

STEEL STEAMER or 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 16th DECEMBER 1943 Port of GLASSGOWNo. 67848Survey held at GLASSGOW Date First Survey 2nd JULY 1942 Last Survey 3rd DECEMBER 1943On the (State if Machinery is Aft and if Single, Twin or Triple Screw) SINGLE SCREW "NERITINA" (MACHINERY AFT)State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING State Type of Erections P, B & F.C.L.E.TONNAGE under Tonnage Deck 7229.82CLASS 100A1State if with freeboard as condition of Class NOBuilt at GLASSGOWLaunched 31st AUGUST 1943 Yard No. 11749Builders HARLAND & WOLFF LTDOwners ANGLO SAXON PETROLEUM CO LTDManagers (Where necessary to be entered in Reg. Book)Residence Port of Registry LONDON

If surveyed while building, afloat, or in dry dock

BUILDING & AFLOAT

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

Total 7229.82Gross Tonnage 8227.82Register Tonnage 4783.63

REGISTERED DIMENSIONS.

FEET

Length 465.6Breadth 59.5Depth 33.85Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 460.0Breadth (greatest moulded) 59.0Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 34.01st Longitudinal Number (L x D) 15.6402nd Numeral L x (B + D) 42780Framing Depth "d," at middle of length. See Sec. 3 (1d) Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.52Do. Long Bridge to top of keel Draught Moulded 27'-4 1/2"LONG¹ FRAMING PAGE 5.

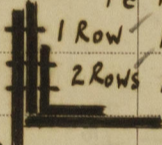
FRAMES, DOUBLE BOTTOM AND BEAMS.

