

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 20th December, 1946 Port of Middlesbrough No. 18192

Survey held at Haverdon Hill-on-Tees. Date First Survey 12th December, 1944 Last Survey 6th December, 1946

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) S.S. "WAVE PREMIER" Single Screw Turbine Tanker with machinery aft.

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

TONNAGE under } 7003-44 / CLASS +100 A.1 State if with freeboard } No. Built at Shawston - Ill - on - 1883.
Tonnage Deck ... } CARRYING PETROLEUM IN BULK as condition of Class }

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 465'-0"

Breadth (greatest moulded) B 64'-0"

Launched June 2^d 1780. Yard No. 387

Builders Furness S.B. Co. Ltd.

Total 7003.44 Depth, at middle of length from top of keel to top 35'-6"

Gross Tonnage 8174.68 deck. See Sec. 3 (1c) 14129 1

Register Tonnage 4551.80 1st Longitudinal Number (L x B).....
 Managers 4581A ✓ (Whose names are to be entered in Reg. Book)

REGISTERED DIMENSIONS. Framing Depth "d," at middle of length. See *Residence*

FEET Sec. 5 (10).....)
 Proportions—Depth to Length—Innermost con-) 13 10 ✓ Port of Registry London.

Length	473.6	tinuous deck to top of keel	1000
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Breadth	64.3	Do.	Long Bridge to top of keel	If surveyed while building, afloat, or in dry dock
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Depth 35.4 Draught Moulded 28'-4 1/2" Wharf-building, afloat & in dry do

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.....	33 ^{E.R.} 30 ✓		Bracket Floors, Frame	✓	
" " from 1/3 length amidships to Collision bulkhead.....	33 27 ✓		" " Reversed Frame.....	✓	
" " in peaks	24 ✓		" " Vertical Struts	✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships ^{IN M.S.} 47 x 54 48 ✓		
Frame Amidships, Angle, E or C	11 x 3 1/2 x 44 ✓ ^{CUT AT SIDE STR. AND BRACKETED.}		" " top Angles	D. 3 1/2 x 3 1/2 x 48 ✓	
" " Extends up to from long. bld. on bottom to top of "G" strake & from top of "G" strake to upper deck ✓			" " bottom Angles.....	D. 4 x 4 x 58 ✓	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness ^{IN M.S.} 2 @ 48 x 40 per plan ✓		
" " Extends up to			Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder.....	11 ✓		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		
Frames in Uppermost Continuous 'tween POOP Decks, Angle, E or C	7 x 3 x 38 every bracketed to deck ✓		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area		
" " Second 'tween Decks, Angle, E or C	10 x 3 1/2 x 46 ✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem.....		
" " MAIN FRAMES TO DEEP TANK TOP FROM " " TO UPPER. Third	8 x 3 1/2 x 44 ✓		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area		
" " MAIN FRAMES IN 'TWEEN DECKS from 1/4 len. for'd. to 15% len. from Stem TO COLLISION ENDS... ✓	8 x 3 1/2 x 44 ✓ ^{THRO' FRAME.}		" " Tank Side Brackets, height above base line at toe of Frame and thickness 3'-0" x 44 above tank top ✓		
" " in Peaks, Angle or C	5 1/2 x 3 x 30 ✓ ^{ALT. FRAME.}		INNER BOTTOM PLATING. ^{IN M.S.}		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 4 7/8" ✓		Breadth and thickness of Middle Line Strake... .52 ✓		
State if Frame Joggled.....	No. ✓		Thickness of remainder in ^{Holds} M.S. .52 ✓		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes. ✓		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. ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?.....	Yes. ✓		BEAMS. IN WAY OF MACHINERY SPACE. ✓		
SINGLE BOTTOM. IN DEEP TANK FORWARD. ✓			Uppermost Continuous Deck, amidships in Wells, Angle, E or C	9 x 3 1/2 x 40 ✓ every.	
Floors, Depth and thickness at mid-line in Holds.....	48 x 40 ✓		" " in way of Bridge, Angle, C or C	8 x 8 x 38 ✓ every.	
Height of Brackets at side above base line at toe of frame.....	6'-0" BELOW NO. 3 STRINGER ✓		Spacing way of oil tanks (See Separate Sheet.)		
Middle Line Keelson, on Floors, Angles, IN CARGO TANKS. E or C	2 BND. FORWARD OF 149 FR. ✓		Second Deck, amidships, Angle, E or C	7 x 3 x 40 ✓	
" " Through Plates Inter-costal Plate	48 x 42 ✓		Spacing	27 ✓	
" " Foundation Plate on Floors TOP PLAT. ✓	10 x 50 E.W. ✓		Third Deck, amidships, Angle, C or C	✓	
" " Flat Plate Keel Angles.....	E.W. DIRECT TO KEEL ✓		Spacing.....	✓	
Side Keelsons, No. each side.....	Longitudinal Bulkheads 195. ✓		Fourth Deck, amidships, Angle, C or C	✓	
" " thickness of Intercostal Plate.....			Spacing.....		
" " Angles			Poop Deck, Angle, E or C	9 x 3 1/2 x 375 ✓	
DOUBLE BOTTOM. IN MACHINERY SPACE.			Spacing.....	30 ✓	
Solid Floors, thickness and spacing EVERY.....	42 @ 30" ✓		Bridge Deck, Angle, C or C	Long. beams (See Separate Sheet.) ✓	
" " Are Frame and Reversed Frame joggled?	No. ✓		Spacing.....		
Bracket Floors, breadth and thickness at middle line	✓		Forecastle Deck, Angle, C or C	9 x 3 1/2 x 375 ✓ and 7 x 3 x 34 ✓ every.	
" " breadth and thickness at margin plate.....	✓		Spacing.....		

