

Rpt. 1.

RECEIVED

STEEL ~~STEAMER~~ OF MOTORSHIP.

18 FEB 1949

Received at London Office

23 FEB 1949

State if Report has been sent on the Freeboard of the Vessel

Yes

NWC. 105455 ON 12/1/49

State if Report is sent on the Machinery of the Vessel

Yes

3/2/49

Date of completion of report

Port of **Newcastle-on-Tyne**

No. 105870

Survey held at **HEBBURN-ON-TYNE**Date First Survey **2<sup>ND</sup> JUNE, 1947**Last Survey **27<sup>TH</sup> JANUARY, 1949**

1949

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

**STEEL SINGLE SC. 'BRITISH ENDEAVOUR' (MACHINERY AFT)**

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

**FULL SCANTLING**State Type of Erections **POOP, BRIDGE & F'SCLE**

TONNAGE under Tonnage Deck...)

**4499.91**CLASS **100 A-1**

State if with freeboard as condition of Class

NO

Built at **HEBBURN-ON-TYNE**

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'-2 1/2"**Launched **3-9-48** Yard No. **695**

Total

**4499.91**

Breadth (greatest moulded)

B

**61'-9"**Builders **R & W. HAWTHORN LESLIE & CO. LTD.**

Gross Tonnage

**8589.18**

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'-1"**Owners **BRITISH TANKER CO. LTD.**

Register Tonnage

**4953.40**1st Longitudinal Number (L x D) = **15486**

Managers

2nd Numeral L x (B + D) = **44389**

(Where necessary to be entered in Reg. Book)

REGISTERED DIMENSIONS, FEET.

Length

**469.6**

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

**13.60**

Residence

Port of Registry **LONDON**

Breadth

**61.9**

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

Do. Long Bridge to top of keel

Depth

**33.9 34.23**

Draught Moulded

**24.5**If surveyed while building, afloat, or in dry dock  
Docking date: **1.4.49** see page 3  
**BUILDING AFLOAT & DRY DOCK**