	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.....	31 1/2 ✓		Bracket Floors, Frame		
" " " IN WAY OF FW ^o DEEP TANK	27 ✓		" " Reversed Frame.....		
" " " Collision bulkhead.....	24 ✓		" " Vertical Struts		
" " " in peaks			Centre Girder, depth and thickness amidships	59 1/4 x 54 - 46 ✓	
SIDE FRAMING.			" " top Angles.....	WELDED TO TANK TOP.	
Frame Amidships, Angle, E or F	10 3 1/2 7/16 ✓		" " bottom Angles.....	4 4 9/16 ✓	
" " " Extends up to.....	UPPER DECK ✓		Side Girders, No. each side and thickness.....	2 CONTINUOUS .60 ✓	
Reversed Frame Amidships, Angle			Margin Plate depth (excl. of flange) and thickness.....	LEVEL TANK 80-60 x .54 ✓	
" " " Extends up to			" " " Angle to Tank side	6 6 .50 ✓	
Depth of Framing Girder.....	10 8 11" ✓		" " " Bracket at 1/2 len. from		
Frames in Uppermost Continuous 'tween			" " " Vertical Angle to Tank side		
Decks, Angle, E or F			" " " Bracket from forward 1/2 len.		
" " " Second 'tween Decks, Angle, E or F	11 3 1/2 7/16 ✓		" " " Gussets, spacing and scantling		
" " " WAY OF NO ^o 7 & 8 TANKS FWD.	10 3 1/2 7/16 ✓		" " " Gussets, spacing and scantling		
" " " Third	8 3 1/2 7/16 ✓		" " " from forward 1/2 len. from stem		
" " " IN WAY OF NO ^o 9 TANK FWD & FW ^o DEEP TANK	10 3 1/2 7/16 ✓		" " " to Panting Area		
" " " from 1/2 len. fwd to 15% len. from			Tank Side Brackets, height above base line	96" .46 ✓	
" " " Stem			at toe of Frame and thickness		
" " " in Peaks, Angle or F	7 1/8 @ 4 7/8 ✓		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through	1" @ 5 1/2" ✓		Breadth and thickness of Middle Line Strake...	.62 ✓	
Frame and Shell Plating amidships			PLATING IN WAY OF HOLDING DOWN BOLTS	1.25 ✓	
State if Frame Joggled.....	YES. ✓		Thickness of remainder in Hold54 ✓	
Are the scantlings and arrangements in the	YES. ✓		Are Rule requirements complied with regard-	YES. ✓	
Panting Area in accordance with the Rules			ing increases of scantlings in way of double		
and/or as approved?	YES. ✓		bottom in E. & B. space and framing in		
Are the scantlings and arrangements in way	YES. ✓		OIL Bunkers and Boiler Room?		
of the Bottom Forward in accordance with			BEAMS. LONG ¹ BEAMS AS PER PAGE 5		
the Rules and/or as approved?			Uppermost Continuous Deck, amidships in	8 3 1/2 7/16 ✓	
SINGLE BOTTOM. FW ^o DEEP TANK			FORWARD. Walls Angle, E or F	8 7 3 3/8 ✓	
Floors, Depth and thickness at mid-line in	48 .38 ✓		" " " in way of Bridge Angle,	8 3 1/2 7/16 ✓	
Holds.....			" " " E or F AFT	8 8 3 1/2 .35 ✓	
Height of Brackets at side above	AS PER APPROVED ✓		Spacing	EVERY FRAME.	
base line at toe of frame.....	PLAN.		FORWARD.	9 3 1/2 .437 ✓	
Middle Line Keelson, on Floors, Angles,	✓		Second Deck, amidships, Angle, E or F	8 8 3 1/2 .437 ✓	
E or F			Spacing	EVERY FRAME.	
CR. LINE BY ^o Through Plate or Inter-	.40 ✓		SECOND AFT	10 3 1/2 .437 ✓	
costal Plate			Third Deck, amidships, Angle, E or F	8 8 3 1/2 .437 ✓	
" " " Foundation Plate on	✓		Spacing	EVERY FRAME.	
Floors			DEEP TANK FORWARD	8 3 1/2 7/16 ✓	
" " " Flat Plate Keel Angles	4 4 .50 ✓		Fourth Deck, amidships, Angle, E or F		
Side Keelsons, No. each side.....	DOUBLE ✓		Spacing	EVERY FRAME.	
" " " thickness of Intercoastal Plate...	3 1/2 3 1/2 7/16 ✓		Poop Deck, Angle, E or F	8 3 1/2 7/16 ✓	
" " " Angles	6 6 .50 ✓		Spacing	EVERY FRAME.	
" " " WITH 12" x 46" RIDER PLATE ON TOP.			Bridge Deck, Angle, E or F	8 3 1/2 .437 ✓	
DOUBLE BOTTOM. ENGINE ROOM.			Spacing	EVERY FRAME.	
Solid Floors, thickness and spacing46 - .42 ✓		Forecastle Deck, Angle, E or F	10 3 1/2 7/16 ✓	
" " " Are Frame and Reversed Frame	@ 3 1/4 x 30 3/4 ✓		Spacing	EVERY FRAME.	
joggled?	YES ✓		" " " Thickness and thickness at		
Bracket Floors, breadth and thickness at	FLOORS ✓		middle line		
" " " breadth and thickness at	WELDED TO ✓		margin plate.....		
" " " UNDER ENGINES					

PILLARS AND DECKS.

[illegible]

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	No	✓	No.	OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.							Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.		SINGLE OR DOUBLE.	Inches.	Inches.		Inches.	Inches.		
Flat Plate Keel.....	57	.96	.78	.78		DOUBLE	1"	4"	FIVE	1 1/8"	5"	LAPPED	
" Bottom (if any)													
Bottom Plating, No. of Strakes F.O.V.R.	2 @	.67	.70	.55		DOUBLE	7/8	3.5	FOUR	7/8	3.5	LAPPED.	
	2 @	.64	.53	.56									
Bilge Plating, No. of Strakes ONE.....		.64	.55	.66		DOUBLE	7/8	3.5	FOUR	7/8	3.5	"	
Side Plating, No. of Strakes THREE.....		.64	.47	.47		DOUBLE	2 @ 7/8	3.5	FOUR	7/8	3.5	"	
							1 @ 1"	3.937					
Upper Deck, Sheer- strake in Wells.....	67	.99	.47	.47	AT BREAKS.		1 Row	1"	3.937	FIVE	1 1/8	5"	"
		1.19 AT BREAKS.					2 Rows	1"	5"	FIVE	1 1/8	5"	"
Upper Deck, Sheer- strake in Bridge99											
Strake below Sheer- strake in Wells.....	8 1/4	.76	.47	.47		DOUBLE	1"	3.937	FOUR	1"	4"	"	
Strake below Sheer- strake in Bridge ...	8 1/4	.76				DOUBLE	1 1/8	4.5	FOUR	1	4	"	
Poop Side Plating.....	(ONE STRAKE)		.40						DOUBLE	3/4	2.625	"	
Bridge Side Plating.....		.43 (ONE STRAKE)							DOUBLE	3/4	2.625	"	
Forecastle Side Plating	(TWO STRAKES)	.43				SINGLE	3/4	3	SINGLE	3/4	2.625		

WATERTIGHT BULKHEADS.

