

RECEIVED STEEL STEAMER OR MOTORSHIP.

11 NOV 1948

IN U.O.

59 NOV 1948

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

Port of Sunderland.

No. 34997

Survey held at Sunderland.

Date First Survey 23rd January 1948 Last Survey 25th October 1948 19

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single screw steamer "ADMIRAL FRASER"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) C.S.S. with Tonnage Opening.

State Type of Erections Foote on Upper Dk.

TONNAGE under Tonnage Deck ... 1757.13

No. of space or spaces between Tonnage Dk. and Upper Dk. }

ross Tonnage 2215.59

Register Tonnage 1121.41

REGISTERED DIMENSIONS.

FEET

Length 317.6

Breadth 45.25

Depth 17.8

CLASS Yes

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) 310

Breadth (greatest moulded) 45

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 29.04

1st Longitudinal Number (L x D) 4640

2nd Numeral L x (B + D) 22630

Framing Depth "d," at middle of length. See Sec. 3 (1d) 10.6

Proportions—Depth to Length—Uppermost continuous deck to top of keel 10.6

Do. Long Bridge to top of keel 19'-3 1/4

Draught Moulded 19'-3 1/4

Built at Sunderland.

Launched 22nd July 1948 Yard No. 311

Builders Wm Pickersgill & Sons.

Owners Stratton Shipping Co Ltd.

Managers W.A. Phillips, Anderson & Co Ltd.

(Where necessary to be entered in Reg. Book)

Residence 1 Stratton Street, London W1.

Port of Registry London.

If surveyed while building, afloat, or in dry dock Yes

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	27 ✓		Bracket Floors, Frame	6 3 .37 ✓	
" " from 1/2 length amidships to Collision bulkhead	27 ✓		" " Reversed Frame	6 3 .35 5 1/2 .3 + .37 ✓	
" " in peaks	24 ✓		" " Vertical Struts	6 3 .35 5 1/2 .3 + .37 ✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	36 1/2 .47 ✓	
Frame Amidships, Angle, <u>E or C</u> ✓	9 3 1/2 .38 ✓		" " top Angles	5 5 .41 ✓	
" " Extends up to	2nd dk ✓		" " bottom Angles	5 5 .46 ✓	
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	0w .34 ✓	
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	28 .43 ✓	
Depth of Framing Girder	9 ✓		" " Vertical Angle to Tank side	3 1/2 3 1/2 .36 ✓	
Frames in Uppermost Continuous 'tween Decks, Angle, <u>E or C</u> ✓	6 3 .28 a .33 ✓		" " Bracket abaft 1/4 len. from stem	3 1/2 3 1/2 .36 ✓	
" " Second 'tween Decks, Angle, <u>C</u> or <u>E</u>	✓		" " Vertical Angle to Tank side	5 5 .38 ✓	
" " Third " " " "	✓		" " Bracket from forward 1/4 len. from stem to Panting Area	continuous ✓	
" " from 1/2 len. for'd. to 15% len. from Stem	9 3 1/2 .38 ✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem	continuous ✓	
" " in Peaks, Angle, <u>E or C</u> ✓	6 3 .34 ✓		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	continuous ✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4 5/4 ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	56 1/2 .37 ✓	
State if Frame Joggled	No ✓		INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes ✓		Breadth and thickness of Middle Line Strake	Plated athwartships. ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes ✓		Thickness of remainder in Holds	41 increased .08 ✓	
SINGLE 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?	under hatches. ✓	
Floors, Depth and thickness at mid-line in Holds	✓		BEAMS.		
Height of Brackets at side above base line at toe of frame	✓		Uppermost Continuous Deck, amidships	6 3 .28 ✓	
Middle Line Keelson, on Floors, Angles, <u>C</u> or <u>E</u>	✓		" " Walls, Angle, <u>E or C</u> ✓	✓	
" " Through Plate or Inter-costal Plate	✓		" " in way of Bridge, Angle, <u>C</u> or <u>E</u>	27 ✓	
" " Foundation Plate on Floors	✓		" " Spacing	6 3 .42 6 .45 ✓	
" " Flat Plate Keel Angles	✓		Second Deck, amidships, Angle, <u>E or C</u> ✓	27 ✓	
Side Keelsons, No. each side	✓		" " Spacing	✓	
" " thickness of Intercoastal Plate	✓		Third Deck, amidships, Angle, <u>C</u> or <u>E</u>	✓	
" " Angles	✓		" " Spacing	✓	
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, <u>C</u> or <u>E</u>	✓	
Solid Floors, thickness and spacing	36 9'-0" ✓		" " Spacing	✓	
" " Are Frame and Reversed Frame joggled?	No ✓		Poop Deck, Angle, <u>C</u> or <u>E</u>	✓	
Bracket Floors, breadth and thickness at middle line	28 .36 ✓		" " Spacing	✓	
" " breadth and thickness at margin plate	27 .36 ✓		Bridge Deck, Angle, <u>C</u> or <u>E</u>	✓	
			" " Spacing	6 3 .31 6 .34 ✓	
			Forecastle Deck, Angle, <u>E or C</u>	24 .27 ✓	
			" " Spacing	✓	