## FRAMES, DOUBLE BOTTOM AND BEAMS.

LONGIT. FRAMING AS PER PAGE 5	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>FRAMES, Spacing amidships</b>	<b>30"</b>	✓	<b>Bracket Floors, Frame</b>	✓
" " <b>FOR. OF FR. 165</b>	<b>24"</b>	✓	" " <b>Reversed Frame</b>	✓
" " <b>from 3 length to Collision bulkhead</b>	<b>24"</b>	✓	" " <b>Vertical Struts</b>	✓
" " <b>in peaks</b>	<b>24"</b>	✓	<b>Centre Girder, depth and thickness</b>	<b>63 3/4 46-54</b>
<b>SIDE FRAMING.</b>			" " <b>top Angles</b>	<b>DOUBLE 3 1/2 3 1/2 48</b>
<b>Frame Amidships, Angle</b> <b>E or C</b>	<b>10 3 1/2 40</b>	✓	" " <b>bottom Angles</b>	<b>4 4 50</b>
" " <b>Extends up to</b>	<b>UPPER DECK</b>	✓	<b>Side Girders, No. each side and thickness</b>	<b>TWO 62 UNDER ENGINE 42 CLEAR OF</b>
<b>Reversed Frame Amidships, Angle</b>	✓		<b>Margin Plate depth (excl. of flange) and thickness</b>	<b>54 FLAT TANK TOP</b>
" " <b>Extends up to</b>	✓		" " <b>Vertical Angle to Tank side</b>	✓
<b>Depth of Framing Girder</b>	<b>10"</b>	✓	" " <b>Bracket abaft 1/4 len. from stem</b>	✓
<b>Frames in Uppermost Continuous 'tween</b>	✓		" " <b>Vertical Angle to Tank side</b>	✓
<b>Decks, Angle, E or C</b>	<b>11 3 1/2 44</b>	✓	" " <b>Bracket forward 1/4 len. from stem</b>	✓
" " <b>IN DEEP TANK FORD</b>	<b>8 3 1/2 38</b>	✓	" " <b>Gussets, spacing and scantling</b>	✓
" " <b>Second 'tween Decks, Angle, E or C</b>	<b>8 3 1/2 46</b>	✓	" " <b>abaft 1/4 len. from stem</b>	✓
" " <b>MAIN DK TO F'SCLE</b>	<b>8 3 1/2 46</b>	✓	" " <b>Gussets, spacing and scantling</b>	✓
" " <b>Third FORD HOLD TO MAIN DK</b>	<b>8 3 1/2 46</b>	✓	" " <b>forward 1/4 len. from stem</b>	✓
<b>Framing in Peaks, Angle or C</b>	<b>8 3 1/2 46</b>	✓	<b>Tank Side Brackets, height above base line</b>	✓
<b>Diameter and Spacing of Rivets through</b>	<b>1/8 52 DIAPART</b>	✓	<b>at toe of Frame and thickness</b>	✓
<b>Frame and Shell Plating amidships</b>			<b>INNER BOTTOM PLATING, UNDER ENGINE</b>	✓
<b>State if Frame Joggled</b>	<b>YES</b>	✓	<b>Breadth and thickness of Middle Line Strake</b>	<b>1.25</b>
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>	<b>AS APPROVED</b>	✓	<b>Thickness of remainder in</b>	<b>52</b>
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b>	<b>AS APPROVED</b>	✓	<b>Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. &amp; B. space and framing in Bunkers and Boiler Room?</b>	<b>AS APPROVED</b>
<b>SINGLE BOTTOM. IN DEEP TANK FORD</b>	✓		<b>BEAMS.</b>	
<b>Floors, Depth and thickness at mid-line</b>	<b>42 42</b>	✓	<b>Uppermost Continuous Deck, amidships</b>	<b>8 3 1/2 40</b>
<b>Height of Brackets at side above base line at toe of frame</b>	<b>69</b>	✓	" " <b>in way of Poop</b>	<b>8 3 1/2 40</b>
<b>Middle Line Keelson, on Floors, Angles,</b>	✓		" " <b>in way of Bridge, Angle,</b>	<b>8 3 1/2 40</b>
<b>C or C</b>	<b>44-34</b>	✓	<b>Spacing</b>	<b>EVERY FRAME</b>
<b>STIFFENERS</b>	<b>11 3 1/2 56</b>	✓	<b>Second Deck, amidships, Angle, E or C</b>	<b>7 3 40</b>
<b>Foundation Plate on Floors</b>	<b>4 4 56</b>	✓	" " <b>Spacing</b>	<b>EVERY FRAME</b>
<b>Flat Plate Keel Angles</b>	<b>4 4 56</b>	✓	<b>SECOND FORD</b>	✓
<b>Side Keelsons, No. each side</b>	<b>1 FULL LENGTH &amp; 1 PART LENGTH</b>	✓	<b>Third Deck, amidships, Angle, E or C</b>	<b>8 3 44</b>
" " <b>thickness of Intercoastal Plate</b>	<b>42</b>	✓	<b>Spacing</b>	<b>27</b>
" " <b>Angles</b>	<b>8 3 1/2 50</b>	✓	<b>DEEP TANK FORD</b>	✓
<b>DOUBLE BOTTOM. IN ENG. RM</b>	✓		<b>Fourth Deck, amidships, Angle, E or C</b>	<b>8 3 1/2 35</b>
<b>Solid Floors, thickness and spacing</b>	<b>42 EVERY FRAME</b>	✓	<b>Spacing</b>	<b>24</b>
" " <b>UNDER ENGINE</b>	<b>62</b>	✓	<b>Poop Deck, Angle, E or C</b>	<b>9 3 38</b>
" " <b>Are Frame and Reversed Frame joggled?</b>	<b>NO</b>	✓	" " <b>Spacing</b>	<b>8 3 44</b>
<b>Bracket Floors, breadth and thickness at middle line</b>	✓		<b>Bridge Deck, Angle, E or C</b>	<b>4 3 33</b>
" " <b>breadth and thickness at margin plate</b>	✓		<b>Spacing</b>	<b>EVERY FRAME</b>
			<b>Forecastle Deck, Angle, E or C</b>	<b>8 3 1/2 40</b>
			<b>Spacing</b>	<b>EVERY FRAME</b>