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

FORGINGS AND CASTINGS.

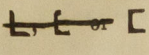
	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	✓			
STEM		10" 4x2 3/4	ROLLED STEEL	
STERN FRAME { Propeller Post	CASE	AS PER APPROVED PLAN.	W. BEARDMORE & CO LTD ✓	
{ Rudder	STEEL			
Speed of Vessel	12 KNOTS.	✓		
RUDDER—Type	SIMPLEX TYPE	✓	W. BEARDMORE & CO LTD	
" A X D	✓			
" Diam. of head	FORGING 11"			
" Mainpiece at top pintle				
" " heel				
" how constructed				
" double or single plate coupling, vertical or horizontal				

SIMPLEX TYPE
SEE APPROVED PLAN.

VERTICAL ✓

2020

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) COLVILLES LTD
THE STEEL CO OF SCOTLAND LTD, THE LANARKSHIRE STEEL CO LTD, SMITH & M'LEAN LTD, DORMAN LONG LTD
(OPEN HEARTH PROCESS)
Has the Steel been tested as required by the Rules? YES

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.	Rivets in Brackets to Bulkheads.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.	
Framing of 														
Frames in Bridge 'tween Decks ...		TRANSVERSE FRAMING IN P, B & F'CLE.												
Frames from Uppermost Continuous Deck CR GIRDER. No. 1		17x.52x4x4x.68			17x.52x4x4x.68				7/8	5 1/4	11 RIVETS @ 3 1/8"	GUSSETS WELDED TO BH, 18-7/8" RIVETS TO LONG.		
CENTRE TANK.		"			"				"	"	"	"		
		"			"				"	"	"	"		
		LONGITUDINAL BULKHEAD												
		17x.52x4x4x.68			17x.52x4x4x.68				7/8	5 1/4	11 RIVETS @ 3 1/8"	GUSSETS WELDED TO BH, 18-7/8" RIVETS TO LONG.		
WING TANK.		"			"				"	"	"	"		
		"			"				"	"	"	"		
		"			"				"	"	"	"		
		"			"				"	"	"	"		
		"			"				"	"	"	"		
		"			"				"	"	"	"		
		"			"				"	"	"	"		
		"			"				"	"	"	"		
Spacing of Longitudinal Frames		33" IN CR TANKS			33" IN CR TANKS									
		30" IN WING TANKS			30" IN WING TANKS									
Double Bottoms L, B or C														
Tank Top Longitudinals														
Bottom		DOUBLE BOTTOM IN MOTOR ROOM FRAMED TRANSVERSELY												
Spacing of Longitudinals		Amidships												
		At Ends...												
Transverses.														
Side (in 'tween Decks)	Depth and Thickness													
	Face Angles													
	Lugs to Shell*													
Bottom Side (in Hold)	Depth and Thickness	37 .44			37 .44									
	Face Angles SINGLE	6 3 1/2 .50			6 3 1/2 .50									
	Lugs to Shell	6 6 .44			6 6 .44				7/8	3 1/2 - 4				
WING TANKS	Depth and Thickness	40 .44			40 .44									
	Face Angles DOUBLE	6 3 1/2 .64			6 3 1/2 .64									
	Lugs to Shell	6 6 .44			6 6 .44				7/8	4 - 4 3/8				
Bottom CR TANK	Depth and Thickness	3 1/2 3 1/2 7/16			3 1/2 3 1/2 7/16									
	Face Angles	6 3 1/2 .64			6 3 1/2 .64									
	Lugs to Shell	6 6 .44			6 6 .44									
,, ,, Back Bars		3 1/2 3 1/2 7/16			3 1/2 3 1/2 7/16									
Brackets		.44			.44									
Spacing of Transverse Frames		10'-6" APART.			10'-6" APART.									
* State if joggled or liners.														
Longitudinal Beams of	Bridge Deck													
	Upper CENTRE	9 3 1/2 7/16			9 3 1/2 7/16			IN CENTRE TANKS	33"					
	Second WINGS	9 3 1/2 7/16			9 3 1/2 7/16			IN WING TANKS	30"					
	Third													
Upper DK														
Transverse Beams. AT														

