

005069-005074-0098 1/3



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.			
in 'tween Decks, Size and Spacing		—		Thickness of Plating abreast Deck openings in way of Wells		Thickness of Plating abreast Deck openings in way of Bridge			
in Holds		—		Thickness of Plating within line of openings		If Sheathed, material and thickness			
Centre Line Bulkhead.		50	Booming	Third Deck.		Fourth Deck.			
Stiffeners and Spacing		5 x 3 x 3/4 T.P.	5 x 3 x 3/4 T.P.	Stringer Plate, breadth and thickness		If Plated, state thickness			
Plating, thickness of		—	—	Poop Deck.		Bridge Deck.			
STRINGERS AND DECKS.		—	—	Stringer Plate, breadth and thickness		Plating, Sheathing, material and thickness			
Uppermost Continuous Deck.		—	—	If Plated, state thickness		Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells		80	76	Stringer Plate, breadth and thickness		Plating, Sheathing, material and thickness			
" " " " in way of Bridge		80	88	Poop Deck.		Stringer Plate, breadth and thickness			
" Angle in Wells		4	43	Plating, Sheathing, material and thickness		Bridge Deck.			
Thickness of Plating abreast Deck openings in way of Wells		80	76	Stringer Plate, breadth and thickness		Plating, Sheathing, material and thickness			
Thickness of Plating abreast Deck openings in way of Bridge		80	76	Forecastle Deck.		Stringer Plate, breadth and thickness			
Thickness of Plating within line of openings		80	76	If Sheathed, material and thickness		Plating, Sheathing, material and thickness			
Second Deck.		—	—	Stringer Plate, breadth and thickness		Plating, Sheathing, material and thickness			
Stringer Plate, breadth and thickness in Wells		80	76						

SHELL PLATING.									
SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				EDGES.		BUTTS.		
	AMIDSHIPS.	FORWARD.	AFT.	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	SINGLE OR DOUBLE.	RIVETS.	NO. OF ROWS OF RIVETS.	RIVETS.	STRAPPED OR LAPPED.
Flat Plate Keel	60	96	81	49 2 ends	DR	1 4			
" Dblg. (if any)	—	—	—	—	DR	7/8 3/2			
Bottom Plating, No. of Strakes 2. A. B. C.	8 = 96	78	78	51	DR	7/8 3/2			
Bilge Plating, No. of Strakes 2. D. E. F.	8 = 96	78	78	51	DR	7/8 3/2			
Side Plating, No. of Strakes 4. G. H. I. J.	8 = 96	78	78	51	DR	7/8 3/2			
Upper Deck, Sheer-strake in Wells	70	101	50	48	DR	7/8 3/2			
Upper Deck, Sheer-strake in Bridge	70	116	—	—	DR	7/8 3/2			
Strake below Sheer-strake in Wells	90	81	50	48	DR	7/8 3/2			
Strake below Sheer-strake in Bridge	90	81	50	48	DR	7/8 3/2			
Poop Side Plating	42	50	50	48	S.R.	3/4 3/8			
Bridge Side Plating	44	—	—	—	S.R.	3/4 3/8			
Forecastle Side Plating	44	—	—	—	S.R.	3/4 3/8			

WATERTIGHT BULKHEADS.									
Total No. of W.T. BULKHEADS in Vessel—									
Extending to Upper Deck (Sec. 3 c)									
Deck next below									
As per Rule									
MIDSHIP BULKHEAD, Upper 'tween decks	STIFFENERS.				FORGINGS AND CASTINGS.				
	Plating Thickness.	VERTICAL.	HORIZONTAL.	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	CASTING OR FORGING.	SCANTLING.	MAKER'S NAME.	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	
" Second	—	—	—	—	—	—	—	—	—
" Third	—	—	—	—	—	—	—	—	—
" Holds	51/34	12 x 42 B.P. 31	33 x 40 7-1/2 inch beam	—	—	—	—	—	—
COLLISION (in Hold)	52/28	12 x 42 B.P. 31	33 x 40 7-1/2 inch beam	—	—	—	—	—	—
AFTER PEAK	53/30	12 x 42 B.P. 31	33 x 40 7-1/2 inch beam	—	—	—	—	—	—
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)									
Dorman Long, Appleby, Frodingham, South Durham Steel & Iron Co. Ltd., Large Fleet									
Has the Steel been tested as required by the Rules?									
Yes									