PILLARS AND DECKS.

St. 1*

PILLARS, No. of Rows		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	Stringer Plate, breadth and thickness in way of Bridge		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
in 'tween Decks, Size and Spacing		✓		Thickness of Plating abreast Deck openings in way of Wells		✓	
LONG. WASH BULKHEAD IN DEEP TANK FORD		✓		Thickness of Plating abreast Deck openings in way of Bridge		✓	
VERTICAL PLATING		30		Thickness of Plating within line of openings		✓	
STIFFENERS		12x3 1/2x50 EVERY 27"		If Sheathed, material and thickness		NONE	
in Hold		✓		Third Deck.			
BOTTOM CORNING		40		Stringer Plate, breadth and thickness			
2 LONGITUDINAL O.T. UNION MELT WELDING OF PLATING TO STIFFENERS.				If Plated, state thickness			
Centre Line Bulkheads				Fourth Deck.			
Stiffeners and Spacing		10x40x5x35 R.S. JOIST.		Stringer Plate, breadth and thickness			
STIFFERS AT PANEL JOINTS		10x40x5x35 R.S. JOIST.		If Plated, state thickness			
Plating, thickness of		VERTICAL FULL HEIGHT 43		Poop Deck.			
STRINGERS AND DECKS.				Stringer Plate, breadth and thickness			
Uppermost Continuous Deck.				Plating, Sheathing, material and thickness			
Stringer Plate, breadth and thickness in Wells		92 1/2 x 80		Bridge Deck.			
DECK STRINGER PLATE, BUTTS E.W. SINGLE VEE				Stringer Plate, breadth and thickness			
AT BREAK OF POOP AND				Plating, Sheathing, material and thickness			
in way of Bridge		ENDS 96		Forecastle Deck.			
Angle in Wells		6x6x80		Stringer Plate, breadth and thickness			
UPPER DECK AFT WELDED DIRECT TO SHELL		74 AND		Plating, Sheathing, material and thickness			
Thickness of Plating abreast Deck openings in way of Wells		AS APPROVED					
Thickness of Plating abreast Deck openings in way of Bridge		NO OPENINGS					
Thickness of Plating within line of openings		64R 74S					
If Sheathed, material and thickness		NONE					
Second Deck. O.T. FLAT FORWARD FR. 149							
Stringer Plate, breadth and thickness in Wells		48 x 38					

SHELL PLATING.

SCANTLINGS.					RIVETING. & WELDING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		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.	
Flat Plate Keel.....	54	1.00	.84	.84		2	1 1/8	4 1/2	DOUBLE VEE.	ELECTRIC	WELDED.
Dbg. (if any)											
Bottom Plating, No. of Strakes 3, B.C.D.	20	.72	.51	.63		2	7/8	3 3/8	SINGLE VEE E.W. & SEALING RUNS		
Bilge Plating, No. of Strakes 2, E.F.	10	.76	.57	.63		2	7/8	3 3/8	RIVETED BUTTS AT ENDS.		
Side Plating, No. of Strakes 3, G.H.J.		.76	.57	.63		2	7/8	3 3/8	ditto		
Upper Deck, Sheer-strake in Wells		.66	.48	.48		2	7/8	3 3/8	4 1/2	4	7/8
Upper Deck, Sheer-strake in Bridge	81	.92	.48	.48		1	3/4	3	5	1 1/8	5
Strake below Sheer-strake in Wells	82	.72	.48	.48		2	1	4	4	7/8	3 1/2
Strake below Sheer-strake in Bridge	82	.72				2	1	4	4	7/8	3 1/2
Poop Side Plating E.W. KNUCKLE	2		.50 ENDS	.40		1	3/4	3	2	3/4	3
Bridge Side Plating	89	.50 ENDS				ONE PLATE ONLY			2	3/4	3
Forecastle Side Plating	100		.44			- do -			2	3/4	3

