkheads.
- Plan of deepplank and forehold.
- Plan showing proposed scantlings at bidge ends. -

Sister vessel: M. V. "ETREMA" Rotterdam Report No. 24512.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower head 43.3-14 M.B. Dusseldorf 4502.18.8.36; Shank 23.0-7 M.B. Dusseldorf 1813-18.8.36
	2nd „ head 43.2-14 M.B. „ 4503.18.8.36; Shank 23.0-7 M.B. „ 1811-18.8.36
	3rd „ head 43.2-14 M.B. „ 4501.18.8.36; Shank 23.0-0 M.B. „ 1812-18.8.36

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 86.6 ft., R.Q.D. ✓ ft., Bridge 38. ft., Forecastle 48.25 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ✓

No. and Material of Decks (this information is to be given as it should appear in the Register Book) One Dk (stl), 2nd Dk (stl) clear of cargo tanks.

Official No. ✓ ; Signal Letters Is bottom of Vessel coated with cement Yes in peaks if not give particulars of composition not in cargo tanks. ✓

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	22.	103.
Double bottom, under Engines and Boilers,			After peak tank,	16.	55.
Double bottom, if under Engines only, aft.	63.5	131.8	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	24.75	257.
Double bottom, forward,			Other tanks, if fitted, oil fuel bunker	7.62	267.
Total capacity of double bottom		131.8	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 651.

Date 17-1-1936.

Dates of Surveys held while building

5-10-11/2; 9-10-11-12-13-16-17-19-20-21-23-24-26-30/3; 1-3-2-6-7-9-10-14-17-20-21-27-29/4;
1-4-6-8-9-11-13-15-16-18-19-22-25-26-27-28-29/5; 3-4-5-6-8-9-11-12-13-16-17-18-19-20-22-23-24-25/6;
3-7-11-17-20-21-22-23-24-27-28-29-31/7; 1-3-4-5-6-7-10-11-12-14-15-17-18-19-20-22-24-25-26-27-28/8;
1-2-3-4-5-7-8-9-10-11-14-15-16-17-18-19-21-22-23-25-26-28-29/9; 1-5-6-7-8-9-10-12-13-14-15-16-17-19-21/10;
23-24-26-27-29-30-31/10; 3-5-6-9-10-11-12-21-24-28-29-30-31/11; 1936. -
4-5-19-21-23-26-27-30/1; 1-4-8/2

Total No. of Visits 168. -