PARTICULARS OF LONGITUDINAL FRAMING. MOB. REG. NO. 19342.																				
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.		Rivets in Brackets to Bulkheads.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Inches.	Number.	Diameter.		
Longitudinal Framing of L, L or C		3A T CHANS.																		
In Bridge 'tween Decks ...		6	3	30 BA										7/8		5 1/4			7 7/8 welded to Bkd.	
From Uppermost Continuous Deck No. 1		✓	3 1/2	40 BA	✓	3 1/2	33 BA	✓	3 1/2	40 BA	LONG AT FORE END AS APPROVED ON PLAN									
" 2		✓	3 1/2	40 BA	✓	3 1/2	33 BA	✓	3 1/2	40 BA	SCANTLING OF SHELL LONG AT FWD							8 "		
" 3		✓	3 1/2	36 BA	✓	3 1/2	33 BA	✓	3 1/2	36 BA	LONG AT. AFTER							" "		
" 4		✓	3 1/2	36 BA	✓	3 1/2	33 BA	✓	3 1/2	36 BA	END AS APPROVED ON "AFT END CONST"							" "		
" 5		✓	3 1/2	40 BA	✓	3 1/2	33 BA	✓	3 1/2	40 BA						9 Rivets at 4 centres		9 "		
" 6		✓	3 1/2	40 BA	✓	3 1/2	33 BA	✓	3 1/2	40 BA								" "		
" 7		✓	3 1/2	40 BA	✓	3 1/2	33 BA	✓	3 1/2	40 BA								" "		
" 8		✓	3 1/2	45 BA	✓	3 1/2	42 BA	✓	3 1/2	45 BA								" "		
" 9		✓	3 1/2	40 BA	✓	3 1/2	42 BA	✓	3 1/2	40 BA								10 "		
" 10		✓	3 1/2	40 BA	✓	3 1/2	46 BA	✓	3 1/2	40 BA						9 Rivets at 3 1/6 centres		" "		
" 11		✓	3 1/2	44 BA	✓	3 1/2	43 BA	✓	3 1/2	44 BA								" "		
" 12		✓	3 1/2 x 3 1/2	42 L	✓	3 1/2 x 3 1/2	42 L	✓	3 1/2 x 3 1/2	42 L								16 "		
" 13		✓	4 x 4	41/2 C	✓	4 x 4	42 C	✓	4 x 4	41/2 C						Welded to shell		20 "		
" 14		✓	"	"	✓	"	43 BA	✓	"	"								" "		
" 15		✓	"	"	✓	4 x 4	42 C	✓	"	"								" "		
" 16		✓	"	"	✓	4 x 4	43 BA	✓	"	"								" "		
" 23		✓	3 1/2	30 BA	✓	3 1/2	42 C	✓	3 1/2	30 BA								" "		
At Ends		31" at Bottom																		
Tank Top Longitudinals		Double Bottom in Machinery Space. Transversely framed.																		
Bottom																				
Longitudinals		Amidships																		
At Ends																				
Transverses.																				
Depth and Thickness		16 36																		
Face Angles		3 49																		
Lugs to Shell		Welded to shell.																		
Depth and Thickness		24 40																		
Face Angles		3 1/2 3 1/2 40																		
Lugs to Shell		Welded to shell.																		
Depth and Thickness		36 46 50 51 47. Bottom.																		
Face Angles		6 3 1/2 60 10 3 1/2 57 BA																		
Lugs to Shell		Welded to shell.																		
" " Back Bars		"																		
Brackets		STIFFERS 6 x 3 1/2 x 4 1/2																		
Transverse Frames		BND																		
State if joggled or liners.																				
Bridge Deck		-																		
Upper		✓ 3 1/2 40 BA												31						
Second		✓ 3 44 BA												31						
Third		-																		
Transverse Beams.																				
In Ship.																				
As approved.																				
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EQUIPMENT No. 47691

LETTER d.t.

ANCHORS. 3B. 15.