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) 15 to upper deck. ✓

Deck next below One extends to second deck. ✓

As per Rule ✓

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	Flat plate.			
STEM	10 1/2 x 2 1/4	PLATES ABOVE L.W.L. 64.		
STERN FRAME	Propeller Post			
	Rudder			
Speed of Vessel	15 KNOTS.			
RUDDER Type	DOUBLE PLATE STREAMLINED			
A x D.	688-5			
Diam. of head	FORGED STEEL 13 3/4			
Mainpiece at top pintle	FORGED 13 3/4			
heel	STEEL 13 1/2			
how constructed	BUILT UP 9 E.W.			
double or single plate coupling, vertical or horizontal	.75 DOUBLE			

* UNION MELT "AUTOMATIC WELDING OF PLATING TO BULB T SECTION IN MAIN CARGO TANKS.

Plating Thickness.	STIFFENERS.			
	VERTICAL.		HORIZONTAL.	
	Scantlings.	Spacing.	Scantlings.	Spacing.
CENTRE TANKS FULL DEPTH	10x40x5x72	33	2x10x42	9-6"
MIDSHIP BULKH'D, Upper 'tween decks	UPPER STRINGER	10x40x5x72	33	2x10x42
WING TANKS FULL DEPTH	LOWER STRINGER	10x40x5x72	33	2x10x42
" " Second	UPPER STRINGER	10x40x5x72	33	2x10x42
" " Third	LOWER STRINGER	10x40x5x72	33	2x10x42
O.T. FLAT TO UPPER DECK	5x3x44 OR	28	NONE	6 L.O.
CHAIN LWR. BTM TO O.T. PLAT.	6x3x34 E	24	NONE	10x3 1/2x46
COLLISION (in Hold)	46-33 9x3 1/2x38	24	24x36 PLT.	
AFTER PEAK	W.T. FLAT TO UPPER DECK	30	6x3x30 OR	24
	TO W.T. FLAT NO. 9	44-30	7x3x34 E	24

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth Process. ✓

Plates: South Durham Steel and Iron Co. Ltd.

Angles: Cargo Fleet, Lorman Long, Skinningrove, Consett.

Has the Steel been tested as required by the Rules? YES. ✓

pt. 1*.

Furness S.S. Co. Ltd. *Card no 389.*

Middlesbrough Report no. 18192

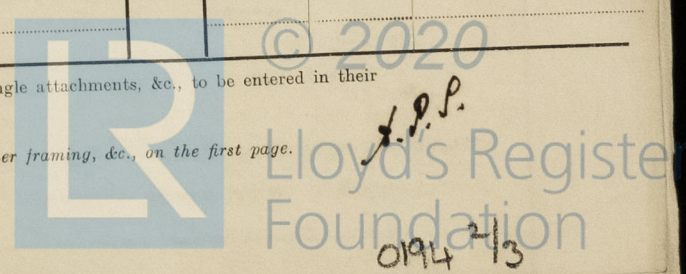
PARTICULARS OF LONGITUDINAL FRAMING.

