

RECEIVED

Rpt. 1

10 FEB 1950

IN D.O.

STEEL STEAMER OR MOTORSHIP.

Received at London Office

10 FEB 1950

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 *27 December 1949* Port of *Rotterdam* No. *31980A*Survey held at *Schiedam* Date First Survey *25 August 1948* Last Survey *21 December 1949*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single Screw Motor Tanker "MITRA"* (Machinery aft)State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling* State Type of Erections *Tare Castle, Bridge* and PooPsTONNAGE under Tonnage Deck ... *7220.73*

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

Total *7220.73*Gross Tonnage *8262.60*Register Tonnage *4600.03*CLASS *100 A1* State if with freeboard as condition of Class *✓*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *460'-0"*Breadth (greatest moulded) *59'-0"*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *34'-0"*1st Longitudinal Number (L x D) *15640*2nd Numeral L x (B + D) *42700*Framing Depth "d," at middle of length. See Sec. 3 (1d) *13.52*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.52*Do. Long Bridge to top of keel *24'-5"*Draught Moulded *8.56* *24'-5"*Built at *Schiedam*Launched *17 Sep 1949* Yard No. *420*Builders *Wilton-Tyenoord*Owners *N.V. Petroleum Bt "Lo Corona"*

Managers

(Where necessary to be entered in Reg. Book)

Residence *S. Groenenhage*Port of Registry *S. Groenenhage*

If surveyed while building, afloat, or in dry dock

Under Building

REGISTERED DIMENSIONS.