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.					
5005	1st Bower	81	3	7	-	-	-	59	10	0	0	✓	Byers Type.	Samuel Taylor	Hetherington	30-8-1950	St. Murphy
5006	2nd "	81	1	21	-	-	-	59	10	0	0	✓	Black Byers Type	Sons (Brierly Hill) Ltd.			
5007	3rd "	69	3	14	-	-	-	53	15	0	0	✓	Black Byers Type	"	Hetherington	30-8-1950	St. Murphy
	Collective weight												Black	"	Hetherington	30-8-1950	St. Murphy
5010	Stream	24	1	14	6	1	7	24	4	0	7	✓	Byers Type Black Welded	Samuel Taylor Sons (Brierly Hill) Ltd.	Hetherington	30-8-1950	St. Murphy

## 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.	
	Fathoms	Ins.	Tons.	Break-ing.	Supplied.	Per Rule.	Cwts.	Fathoms	Ins.					Fathoms	Ins.	Tons.	Fathoms	Ins.
13232	300 1/2	2 3/16	120 10	168 10	757-0-7					Steel	Samuel Taylor	Hetherington 26-8-1950	TOWLINE	150	5 1/2	84-4		
										Byers Type	Sons (Brierly Hill) Ltd.	St. Murphy						
13234													HAWSERS & WARPS	22/100	8	84-4		
13624																		
13625																		
13626																		
	120	4 3/4		64-6														

Steering Gear, Type (Power or hand) Electric Hydraulic - twin pumps  
Controlled from Bridge By Brown Bros. Edinburgh.  
Steering Chains (Size and Test) By Perry Controller

Alternative Means of Steering main steering gear.

Windlass Steam to suit cable  
Boats By. Clarke Chapman & Co. Ltd.

Cargo Battens, thickness, material and spacing 4 off - steel.  
Thickness of Hatches ALL STEEL. 50 THICK.

Holds, thickness and material

WAYS.—(Upper Deck) MAIN CARGO TANKS. 10 O.T. P.S. SUMMER TANKS. 6 O.T. P.S.

WAYS No. 1 (Fwd.) MAIN CARGO TANKS. 12, 3, 4, 5, 10. 7, 7, 5, 1. Elliptical. SUMMER TANKS. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10. Elliptical.

Shifting Beams  
Fore and Afters

Builder's Signature

O. B. Bunker

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.

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).

The vessel has been built under special survey in conformity with the Society's Rules or Regulations and Secretaries' recommendations and arrangements of the ship are as given in the report and as shown and amended on the plans now forwarded. All modifications or additions to the original approved arrangements made during construction have been indicated on the plans and have been approved, as being in accordance with or by standards to the Rule Requirements. The plans of hull, section and Profile Decks showing the ship as built, now forwarded, have been checked with the approved arrangements and found in order. The workmanship and materials are good. Molasses is carried in 10 main cargo tanks Nos. 1 to 10. Oil fuel (flash point above 40°F) is carried in the bottom in machinery space, cross bunkers at fore end of machinery space & deep tank forward. The main cargo tanks, fore peak, after peak, deep tank, double bottom tanks & cofferdams have been tested to Rule Requirements & found satisfactory. The weather decks clear of tanks and water tight doors & cargo hatch covers have been hose tested and found satisfactory. The steering gear, windlass & anchor cable arrangements have been tested at sea under working conditions and found satisfactory. Freeboards as assigned by the Committee have been marked on vessel's side, verified, cut in & painted and load line certificate placed on board.

The amount of Entry Fee..... £ : :  
Special Survey Fee..... £1265- -  
Freeboard Fee..... £36  
Travelling Expenses, if any ..... £ : :  
Fees applied for, 29.3.1951  
Received by me, 19

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

Longitudinal Framing with web frames

I am of opinion the Vessel should be Classed +100A1  
(CARRYING MOLASSES OR PETROLEUM IN BULK)

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

U (IN DUPLICATE)  
Certificate to be sent to MIDDLESBROUGH OFFICE. } Date of issue 4/5/51

Committee's Minute

FRI. 13 APR 1951

Character assigned

+100A1 Carrying Molasses or Petroleum in bulk

251 Indb.

Lloyd's A+CP

+ LMC 3.51 Oil Eng.

C.L.

2 DB 180lb.

White Indb. (m)

Note for S.R.L.

CLASSIFICATION  
CERTIFICATES WRITTENLloyd'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.)

Vessel undocked: 14-2-51.