EQUIPMENT No. 44588				LETTER C+				ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	
44304	1st Bower	73	3	14	-	-	-	55	15	0	7/9/43 R.V. VOGAN
44214	2nd "	73	2	0	-	-	-	55	10	0	28/8/43 "
	3rd "										
	Collective weight										
2094	Stream	22	1	14	5	2	12	22	15	0	ORDINARY S. TAYLOR & SONS NETHERTON 7/7/43 J.A. RELF.

CHAIN CABLES.												HAWERS 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.										
			Statur-ory.	Break-ing.	Supplied.	FOR 120 FTHS. Per Rule.	Length.	Diam.	Length.	Ins.					Fathoms	Ins.		Fathoms	Ins.									
	Length.	Diam.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms	Ins.										Fathoms	Ins.	Tons.	Fathoms	Ins.				
3457	120	2 7/16	106 9/10	149 8/10	355-3-7		356-0-12	} 300	2 7/16	STUD LINK	HINGLEY & SONS	NETHERTON, 26/8/43 J.A. RELF	TOWLINE	130	5 1/4	77.5	130	5 1/4										
3458	120	2 7/16	"	"	357-0-0		356-0-12															NETHERTON 26/8/43 J.A. RELF	HAWERS & WARPS	2@100	2 3/4	15.2	2@100	2 3/4
	240	FTHS			2.3.7																							
Stream Chain as Steel Wire	120	5			52.8	(6/12)			120	5	G.S.W. (6/12)																	

Steering Gear, Type (Power or hand) STEAM HYDRAULIC BY J. HASTIE & CO Alternative Means of Steering BLOCKS & TACKLE

Steering Chains (Size and Test) NONE. Windlass STEAM BY EMERSON WALKER Boats 4 STEEL BOATS.

Ceiling in Holds, thickness and material NONE. Cargo Battens, thickness, material and spacing NONE.

Cargo Hatchways. (Upper Deck) STEEL OIL HATCHES 4'0" DIA, 10" HIGH X 75" THICK Thickness of Hatches STEEL COVERS 1/40 AT CARGO OIL HATCHES.

Size of Hatchways No. 1 (Fwd.) 8'1" x 8'1" No. 2 27 CARGO No. 3 OIL HATCHES 4'0" DIA. No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters NONE. For HARLAND AND WOLFE, LIMITED

Builder's Signature R. J. Seelen Govan Secretary.

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 (where required to be inserted in the Notation).

THIS SHIP HAS BEEN BUILT IN CONFORMITY WITH THE SOCIETY'S RULES & REGULATIONS AND 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 FW², FORE & AFTER PEAK TANKS, F.W. TANKS, D.B. TANKS & COFFERDAMS, BULKHEADS & DECKS HAVE BEEN TESTED TO RULE REQUIREMENTS & FOUND SATISFACTORY.

THE FREEBOARD VERIFIED & MARKS CUT IN ON VESSEL'S SIDES, BILGE SUCTIONS TRIED & FOUND SATISFACTORY.

THE STEERING GEAR & WINDLASS TRIED UNDER WORKING CONDITIONS & FOUND SATISFACTORY.

OIL FUEL F.P. ABOVE 150°F IS CARRIED IN OIL BUNKERS AFT, DEEP TANK FW² & DOUBLE BOTTOM IN MACHINERY SPACE, SECTION 20 OF THE RULES HAS BEEN COMPLIED WITH.

EQUIPMENT:- ANCHORS & CABLES FITTED IN ACCORDANCE WITH WAR EMERGENCY REQUIREMENTS (1 BOWER ANCHOR & 60 FTH OF CABLE REQUIRES TO BE SUPPLIED TO COMPLETE THE EQUIPMENT IN ACCORDANCE WITH RULE REQUIREMENTS)

INTERIM CERTIFICATE ISSUED COPY HEREWITH.