MR FEET

Length *141.41 = 463-11/16"*

Breadth *18.02 = 59-1/2"*

Depth *10.29 = 33'-9"*

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.....	<i>31 1/2"</i>		Bracket Floors, Frame	<i>✓</i>	
" " from 1/2 length amidships to Collision bulkhead.....	<i>27"</i>	<i>IN WAY OF cargo tanks</i>	" " Reversed Frame.....	<i>✓</i>	
" " in peaks	<i>24"</i>	<i>31 1/4" & 30 3/4"</i>	" " Vertical Struts	<i>✓</i>	
SIDE FRAMING. <i>(IN MOTORROOM CROSS BUNKER AND TANK N° 1)</i>	<i>6 10 x 3 1/2 x .44</i>	<i>Riveted to shell</i>	Centre Girder, depth and thickness amidships	<i>60" x .54" in Motorroom</i>	
Frame Amidships, Angle, <i>E or F</i> <i>N° 2, 3, 4, 5</i>	<i>6 10 x 50</i>	<i>N° 1, 12 x .42</i>	" " top Angles	<i>E.W. to tank top</i>	
TANK N° 8-9 AND DEEP TANK	<i>6 11 x 3 1/2 x .44</i>	<i>Riveted to shell</i>	" " bottom Angles.....	<i>E.W. to keel plate</i>	
" " Extends up to	<i>main deck or deep tank deck</i>		Side Girders, No. each side and thickness.....	<i>Two 50" (sealing .625)</i>	
Reversed Frame Amidships, Angle <i>(IN MOTORROOM IN CROSS BUNKER)</i>	<i>to upper between deck</i>		Margin Plate depth (excl. of flange) and thickness	<i>horizontal .54"</i>	
" " Extends up to			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>✓</i>	
Depth of Framing Girder.....			" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	<i>✓</i>	
Frames in <i>FORWARD HOLD</i> <i>Uppermost Continuous</i> <i>tween</i> Decks, Angle, <i>E or F</i>	<i>9 x 3 1/2 x .40</i>	<i>Riveted to shell</i>	" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	<i>✓</i>	
" " <i>MOTORROOM</i> <i>Second</i> <i>tween</i> Decks, Angle, <i>E or F</i>	<i>8 x 3 1/2 x .38</i>	<i>to shell</i>	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	<i>✓</i>	
" " <i>BRIDGE</i> <i>Third</i> " " " "	<i>8 x .35</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>36" above tank top</i>	
" " from 1/2 len. for'd. to 15% len. from Stem	<i>11 x 3 1/2 x .44</i>	<i>riveted</i>	INNER BOTTOM PLATING. <i>IN MOTORROOM</i>		
" " in Peaks, Angle or <i>F</i>	<i>9 x 3 1/2 x .38</i>	<i>to shell</i>	Breadth and thickness of Middle Line Strake.....	<i>59" x .70"</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 rivets spaced 5 1/2 diam</i>		Thickness of remainder in <i>Holds MOTORROOM</i>	<i>54" sealing 1.16"</i>	
State if Frame Joggled.....	<i>ordinary</i>		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?	<i>yes</i>	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>yes</i>		BEAMS. <i>Appd 8 x 3 x .40 BA</i> <i>IN MOTORROOM</i>	<i>1 8 x .35</i>	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>yes</i>		Uppermost Continuous Deck, amidships in Wells, Angle, <i>E or F</i>	<i>1 10 x .40</i>	
SINGLE BOTTOM. <i>IN WAY OF FORWARD DEEP TANK</i>			" " in way of Bridge, Angle, <i>E or F</i> <i>in motorroom</i>	<i>1 10 x .40</i>	
Floors, Depth and thickness at mid-line in Holds.....	<i>4 1/2 x .38</i>	<i>in wing tanks</i>	Spacing <i>32 1/4" & 31 1/4"</i>	<i>33"</i>	
Height of Brackets at side above base line at toe of frame.....	<i>4 1/2"</i>	<i>75"</i>	DEEPTANK <i>Second Deck, amidships, Angle, E or F</i>	<i>1 8 x .40</i>	
Middle Line Keelson, on Floors, Angles, <i>IN CARGO TANKS</i> <i>E or F</i>	<i>✓</i>		Spacing	<i>24"</i>	
" " Through Plate or Inter-costal Plate	<i>40" x .42</i>	<i>Between bulkheads</i>	Third Deck, amidships, Angle, <i>E or F</i>	<i>✓</i>	
" " Foundation Plate on Top Floors <i>IN CARGO TANKS</i>	<i>10" x .54</i>	<i>E.W. to keelson</i>	Spacing.....	<i>✓</i>	
" " Flat Plate Keel Angles <i>E.W. to keel plate</i>	<i>✓</i>		Fourth Deck, amidships, Angle, <i>E or F</i>	<i>✓</i>	
Side Keelsons, No. each side.....	<i>longitudinal wing tanks bulkheads</i>		Spacing.....	<i>✓</i>	
" " thickness of Inter-costal Plate.....	<i>.42</i>		Poop Deck, Angle, <i>E or F</i>	<i>1 8 x .40</i>	
" " Angles	<i>E.W. to bottom plating</i>		Spacing.....	<i>31 1/4" & 30 3/4"</i>	
DOUBLE BOTTOM. <i>IN MOTORROOM</i>			Bridge Deck, Angle, <i>E or F</i>	<i>1 7 x .40</i>	
Solid Floors, thickness and spacing	<i>.50 spaced one frame space</i>		Spacing.....	<i>31 1/2"</i>	
" " Are Frame and Reversed Frame joggled?	<i>Ordinary E.W. to Tank top</i>		Forecastle Deck, Angle, <i>E or F</i>	<i>1 8 x .40</i>	
Bracket Floors, breadth and thickness at middle line	<i>Riveted to bottom plating</i>		Spacing.....	<i>24"</i>	
" " breadth and thickness at margin plate.....	<i>all solid floors</i>				

PILLARS AND DECKS.			
INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows			
" in 'tween Decks, Size and Spacing			
" " " " " "			
" in Holds " " " "			
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.			
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			