PILLARS AND DECKS.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	One ✓		
" in 'tween Decks, Size and Spacing	4 + 4 + .44 ✓		
" " " " " "	alternate ✓		
" in Holds " " " "	✓		
" " " " " "	✓		
Centre Line Bulkhead.	5 + 3 + .26 ✓		
Stiffeners and Spacing	6 9 + 3 1/2 + .42 ✓		
Plating, thickness of	alternate ✓ 31 to .35		
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness in Wells	48 ✓ .40 ✓		
" " " " in way of Bridge	✓		
" Angle in Wells	3 1/2 3 1/2 .40 ✓		
Thickness of Plating abreast Deck openings } in way of Wells36 ✓		
Thickness of Plating abreast Deck openings } in way of Bridge	✓		
Thickness of Plating within line of openings...	.32 ✓		
If Sheathed, material and thickness.....	✓		
Second Deck.			
Stringer Plate, breadth and thickness in Wells	44 .34 ✓		
Stringer Plate, breadth and thickness in way of Bridge	✓		
Thickness of Plating abreast Deck openings } in way of Wells	.30 ✓		
Thickness of Plating abreast Deck openings } in way of Bridge	✓		
Thickness of Plating within line of openings...	.30 ✓		
If Sheathed, material and thickness.....	✓		
Third Deck.			
Stringer Plate, breadth and thickness.....	✓		
If Plated, state thickness	✓		
Fourth Deck.			
Stringer Plate, breadth and thickness.....	✓		
If Plated, state thickness.....	✓		
Poop Deck.			
Stringer Plate, breadth and thickness.....	✓		
Plating, Sheathing, material and thickness ...	✓		
Bridge Deck.			
Stringer Plate, breadth and thickness.....	✓		
Plating, Sheathing, material and thickness ...	✓		
Forecastle Deck.			
Stringer Plate, breadth and thickness.....	✓		
Plating, Sheathing, material and thickness...	✓		

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	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.....	41	59	55	55		Double	1 1/4	3 3/8	Welded.				
„ Dblg. (if any)	✓												
Bottom Plating, No. of Strakes 4		49	3-54	45		double	3/4	3	3	3/4	3	lapped	
Bilge Plating, No. of Strakes 1		49	51	43		"	3/4	3	3	3/4	3	"	
Side Plating, No. of Strakes 3		49	51	43		"	3/4	3	3	3/4	3	"	
Upper Deck, Sheer- strake in Wells.....	10	54	42	42		"	1 1/4	3 1/4	3	1 1/4	3 1/2	"	
Upper Deck, Sheer- strake in Bridge ...	✓												
Strake below Sheer- strake in Wells.....	10	54	42	42		double	1 1/4	3 3/4	3	1 1/4	3 1/2	lapped.	
Strake below Sheer- strake in Bridge ...	✓												
Poop Side Plating.....	✓												
Bridge Side Plating.....	✓												
Forecastle Side Plating			38			Single	3/4	3	2	3/4	3	lapped.	