VE PREMIER

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.
Age of <i>EC or E</i>									<i>3/4</i>	<i>4 1/2</i>		<i>7</i>	<i>7/8</i>
Age 'tween Decks													
Uppermost Continuous No. 1		<i>5</i>	<i>7</i>	<i>3</i>	<i>3/8</i>								
" 2													
" 3													
" 4	<i>Transverse Framing at sides.</i>												
" 5													
" 6													
" 7													
" 8													
" 9													
" 10													
" 11													
" 12													
" 13									<i>7/8</i>	<i>5</i>	<i>13 @ 3 1/8 BHD.</i>	<i>11 @ 3 1/8 TRANS.</i>	<i>E.W.</i>
" 14	<i>17 x 6 1/2 x 4 x 4 x 68</i>						<i>heel of bars E.W. for 5'-6" from bhd. each end in lieu of back bars; except hdb centre tank fitted with 3 1/2 x 3 1/2 x 44 back bars Fts 134-147.</i>						
" 15													
" 16													
Amidships		<i>33</i>											
At Ends		<i>33</i>											
Top Longitudinals													
om													
inals													
erses.													
Depth and Thickness		<i>15 x 38</i>											
Face Angles	<i>S.</i>	<i>3 x 3 x 3/8</i>											
Lugs to Shell		<i>3 1/2 x 3 1/2 x 3/8</i>											
Depth and Thickness		<i>37 1/2 x 42</i>											
Face Angles	<i>S.</i>	<i>6 x 3 1/2 x 64</i>					<i>O.A.</i>						
Lugs to Shell	<i>S.</i>	<i>3 1/2 x 3 1/2 x 42</i>					<i>O.A.</i>						
Depth and Thickness		<i>48 x 44 centre</i>											
Face Angles	<i>O.A. D.</i>	<i>6 x 3 1/2 x 62 CENTRE.</i>											
Lugs to Shell	<i>S.</i>	<i>6 x 3 1/2 x 64 SIDES.</i>											
Back Bars		<i>3 1/2 x 3 1/2 x 44</i>					<i>at long. bhd in centre tanks.</i>						
Brackets	<i>CENTRE</i>	<i>5' 0" x 5' 3" x 44 - 5' 4" long</i>					<i>at long. bhd. 12" x 3 1/2 x 3 1/2 x 44/50</i>						
Spacing of Transverse Frames													
Longitudinal Beams													
Bridge Deck	<i>F.</i>	<i>6</i>	<i>3</i>	<i>34</i>									
Upper	<i>F.</i>	<i>9</i>	<i>3 1/2</i>	<i>44</i>			<i>at centre tank in way of</i>						
Second	<i>F.</i>	<i>9</i>	<i>3 1/2</i>	<i>50</i>			<i>in wing " } Cargo tanks.</i>						
Third													

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.



transverse Petroleum in bulk

EQUIPMENT No. <u>48389</u>												LETTER <u>dt</u>		ANCHORS. <u>3B.15.</u>			
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.						
<u>48256</u>	1st Bower	<u>82</u>	<u>3</u>	<u>16</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>60</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>8 1/4</u>	<u>✓</u>	<u>RYERS IMPROVED.</u>	<u>✓</u>	<u>SUNDERLAND.</u> <u>25.8.45.</u> <u>F.W.D</u> <u>✓</u>	
<u>48292</u>	2nd "	<u>81</u>	<u>3</u>	<u>14</u>	<u>✓ STOCKLESS.</u>			<u>59</u>	<u>10</u>	<u>0</u>	<u>0</u>	<u>8 1/4</u>	<u>✓</u>	<u>-do-</u>	<u>✓</u>	<u>SUNDERLAND.</u> <u>6.9.45.</u> <u>F.W.D</u> <u>✓</u>	
<u>49375</u>	3rd "	<u>71</u>	<u>0</u>	<u>0</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>54</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>6 9/16</u>	<u>✓</u>	<u>-do-</u>	<u>✓</u>	<u>SUNDERLAND.</u> <u>2.5.46.</u> <u>F.W.D</u> <u>✓</u>	
	Collective weight				<u>✓</u>	<u>✓</u>	<u>✓</u>					<u>232.</u>	<u>✓</u>				
<u>60745</u>	Stream	<u>23</u>	<u>2</u>	<u>14</u>	<u>✓</u>	<u>6</u>	<u>0</u>	<u>✓</u>	<u>23</u>	<u>11</u>	<u>3</u>	<u>14</u>	<u>23 1/2 EX STOCK.</u>	<u>ORDINARY FORGED W.I.</u>	<u>✓</u>	<u>✓</u>	<u>CRADLEY HEATH.</u> <u>4.9.45.</u> <u>W.V.N.</u>