## 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.
LONG. BHD'S IN WAY OF CARGO TANK ✓					
in 'tween Decks, Size and Spacing	PILLARING				
" " " " " "	AT ENDS				
in Holds " " " "	AS APPROVED ✓				
LONGITUDINAL ✓ " 15'-0" FROM CR. PLS ✓					
Centre Line Bulkhead 5 AMIDSHIPS	10 3 1/2 40	EVERY FRAME			
Stiffeners and Spacing	51 ✓				
Plating, thickness of	50 ✓				
WITH TWO HORIZONTAL STRINGERS ✓	29 50				
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells	44 42				
" " " " " " BREAKS OF	44 88				
" " " " " " in way of Bridge	4 4 72				
Angle in Wells	58-70				
Thickness of Plating abreast Deck openings in way of Wells					
Thickness of Plating abreast Deck openings in way of Bridge					
Thickness of Plating within line of openings					
If Sheathed, material and thickness					
Second Deck. IN WAY OF FORD. HOLD					
Stringer Plate, breadth and thickness in Wells	36				
Stringer Plate, breadth and thickness in way of Bridge					
Thickness of Plating abreast Deck openings in way of Wells					
Thickness of Plating abreast Deck openings in way of Bridge					
Thickness of Plating within line of openings					
If Sheathed, material and thickness					
Third Deck. DEEP TANK TOP ✓					
Stringer Plate, breadth and thickness	40				
If Plated, state thickness	44 36				
Fourth Deck.					
Stringer Plate, breadth and thickness					
If Plated, state thickness					
Poop Deck. ✓					
Stringer Plate, breadth and thickness	42 38				
Plating, Sheathing, material and thickness	30 28 2 1/2 TEAK				
Bridge Deck. ✓					
Stringer Plate, breadth and thickness	42 40				
Plating, Sheathing, material and thickness	32 2 1/2 TEAK				
Forecastle Deck. ✓					
Stringer Plate, breadth and thickness	38				
Plating, Sheathing, material and thickness	36				

## SHELL PLATING.

SCANTLINGS.					RIVETING.									
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <u>NO</u> ✓				BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		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 .....	51 ✓	1.01 ✓	.82 ✓	.82 ✓		DOUBLE ✓	1 ✓	4 ✓	WELDED ✓			EDGE & EDGE		
„ DBLG. (if any)														
BOTTOM PLATING, No. of Strakes <u>4. B.C. 2.5</u> ✓	B8C ✓	.65 ✓	.51 ✓	.53 ✓		DOUBLE ✓	7/8 ✓	3 1/3 ✓	„			„		
BILGE PLATING, No. of Strakes <u>1. F.</u> ✓	D8E ✓	.66 ✓	.73 & .51 ✓	.53 ✓		DOUBLE ✓	7/8 ✓	3 1/3 ✓	„			„		
SIDE PLATING, No. of Strakes <u>3. G.H.T.</u> ✓		.66 ✓	.57 ✓	.54 ✓		DOUBLE ✓	7/8 ✓	3 1/3 ✓	„			„		
UPPER DECK, Sheer- strake in Wells.....		.64 ✓	.48 ✓	.48 ✓		DOUBLE ✓	7/8 ✓	3 1/3 ✓	„			„		
UPPER DECK, Sheer- strake in Bridge <u>2. POOP BREAKS</u> ✓	63 ✓	.98 ✓	.54 ✓	.48 ✓		DOUBLE ✓	1" ✓	3 3/4 ✓	„			„		
STRAKE BELOW Sheer- strake in Wells.....	63 ✓	1.18 ✓				DOUBLE ✓	1 1/8 ✓	4 7/8 ✓	„			„		
STRAKE BELOW Sheer- strake in Bridge ...	81 ✓	.82 ✓	.48 ✓	.48 ✓		DOUBLE ✓	1" ✓	3 3/4 ✓	„			„		
POOP SIDE PLATING .....	81 ✓	.82 ✓				DOUBLE ✓	1" ✓	3 3/4 ✓	„			„		
BRIDGE SIDE PLATING ...			.50 ✓	.40 ✓		SINGLE	3/4 ✓	2 1/2 ✓	„			„		
FORECASTLE SIDE PLATING		.44 ✓	.75 ✓	.75 ✓		SINGLE	3/4 ✓	2 1/2 ✓	„			„		
			.44 ✓			SINGLE	3/4 ✓	2 1/2 ✓	„			„		

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	14
Extending to Upper Deck (Sec. 3 c)	14 ✓
" Deck next below	
As per Rule	AS APPROVED 14

## STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
CENTRE TANKS				STRINGERS	
MIDSHIP BULKHEAD, Upper 'tween decks	51	8.50	10x3 1/2x408A	30	1 @ 36x50 2 @ 30x50 2 IN IN
" " " "				STRINGERS	
" " " " Second				31 3/4	1 @ 30x50 2 @ 26x50 2 IN IN
" " " " Third					
" " " " Holds				3 SEMI BOX BEAMS	
COLLISION (in Hold)	53	30x3x30.0A	24	8 W.T. FLAT	
AFTER PEAK	46	30x3x36.8A	24	BOILER FLAT & STRINGER	