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	1 ✓
„ Deck next below	5 ✓
As per Rule	5

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
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KEEL, Bar	Plate ✓
STEM	Rolled 9+2 ✓
STERN FRAME	Propeller Post Forging 9+5 7/8 ✓ TS Forger & Sons
	Rudder " ✓
Speed of Vessel	Under 12 knots. ✓
RUDDER—Type	Ordinary TS Forger ✓
" A × D	112.5 ✓ a Sons.
" Diam. of head	6" ✓
" Mainpiece at top pintle	8 3/4 ✓
" " heel	6 3/4 ✓
" how constructed	FS arms shrank on a Keel. ✓
" double or single plate	double ✓
" coupling, vertical or	Horizontal. ✓
" horizontal	

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP	BULKH'D, Upper 'tween decks	✓				
"	" Second "	✓				
"	" Third "	✓				
"	" Holds	33 57 7 1/2 1.5 4 1/2 2 6 9 3/4 4 3 5	27"	✓	✓	✓
COLLISION	" (in Hold)	130 48 30 7 3 3 2 5	24	SB Beams	✓	7' ✓
AFTER PEAK	"	11 30 7 3 3 3 5	24	SB Beam	✓	6' ✓
			5 3 40 6			

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open hearth ✓*
Dorman Long, Abbey Frodingham, Skinningrove, South Durham.
Consett, Conco fleet. ✓
Has the Steel been tested as required by the Rules? *Yes. ✓*

Has the Steel been tested as required by the Rules?

Yes. ✓

Lloyd's Register Foundation

ANCHORS

CHAIN CABLES.

HAWSERS AND WARPS

Steering Gear, Type (Power ~~and~~ hand) Zonkin & Co.

Alternative Means of Steering

Steering Chains (Size and Test) Telemotor

Windlass Clarke Chapman & Co ✓ Boats 2-26' ✓

ling in Holds, thickness and material

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

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

Thickness of Hatches

of Hatchways No. 1 (Ewd.) 29'3" + 18' ✓ No. 2 29'3" + 18' ✓ No. 3 29'3" + 18' ✓ No. 4 22'6" + 18' ✓ No. 5 ✓ No. 6

Number of Shifting Beams and/or Fore and Afters } No 1, 2, & 3 hatches each 4 ✓ No 4 hatch - 3 ✓

Builder's Signature

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 Yes ✓
 (b) whether 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 be indicated, together with the flash point (where required to be inserted in the Notation). In Nos 1, 2, 3, 4 & 6 d/b Tanks & in oil fuel side bunker tanks. ✓ FP above 150° Fahr. ✓

This ship has been built in conformity with the Society's Rules Regulations & the Secretary's letters. The scantlings & arrangements are in accordance with or equivalent to those shown on the approved plans. ✓ The materials & workmanship are good. The freeboard marks have been verified & cut in on the vessel's sides. The double bottom compartments, oil fuel tanks & peak tanks have been tested in accordance with the Rules. The decks, bulkheads, tunnel, hand pumps & watertight doors have been satisfactorily tested. The windlass & steering gear have been tried under working conditions.

The amount of Entry Fee.....	£456	9	0	Fees applied for,
	21	0	0	NOV - 8 1948
Special Survey Fee.....	£	:	:	19
Travelling Expenses, if any	£	:	:	19

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

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 SUNDERLAND Date of issue 13/12/48

Signature *J. H. Kenna*
Surveyor to Lloyd's Register of Shipping.

Committee's Minute ✓

Character assigned +100A1 "with. broken"

Fitted for oil fuel 10.48 F.P. above 150°F

Lloyds A. & C. P.

+ LMC 10.48

F.D. C.L.

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Total No. of Visits