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.					Ins.	Fathoms.		Ins.	Fathoms.
20967	238 1/2	2 1/2	112 1/2	157 1/2	756. 2. 21.	940	300	2 1/2	STUD LINK.	✓	LOW WALKER. 13.10.45. R.J.V.	✓	TOWLINE	130	5 1/2	84.4	130	5 1/2
21353.	60	2 1/2	112 1/2	157 1/2	187. 0. 7.				STUD LINK.	✓	LOW WALKER. 26. 4. 46 R.J.V.	✓		HAWSERS & WARPS	2/100	2 3/4	15.2	2/100
5435.	FOR	2 1/2	112 1/2	157 1/2	3. 1. 26.				ELECTRIC WELDED F.S. SWIRE			GLASGOW.						
5436	-do-	-do-	-do-	-do-	3. 2. 0.				PIECE 2 STUD LINKS & 2 OPEN.			20. 4. 46. L.L.W.	✓		2/100	2 3/4	15.2	2/100
															</			

Steering Gear, Type (Power or hand) Steam telemotor by Rankine & Co. Ltd. Alternative Means of Steering Blocks & tackle led to winders on poop deck

Steering Chains (Size and Test) none Windlass Emerson Walker Boats 4 steel lifeboats 28'-0" x 9'-6" x 4'-0" and 1 wood working motorboat 26'-0"

Ceiling in Holds, thickness and material none Cargo Battens, thickness, material and spacing ✓

Cargo Hatchways.—(Upper Deck) Steel coverings 10' x 3 1/4" (No. 1 hold 30' x 44") Thickness of Hatches Steel 0.7 covers 40' with 1/4" steel w.t. cover .50 with 3 1/2" stiffeners 6' x 3' x 44' 0.7. 1/2" on welded.

Size of Hatchways No. 1 (Fwd.) 9'-0" x 12'-0" No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters ✓

Builder's Signature W. J. Sullivan

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 ✓ 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). Fitted for burning Oil Fuel, flash point above 150°F. Boiler room deep tank, Cross bunker, and Forward deep tanks.

This ship has been built in conformity with the Society's Rules and Regulations and the Secretaries' letters. The scantlings and arrangements are in accordance with, or equivalent to those shown on the approved plans. ✓ The main cargo tanks, cofferdams, oil fuel tanks, double bottom tanks in engine space, deep tank under boilers, forward deep oil fuel tanks, fore and after peaks, and feed water tank, have been tested to Rule requirements with satisfactory results. ✓ The weather decks clear of the oil tanks, watertight doors, poop front etc., have been tested with water from a hose and found tight. ✓ Steam and auxiliary steering gear, hand pumps to peak tops, windlass and winches have been tested under working conditions and found satisfactory. ✓ The freeboard markings have been cut in and verified. The workmanship and materials are good. ✓

The amount of Entry Fee £11-0-0 Fees applied for, 23-12-1946

FREEBOARD 19-0-0

Special Survey Fee £606-11-0

SUPERVISION OF SPECIFICATION 151-12-9

Travelling Expenses, if any £ ✓

Received by me, 19

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

LONGITUDINAL FRAMING AT BOTTOM IN CENTRE TANKS AND AT DECK BUTTS OF BOTTOM & BILGE SHELL & DECK ELECTRIC WELDED.

FITTED FOR OIL FUEL, FLASH POINT ABOVE 150°F.

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

"CARRYING PETROLEUM IN BULK"

State whether the Vessel has been built under Special Survey YES

Certificate to be sent to Middlesbrough Office Date of issue 18/1/47

Signature A. P. Scott for self & H.C. YOUNG

Surveyors to Lloyd's Register of Shipping.

Committee's Minute ✓ FRI. 17 JAN 1947

Character assigned +100A1 "Carrying Petroleum in bulk"

12.46 hdb. Fitted for oil fuel 12.46 F.P. above 150°F

Lloyd's A & C.P.

hcky. aft

+LMC 12.46

F.D. C.L.

2 W.T.B. 49016 (Spt 47516)

2 D.B. 18016

note for S.R.L.

White H.A.

Red

0194 3/13

Report- no. 17954

The vessel now reported is "Wave Premier" Jant no 389, is the last of this programme. ✓

Fore Peak:- Additional stiffening fitted in accordance with amended plan of 20.4.44. ✓

Two tie plates fitted on each stringer nos 2, 3 and 4, and 3 intermediate breast-locks fitted