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	FLAT PLATE			
STEM	11x2 3/4	BOTTOM PLATE	UPPER PORTION STEEL	
STERN FRAME	CAST STEEL	STERNEFRAME		
Speed of Vessel	11 1/2 KNOTS			
RUDDER—Type	SIMPLEX TYPE	AS PER APPROVED PLAN		
" A x D	38x			
" Diam. of head	STOCK FORGING 11" DIA.	BY DENNYSTOWN FORGE		
" Mainpiece at top pintle				
" " " "				
" how constructed	STEEL PLATES WELDED BY HAWTHORN	LESLIE & CO. LTD (BUILDERS)		
" double or single plate	DOUBLE PLATE	60		
" coupling, vertical or horizontal	8-2 3/4 DIA. FITTED BOLTS			

## STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *South Durham Steel & Iron Co. Ltd. Dorman Long & Co. Ltd. Appleby-Frodingham C. Co. Consett Iron Co. Ltd. (Open Hearth Process)*

Has the Steel been tested as required by the Rules? *Yes*



Rpt. 1\*.

BRITISH ENDEAVOUR

PAGE 5

NEWCASTLE-ON-TYNE, No. 105870.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		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.		Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.	Number.	Diameter.	
or [																			
Between Decks ...		Transverse framing in Poop Bridge & Isle ✓																	
Last Continuous GIRDER No. 1		14' x 48' x 4' x 4' x .68			14' x 48' x 4' x 4' x .68						Centre line Girder on bottom of			7/8" 5 1/4"		10 RIVETS		18 To LONG 7/8" 14 AT BAR 1/8"	
TANK											Centre Tanks			"		EACH SIDE		7/8" 4 DIA 5 7/8"	
" 2		D° ✓			D° ✓									"					
" 3		D° ✓			D° ✓									"		23 1/2 DIA ✓		"	
" 4		D° ✓			D° ✓									"		"		"	
" 5		D° ✓			D° ✓									"		"		"	
" 6		LONGITUDINAL BULKHEAD																	
ANKS { " 7		D°			D° ✓									"		"		"	
" 8		D°			D° ✓									"		"		"	
" 9																			
" 10																			
" 11																			
" 12																			
" 13																			
" 14																			
" 15																			
" 16																			
Midships		30" IN CENTRE TANK ✓			30" IN CENTRE TANK ✓														
Ends		31 3/4" IN SIDE TANKS ✓			31 3/4" IN SIDE TANKS ✓														
Top Longitudinals																			
or [ ) Bottom		Double Bottom in Motor Room framed Transversely ✓																	
ing of Longitudinals { Amidships																			
At Ends...																			
Transverses.																			
IN		24' x .40 ✓			24' x .40 ✓			webs 10'-0" apart to Longitudinal											
ridge		3 1/2 3 1/2 .40 ✓			3 1/2 3 1/2 .40 ✓			Bhd in Centre Tanks ✓			7/8" 4 DIA ✓		3/4" rivets, 6 dia apart on plan						
Decks		6 1/2 6 1/2 .45 T ✓			6 1/2 6 1/2 .45 T ✓														
E TANKS		CONN. TO LONG. BHD. Lugs to Shell																	
IN		36' x .44 ✓			36' x .44 ✓														
ridge		3 1/2 3 1/2 .44 ✓			3 1/2 3 1/2 .44 ✓														
Decks		6 6 .44 ✓			6 6 .44 ✓						7/8 4 DIA ✓								
E TANKS		Lugs to Shell * Joggled																	
IN		54' x .48 ✓			54' x .48 ✓														
ridge		9 3 1/2 .60 BA ✓			9 3 1/2 .60 BA ✓														
Decks		6 6 .48 ✓			6 6 .48 ✓						7/8 4 DIA ✓		4 1/2 where back bars						
E TANKS		3 1/2 3 1/2 .48 ✓			3 1/2 3 1/2 .48 ✓														
ridge		84 .48 ✓			84 .48 ✓														
Decks		10'-0" ✓			10'-0" ✓														
E TANKS																			
of Transverse Frames																			
State if joggled or liners.																			
Longitudinal																			
s of																			
or [																			
WING																			
TANKS																			
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.