SHELL PLATING.			
SCANTLINGS.			
AS IN VESSEL.		ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	
STRAKES.		EDGES.	
AMIDSHIPS.		RIVETS.	
Breadth. Thickness.		Diam. Spacing cr. to cr.	
Inches. Inches.		Inches. Inches.	
Flat Plate Keel	43 1/2 x .80		E.W.
" Dblg. (if any)			
Bottom Plating, No. of Strakes	92 1/2 x .66		E.W.
Bilge Plating, No. of Strakes	64 1/2 x .60		E.W.
Side Plating, No. of Strakes	86 1/2 x .52		E.W.
Upper Deck, Sheer-strake in Wells	69 1/2 x .52		E.W.
Upper Deck, Sheer-strake in Bridge	69 1/2 x .90		E.W.
Strake below Sheer-strake in Wells	86 1/2 x .48		E.W.
Strake below Sheer-strake in Bridge	86 1/2 x .48		E.W.
Poop Side Plating	94 x .40		E.W.
Bridge Side Plating	89 1/2 x .44		E.W.
Forecastle Side Plating	43 x .44		E.W.

WATERTIGHT BULKHEADS.			
Total No. of W.T. BULKHEADS in Vessel—17 including 2 cofferdams and 2 pump rooms			
Extending to Upper Deck (Sec. 3 c) 17			
Deck next below			
As per Rule Tanker			
STIFFENERS.			
VERTICAL.		HORIZONTAL.	
Scantlings. Spacing.		Scantlings. Spacing.	
Inches. Feet.		Inches. Feet.	
MIDSHIP BULKHEAD, Upper 'tween decks	50 x 40	10 x 45	30
" " Second	50 x 40	10 x 45	30
" " Third	50 x 40	10 x 45	30
" " Holds	50 x 40	10 x 45	30
" " Collision	50 x 40	10 x 45	30
" " After Peak	50 x 40	10 x 45	30

STEEL.	
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	
Colvilles Ltd. Glasgow, The Steel Company of Scotland Glasgow, Dorman, Long & Co. Ltd. Cleveland Steelworks, Consett, Iron Works, Durham	
Has the Steel been tested as required by the Rules? Yes	

EQUIPMENT No. 46000 grade LETTER C.F. ANCHORS.									
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 53.	
Cwts. qrs. lbs.		Cwts. qrs. lbs.		Tons. cwt. qrs. lbs.		Cwts. qrs. lbs.		Cwts.	
3600	1st Bower	44	1	9	54	8	3	0	44
3599	2nd	44	0	2	54	8	3	0	44
3598	3rd	44	1	4	54	8	3	0	44
3601	Stream	23	2	15	23	11	3	14	22

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PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.		ENDS.		AMIDSHIPS.		ENDS.		RIVETING.	
In Ship.		In Ship.		In Ship.		In Ship.		In Ship.		Rivets in Longitudinal Frames.	
Ins. Ins.		Ins. Ins.		Ins. Ins.		Ins. Ins.		Ins. Ins.		Rivets in Brackets to Bulkheads.	
Ins. Ins.		Ins. Ins.		Ins. Ins.		Ins. Ins.		Ins. Ins.		Rivets in Brackets to Bulkheads.	
1	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	E.W. to bottom	Horizontal
2	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	plating	E.W. to
3	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	Frames
4	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	and
5	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	Bulkheads
6	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
7	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
8	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
9	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
10	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
11	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
12	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
13	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
14	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
15	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
16	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
17	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
18	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
19	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
20	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
21	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
22	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
23	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
24	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
25	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
26	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
27	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
28	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
29	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
30	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
31	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
32	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
33	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
34	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
35	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
36	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
37	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
38	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
39	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
40	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
41	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
42	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	"	"
43	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x 168	17 x 1 1/2 x							