The amount of Entry Fee..... £11 : 0 : 0 Fees applied for, 21 DEC 1943

Special Survey Fee..... £608 : 11 : 0 Received by me, _____

FREEBOARD Travelling Expenses, if any £19 : 0 : 0 _____

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

I am of opinion the Vessel should be Classed 100A1

"CARRYING PETROLEUM IN BULK"

"LONGITUDINAL FRAMING AT BOTTOM & AT DECK"

Signature W. J. Pyle

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to GLASGOW OFFICE. Date of issue 1/2/44

Committee's Minute GLASGOW 21 DEC 1943

Character assigned 1-100A1 12.43

Carrying Petroleum in Bulk

Lloyd's Acc'd

Note:- Eqpt.

1-100A1 12.43 all eng

2018 18000

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Lloyd's Register Foundation

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.*)

- THE FOLLOWING REPORTS ARE ENCLOSED HERewith
- | | | | |
|---------|-----|------------|------------------------|
| CASTING | RPT | Nº 11903 | A STERN FRAME |
| FORGING | " | Nº 12214 | STERN FRAME BACK POST. |
| " | " | Nº 12553 | RUDDER STOCK |
| CASTING | " | Nº 11903 | RUDDER TOP & BOTTOM |
| FORGING | " | Nº 12050 | TILLER |
| " | " | Nº 12050 A | TILLER. |

THIS VESSEL IS A SISTER VESSEL TO M.V. NARICA (HARLAND & WOLFF'S BELFAST N° 1173)

SPECIAL NOTATIONS :— Either as part of the vessel's class or for record in the Register Book. "CARRYING PETROLEUM IN BULK", LONG^E FRAMING AT BOTTOM & DECK, CRUISER STERN, 1 DECK & 2ND DECK CLEAR OF CARGO TANKS, WIRELESS, LLOYD'S A & CP, OIL ENGINE, DIRECTION FINDER, GYRO COMPASS, MACHINERY AFT.

NOTE :— ECHO SOUNDING DEVICE FITTED COMPLETE EXCEPT FOR THE RECEIVER UNIT & VISUAL INDICATOR.

1st Bower 49 cmts - 3 res - 0 lbs, INCLUDING PINS, V. H. JOHNSON, N° 5730, 9TH JULY 1943.
2nd " 47 " - 3 " - 21 " , " " " " " , N° 5667, 28TH MAY 1943.
3rd " "

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

No. and Material of Decks ONE DECK & 2ND DECK CLEAR OF CARGO TANKS. (Circ. 1611)

Particulars of composition (if fitted) and of approval

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	23.29	150.2
Double bottom, under Engines and Boilers , AFT	56.70	159	After peak tank,	16.0	88.3
COFFERDAM			Deep tank, aft,		
Double bottom, if under Engines only,	2.56		Deep tank, forward,	24.75	296
Double bottom, if under Boilers only,			Other tanks, if fitted,		
Double bottom, forward,			(If necessary furnish further information by sketch.)		
Total length (if continuous) and Capacity	59.26	159			

Dates of Surveys held while building

1942 July 2, 15 Aug 7, 13, 19, 27, 28 Sep 2, 16, 30 Oct 7, 14, 21, 29 Nov 3, 6, 10, 13, 17, 19, 23, 27, 30 Dec 2, 4, 7, 9, 14, 17, 21, 24, 30 1943 Jan 6, 8, 12, 15, 19, 21, 26, 28 Feb 1, 3, 9, 12, 15, 22, 24, Mar 1, 4, 8, 11, 19, 22, 26, 31 Apr 2, 7, 9, 13, 15, 19, 21, 23, 28, 30 May 3, 7, 10, 13, 18, 21, 25, 28, 31 Jun 3, 9, 11, 15, 18, 23, 25, 28 July 1, 2, 12, 15, 19, 30, 31, 22, 24, 27, 29, 30 Aug 2, 4, 5, 6, 9, 11, 12, 13, 16, 17, 19, 20, 26, 27 Sep 1, 3, 16, 21, 29 Oct 8, 13, 18, 21 Nov 1, 3, 4, 5, 8, 10, 12, 15, 16, 19, 22, 25, 26, 29 Dec 1, 2, 3

Total No. of Visits 13