00708 2/3



EQUIPMENT No 46701										LETTER df		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.	Cwts.				
52244	1st Bower ...	81	3	26	STOCKLESS	59	10	0	0	✓			BYERS IMPROVED TYPE	—	L.P.H.-S, 21-5-48, J.HIBBS	
52335	2nd „ ...	81	1	4	„	59	10	0	0	✓	232	✓	„ „	—	„ 2-6-48, „	
52034	3rd „ ...	40	2	14	„	54	5	0	0	✓			„ „	—	„ 2-4-48, „	
	Collective weight.	233	3	19												
52112	Stream .....	24	2	0	6	2	0	24	6	1	0	✓	23 1/2	RODGERS CAST STEEL	—	„ 2-4-48 „

CHAIN CABLES.										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.	Statu-tory.	Break-ing.	Supplied.	Per Rule.			Length. Diam.					Length. Cir.	Tons.	Length. Cir.
8465	240 1/2	2 1/2	112.5	157.5	Y58 0 Y	940	300	2 1/2	ST40	—	L.P.H.-N, 15-9-48 W.NORMAN	TOWLINE	130	5 1/2	130 5 1/2
8659	60 5/8	2 1/2	112.5	157.5	196 3 0	954.3.7			LINK	—	" 14-7-48 H.MURPHY	HAWSERS & WARPS	2 1/2 100	3"	2 1/2 100 2 3/4
													8 1/2 120	8"	2 1/2 100 8"
Iron Stream Chain or Steel Wire	120	4 3/4	64.6				120	4 3/4	STEEL WIRE	MARTIN BLACK COATBRIDGE	COATBRIDGE, 8-3-48 R.LAIRD				

Steering Gear, Steam *Hydraulic by Hestia & Co* Steering Gear, Hand *Block & Tackle led to Capstan*

Boats *4 @ 26'0" INCLUDING MOTORBOAT* Steering Chains, Size and Test *✓* Windlass *Steam by Emerson & Walker*

Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *✓*

OIL TANK & Cargo Hatchways. — (Upper Deck) *Steel plates welded to deck* Thickness of Hatches *CARGO HATCH FORWARD .50 THK. (STEEL)*

Size of ~~Forward~~ Hatchway (Forward) *6'9" X 10'0" No. 2* *4'1" DIAM. No. 2* *HATCH TO CARGO TANKS* *✓*

Number of Shifting Beams and/or Fore and Afters *NONE* *✓*

Builder's Signature *Chapman*

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 *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.

*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.*

*Cargo oil tanks, oil fuel bunkers, fore & after cofferdams, Deep tank fore, fore & after peak tanks, F.W. Tanks, Double Bottom tanks & cofferdams, Bulkheads & Decks, W.T. doors to pump Rms. have been tested to rule requirements & found satisfactory.*

*The steering gear & windlass tried under working conditions & found satisfactory.*

*The freeboard markings verified & marks cut in on vessels sides.*

*Bilge suction & Hand pumps tried & found satisfactory.*

*oil fuel F.P. above 150°F is carried in oil bunkers aft. Deep tank forward & double bottom in machinery space. Section 20 of the rules has been complied with.*

*Vessel drydocked 21-1-49. Undocked 24-1-49.*

The amount of Entry Fee ..... £

Special Survey Fee.... £1,241: - - -

FREEBOARD Travelling Expenses, if any £ 34: - - -

Fees applied for, *17 FEB 9 1949*

Received by me, *19*

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

*Longitudinal framing at bottom & Deck*

*WE ARE* *1* of opinion the Vessel should be Classed *\* 100 A.1.*

*Carrying petroleum in Bulk*

State whether the Vessel has been built under Special Survey *Yes*

Signature *Henry W. Queen & A. Blunter*

Certificate to be sent to *Newcastle-on-Tyne* *AND CERTIFIED COPY (SEE COPY OF LETTER ATTACHED)* *17/3/49*

Surveyors to Lloyd's Register of Shipping.

Committee's Minute *✓* *FRI. 11 MAR 1949*

Character assigned *+ 100 A1 Carrying petroleum in bulk.*

*1.49 Nac.*

*Lloyds ACP*

*+ L.M.C. 1.49 Oil Eng.*

*2. S.B. 150 lbs. C.L.*

*kat*

The Surveyors are requested not to write on or below the Committee's Minute.