EQUIPMENT No. <i>46000 grade</i>													LETTER <i>C+</i>	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.				
<i>3600</i>	1st Bower	<i>47</i>	<i>1</i>	<i>9</i>	<i>57</i>	<i>8</i>	<i>3</i>	<i>0</i>	<i>57</i>	<i>8</i>	<i>3</i>	<i>0</i>	<i>✓</i>	<i>Logan's patent</i>	<i>O.H. Grauson</i>	<i>Flagdeburg, Buchan</i>
<i>3599</i>	2nd "	<i>47</i>	<i>0</i>	<i>2</i>	<i>57</i>	<i>8</i>	<i>3</i>	<i>0</i>	<i>57</i>	<i>8</i>	<i>3</i>	<i>0</i>	<i>✓</i>	<i>"</i>	<i>C. Hagdeburg</i>	<i>25-2-41 N. Stalle</i>
<i>3598</i>	3rd "	<i>46</i>	<i>1</i>	<i>4</i>	<i>57</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>57</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>✓</i>	<i>"</i>	<i>"</i>	<i>"</i>
	Collective weight	<i>230</i>	<i>2</i>	<i>15</i>									<i>219 1/2</i>	<i>✓</i>		
<i>3601</i>	Stream	<i>23</i>	<i>2</i>	<i>1</i>	<i>5</i>	<i>2</i>	<i>23</i>	<i>23</i>	<i>11</i>	<i>3</i>	<i>14</i>	<i>✓</i>	<i>22</i>	<i>✓</i>	<i>Grauson Stock Anchor</i>	<i>" " "</i>

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.	Diam.					Length.	Cir.		Length.	Cir.
<i>4729</i>	<i>300</i>	<i>2 1/16</i>	<i>10 1/2</i>	<i>14 5/8</i>	<i>90.5</i>	<i>3.17</i>	<i>89.0</i>	<i>4</i>	<i>300</i>	<i>2 1/16</i>	<i>steel</i>	<i>Kon. Nederl. Drauf. Smedery te Rerolen</i>	<i>Rotterdam 16-3-42</i>	<i>TOWLINE</i>	<i>130</i>	<i>5 1/4</i>	<i>47.5</i>	<i>130</i>	<i>5 1/4</i>
														<i>HAWSERS & WARPS</i>	<i>2x100</i>	<i>3 1/4</i>	<i>21.7</i>	<i>2x100</i>	<i>2 3/4</i>
															<i>2x100</i>	<i>3 1/4</i>	<i>21.7</i>	<i>2x100</i>	<i>2 3/4</i>
<i>Iron Stream Chain or Steel Wire</i>	<i>120</i>	<i>5</i>			<i>52.8</i>				<i>120</i>	<i>5</i>	<i>steel wire</i>								

ing Gear, Type (Power or hand) *John Hartie & Co Ltd Steam Hydraulic* mechanical steering *pedestal on boat deck aft*
ing Chains (Size and Test) *no ceiling* Windlass *Emmerson Walker* Boats *Four life boats*
ing in Holds, thickness and material *no ceiling* Cargo Battens, thickness, material and spacing *no battens*
Hatchways.—(Upper Deck) *24 Steel hatchways 10" high x 3'-11" diam* Thickness of Hatches *Oil tight covers . 50"*
of Hatchways No. 1 (Fwd.) *2440x2440 mm and 24 hatchways of 3'-11" diam* No. 5 — No. 6 —
per of Shifting Beams } *All steel covers*
for Fore and Afters }

Builder's Signature

Dok- en Werf-Maatschappij
Wilton-Fijenoord N.V.
M. Wilton

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 *✓*
(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).

This ship has been built conformity with the Society's Rules and Regulations and the Secretary letters. The scantlings and arrangement are in accordance with or equivalent to those shown on the approved plans. ✓
All cargo centre tanks, and wing tanks, cofferdams, deep tank forward, oil fuel tank, bunker, settling tanks, fore and after peak tanks, and double bottom tanks motor room and tanks built on after peak tank deck have been tested by a head of water as required by the Rules and found all parts sound and tight. ✓
After decks and bulkheads clear of tanks tested by hose and found tight. ✓
Steering engine and Windlass tested and found in good working condition. ✓
Treeboard marking verified, found correct and cut in vessels sides, as required. ✓

The amount of Entry Fee..... £ : : *6 1/2* 19 50
Special Survey Fee..... *£170 35* ✓
Travelling Expenses, if any *£. 45* : : 19

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

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

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

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to

Date of issue

Committee's Minute

FRI, 10 MAR 1950

Character assigned

+ 100 A1 Carrying petroleum in bulk.