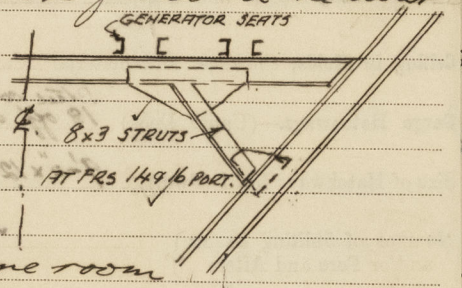
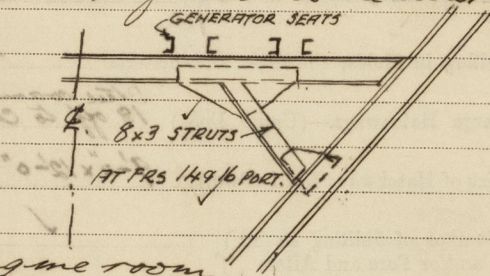
Generator Flat etc:- Additional stiffening. Each generator is fitted on 2 - $8 \times 3\frac{1}{2}$ [girders running F&A and E.W. to tank top. ✓ Diagonal struts, similar to those fitted in the sister vessels, fitted in feed water tank under centre of span from beams to main frames at nos 14 and 16 port side. ✓

Steering Engine Seating and Bedplate:- Additional tripping brackets and chocks fitted. ✓

Compressor Flat:- Extra stiffening has been fitted on two of the F and A beams under compressor in the engine room

port side I, $4 \times \frac{1}{2}$ " flat E.W. ✓

Ventilation:- Additional ventilation (mechanical) has been provided in the machinery spaces to meet tropical conditions. ✓



Rudder, bottom shell & bilge butts & butts of upper deck, seams in way of casings aft, fore & aft deck butts, poop & bridge deck butts & seams, stringers to bulkheads & side shell in cargo tanks. Bulkheads, ^{in main cargo tanks} frames 54-147 fabricated in large panels by Union-melt welding and electric welded direct to upper deck and also to engine room & boiler room tank tops. All electrodes of approved type. ✓

Cruiser stern, wireless, direction finding apparatus, echo sounding, gyro compass. Butts
at bottom & bilge shell & butts of upper deck electrically welded. Longitudinal framing
at bottom in centre tanks & at deck. Fitted for oil fuel T.P. above 150°F.
Radar fitted. Type 268. CERT. No. Makers of Radar W.T. Smith. Manchester 2.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 122 ft., R.Q.D. ✓ ft., Bridge 46.5 ft., Forecastle 51.25 ft.

(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 steel*

Parts of Bottom of Vessel coated with cement or approved composition. *Cement in bottom of fore and after peaks & F.R. well.*
Cement work in fore and after peaks, cofferdams and F.W. tanks.

Particulars of composition (if fitted) and of approval.

Where Fitted.	Length.	SALT Water Capacity.	Where Fitted.	Length.	SALT Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	✓	✓	Fore peak tank,	24.75	54 ✓
Double bottom, under Engines and Boilers,	✓	✓	After peak tank, FEED WATER.	16.00	115 ✓
Double bottom, if under Engines only, R.W. OVERFLOW O.F.	10'-0" } 22'-6" } 15'-0" }	80	Deep tank, aft, FEED WATER.	22.50 X	168 ✓
Double bottom, if under Boilers only, SEE DEEP TANK	✓	✓	Deep tank, forward, No1 31.5' No2 18.0'	49.50 ✓	805 ✓
Double bottom, forward, NONE	✓	✓	Other tanks, if fitted, DEEP TANK UNDER B.R.	27.50 X	302 ✓
Total length (if continuous) and Capacity	32'-6" X 44'-0"	80 ✓	(If necessary furnish further information by sketch.)		

Date 22-6-44.

Dates of Surveys

1944 Dec. 12, 13, 1945 Jan. 3, 8, 11, 15, 25, Feb. 8, 19, 21, March 2, 7, 16, 21, 22, Apr. 5, 13, 16, May 15, June 11, 19, July 9, 16, 17, 20, 23, 24, 25, 26, Aug. 7, 13, 14, 21, 24, 28, 31, Sept. 4, 6, 7, 12, 14, 19, 21, 24, Oct. 2, 11, 18, 22, 23, 24, 25, 31, Nov. 8, 9, 12, 13, 21, 28, Dec. 5, 7, 10, 11, 13, 14, 17, 20, 1946 Jan. 3, 4, 7, 11, 17, 28, 31, Feb. 4, 7, 15, 18, 20, 21, 26, 27, 28, Mar. 1, 4, 5, 6, 7, 8, 11, 12, 13, 14, 15, 18, 19, 20, 22, 28, 29, 30, 27, Apr. 1, 2, 3, 4, 5, 26, May 3, 6, 17, 29, 31, June 4, 7, 13, 18, 20, 27, 28, Nov. 5, 6, 18, 19, 22, 27, Dec. 5, 6.

Total No. of Visits 126.