© 2021 Lloyd's Register Foundation

0108 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.)

Midship section  
Midship Section (as built)  
Profile & Decks  
Cruiser Stern  
Stem frame  
Modification to main Deck  
Arrgt. of strong beams in machinery casing  
Shell Expansion  
Web frames & stringers in Engine Rm.  
Scaup of frames in engine Rm at upper stringers  
Main deck & side stringers in machinery space  
Web frames in machinery space  
Bridge Deck  
Midship Deckhouse Scauthings  
Arrgt. of welded butts & seams  
oil fuel bunker forward  
after cofferdam Bulkheads  
Forward cofferdam Bulkheads  
Bottom brackets to bulkhead stiffeners  
Extent of aluminium alloy in way of wheelhouse  
Connections of upper deck longitudinal to trans. O.T. Bhd  
Waterboxes  
Rudder plan  
Double Bottom in machinery space (sheet 1 & 2)  
O.F. Bunkers aft sheet 1 & 2  
Fore Peak bulkhead

Fore Peak Bulkhead  
Schedule of Riveting & welding (sheet 1 & 2)  
Riveting of shell seams  
Fore end pumping  
Boat Deck & poop Deckhouse Scauthings  
Stem plan  
Bilge & tank sections of off frame 44 &  
air & sounding Pipes  
Stiffening at breaks of P.B. & F.

Invoices & Steel Casting Rpts  
enclosed

PARTICULARS OF ELECTRIC WELDING, Shell & upper deck butts, main deck forward, Longitudinal & transverse O.T. bulkheads, side stringers in oil tanks, Poop, Bridge & Fore decks, Tank top in machinery space, Rudder

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 & deck, Cruiser stern, 1 deck steel & 2nd deck in fore hold, Radar, Wireless, Lloyds A&CP, oil engine, Machinery aft, Dissection finding apparatus, Echo Sounding Service

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

1st Bower	51-0-6, J.H.J. 8683, 21-3-47, ✓
2nd "	49-2-7, " 9024, 2-7-47, ✓
3rd "	45-0-14, A.E.G. 9940, 13-1-48, ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 97.875 ft., R.Q.D. ft., Bridge 47.0 ft., Forecastle 46.5 ft.  
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated  
Over-all Length 490.0 ✓

No. and Material of Decks one deck steel & 2nd deck in fore hold ✓

Official No. 182929 ; Signal Letters G.F.C.N

Is bottom of vessel coated with cement IN PEAKS ONLY ✓ if not give

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	24.2	130 ✓
Double bottom, under Engines and Boilers,			After peak tank,	16.0	76 ✓
Double bottom, if under Engines only, FR 12-28	40.0 ✓	38	Deep tank, aft, FRESH WATER TANK	12.0	96 ✓
Double bottom, if under Boilers only, COFF. 28-29	2.6 ✓		Deep tank, forward,	31.5 ✓	384 ✓
Double bottom, forward, FR. 29-39	24.0 ✓	65	Other tanks, if fitted, CROSS BUNKER	9.5	428 ✓
Length of DB = 66.5 ✓		Total capacity of double bottom 103	(If necessary, furnish further information by sketch) AFT COFF. 3.5 185 FWD COFF. 3.5 175		

\* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 5812

Date

9/9/46

Dates of Surveys held while building

(1947) JUNE 2, 9, 16, JULY 1, 8, 25, 30, AUG 1, 5, 7, 12, 21, 27, SEPT 2, 12, OCT 6, 15, 21, 24, 29, NOV 7, 10, 14, 17, 20, 25, DEC 10, 16, 24, (1948) JAN 6, 14, 28, FEB 4, 10, 12, 16, 20, 24, 26, MAR 5, 10, 12, 15, 16, 17, 23, 25, 31, APR 1, 7, 15, 20, 22, 23, 30, MAY 6, 10, 14, 21, 23, 27, 31, JUNE 3, 9, 11, 14, 18, 21, 22, 24, 25, 28, 29, 30, JULY 1, 2, 13, 14, 15, 16, 20, 21, 22, 23, 27, 29, 30, AUG 4, 5, 6, 9, 10, 12, 13, 16, 17, 18, 19, 23, 25, 27, 30, 31, SEPT 1, 3, 16, 22, OCT 6, NOV 25, DEC 3, (1949) JAN 4, 5, 6, 7, 10, 11, 14, 17, 18, 20, 21, 24, 25, 26, 27

Total No. of Visits 127