PARTICULARS OF ELECTRIC WELDING (if employed) *Shell: Butts, seams in way of anchor. Decks: Butts at upper Deck, Seams & Butts: Second, poop & forecastle decks. Transverses: to shell, bottom & decks, Longitudinals to bottom shell. Bulkheads: Seams, Butts, stiffeners, connection to decks, stiffener brackets to bulkheads. Double bottom in Engine Room: Tank top seams & butts, centre girders to shell & T.T., floors to T.T. Top plating to shell, pump room entrance to deck, stiffeners, seams & butts, deep tank & peak cranks, seams, butts & to shell. Upper & second Decks, in way of forecastle & poop, part welded to shell, butts & seams welded. Centre Bulkhead to shell & deck.*

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book  
*Crusier Stern, N/T. D.F. Echo sounding - Gyro compass (Sperry)  
Longitudinal framing, oil fuel for boilers (F.P. above 150°F)  
part electric welded machinery aft.*

RADAR Equipment (State if fitted) *yes*  
State Type or Pattern No. *Radiolector. MARK III*  
State } Maker *Marconi*  
Name } and/or  
of } Supplier.

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

1st Bower	<i>49-2-2</i>	<i>A.E.G. 724</i>	<i>10-12-48</i>
2nd "	<i>49-1-7</i>	<i>A.E.G. 421</i>	<i>7-12-48</i>
3rd "	<i>42-0-14</i>	<i>A.E.G. 700</i>	<i>23-11-48</i>

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *15.66* ft., R.Q.D. — ft., Bridge *41.75* ft., Forecastle *40.0* ft.

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

Official No. *183804*. Signal Letters *G.M.B.X.* Extreme Breadth over Belting *63-7<sup>3</sup>/<sub>8</sub>* Over-all Length *493-6*  
(Circ. 1611) (Circ. 1703)

No. and Material of Decks *2, STEEL*

Parts of Bottom of Vessel coated with cement or approved composition *10<sup>2</sup> 2, 4, 7 & 9 cargo tanks & 5 cemented on bottom 1/2 thick fore peak, aft peak & pump rooms cemented for drainage. Bituminous: Algeas & brackets in E.R. to R tank top, boiler flat, pump rooms 40 in E.R. chain locker & fore peak.*

Particulars of composition (if fitted) and of approval *Poep Deck, Penicillin, Sulley & wash floors Acromed "Sementex" Upper Deck Acromed "Latex" & Cork by "Sementex" - Cargo tanks coated for 8'-0 down with 4 coats "Latex" Summer tanks hatches coated with "Latex"*

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)  
(Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	—	—	Fore peak tank,	<i>(15 1/2 stem)</i>	<i>21.33</i>
Double bottom, under Engines and Boilers,	—	—	After peak tank,	<i>24.11</i>	<i>174.2</i>
Double bottom, if under Engines only,	<i>O.F. 25 (2-48)</i>	<i>40.0</i>	Deep tank, aft,	<i>O.F. BUNKER</i>	<i>4.5</i>
Double bottom, if under Boilers only,	<i>RES. F.W. 12-20</i>	<i>20.0</i>	Deep tank, forward,	<i>34.66</i>	<i>300.1 (P.S.)</i>
Double bottom, forward,	<i>C/D (20-38)</i>	<i>45.0</i>	Other tanks, if fitted,	<i>FORD. C/D.</i>	<i>4.0</i>
Total length (if continuous) and Capacity	<i>44.5</i>	<i>194.9</i>	(If necessary furnish further information by sketch.)		

Order for Special Survey No. *1601*

Date *5. 4. 48.*

Dates of Surveys held while building

*(1949) Dec. 2, 9, 12, 20, 23, 30 Jan. 9, 13, 16, 19, 23, 24, 25 Feb. 1, 3, 10, 14 Mar. 2, 3, 8, 10, 14, 15, 20, 21, 22, 25, 28, 30 Apr. 3, 4, 5, 6, 11, 13, 14, 18, 20, 21, 26, 27 May 4, 9, 13, 19, 22, 23, 26, 30 June 1, 3, 5, 8, 10, 16, 22, 26, 27 July 4, 7, 11, 20, 24, 26, 27, 28, 31 Aug 2, 9, 10, 14, 15, 16, 17, 18, 21, 23, 24, 28, 30 Sept. 1, 5, 7, 8, 11, 12, 13, 14, 15, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 Oct. 3, 4, 5, 6, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 23, 24, 25, 26, 27, 28, 29, 30, 31 Nov. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 Dec. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31*

Total No. of Visits *73*