+ LMC 12. 49 Oil Gun

2 DB 180 lbs. C.L.

Write Ref.



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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.)

Approved plans
Hull section, profile and decks, London Letter M. 22-11-1946
Outline transverse Bulkheads and stringers " " M. 4-1-1947
Fore body and Afterbody " " M. 27-6-1949
Shell expansion and Cruiser Stern " " M. 15-9-1949
Stern frame " " M. 21-6-1949
Rudder Rotterdam Letter 18-6-1948
Rudder stock & Rudder shaft London Letter M. 20-8-1947
Plan of Main & Spare Tillers

The following certificates (copies) of test are sent herewith, viz:
One of the Cast steel stern frame
One of the Rudder shaft etc, one of the rudder arm
One of the Steam hydraulic Steering gear and one of the tillers

The vessel is also fitted out with, viz:
A Sperry Gyro compass, Hokers, The Sperry Gyroscope, Co Ltd, London
A Wire less installation " " Marconi Intern. Marine Com. Comp. Ltd, London
A Echo sounding installation, Hokers, Kelvin & Hughes Ltd, London

PARTICULARS OF ELECTRIC WELDING (if employed) Seams and Butts of shell and bottom plating, E.W.
deck plating, double bottom tank top plating in Motor room, Bulkheads and stiffeners
Shell frames in No 2-3-4-5-6 and 7 wing tanks Bottom frames in centre cargo tanks
and wing tanks, Centre keelson, Bottom transverses, deck beams, deck transverses
and deck girders Electric welded
(Bottom frames in D.B. in Motor room, Shell frames in Afterpeak, motor room cross bunker No 1-2-3-4-5-6-7-8-9 wing tanks, cleplank, Forward hold and forepeak are riveted)

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book
Longitudinal Framing at Bottom and at
Decks, Electrically Welded

RADAR Equipment (State if fitted) not fitted

State Type or Pattern No.

State } Maker
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 Weight, 46-1-24 Cwt, N. Stolte. Cert. No 2701, Stellen. 5-2-41
2nd " Weight, 46-1-2 Cwt, N. Stolte. Cert. No 2700, Stellen. 5-2-41
3rd " Weight, 51-0-3 Cwt, N. Stolte. Cert. No 2699, Stellen. 5-2-41
55.1' 52.3'

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 94.07 ft., R.Q.D. ft., Bridge 45.77 ft., Forecastle 50.9 ft.

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

Official No. Signal Letters P.G.A.D Extreme Breadth over Belting Over-all Length 482.42' (Circ. 1611) (Circ. 1703)

No. and Material of Decks one

Parts of Bottom of Vessel coated with cement or approved composition Cement in fore and after peak tank.

Particulars of composition (if fitted) and of approval

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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	23.46	142
Double bottom, under Engines and Boilers,			After peak tank,	16,-	87
Double bottom, if under Engines only,	59.25	158.5	Deep tank, aft, above after peak tank	14,-	100
Double bottom, if under Boilers only,			Deep tank, forward,	24.75	288
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity	59.25	158.5	(If necessary furnish further information by sketch.)		

Order for Special Survey No 1015

Date 25-2-1947

Dates of Surveys
held while building

25/8, 8-13-15-22-27/9, 1-7-19-28/10, 15-26-30/11, 8-10-21-24/12-1948
6-7-10-13-17-24-28-31/1, 2-9-10-15-18-22-24-28/2, 2-3-7-15-16-18-21-24-29-31/3, 5-7-11-14/4
19-20-26-29/4, 3-5-10-11-12-17-18-21-24/5, 3-13-17-23-27-28/6, 9-13-18-25-28/7
2-4-9-10-11-13-15-16-19-24-26-29-31/8, 5-6-7-8-9-12-13-14-17-21-22-26-28/9
3-4-7-10-11-13-17-20/10, 1-3-8-9-15-18-21-23-28/11, 1-5-7-13-15-19-21/12
Total No. of Visits 12

Lloyd's Register
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