

RECEIVED

- 4 DEC 1946

IN D.O.

STEEL STEAMER OR MOTORSHIP.

Received at London Office

3 DEC 1946

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel Yes

Date of completion of report

Port of NEWCASTLE-ON-TYNENo. 104096Survey held at Wallsend on TyneDate First Survey (1945) Jan 5thLast Survey October 23rd 1946

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

Turbo Electric Tanker "HELICINA"Machinery aft.

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

Full ScantlingState Type of Erections Bridge & Forecastle.

TONNAGE under Tonnage Deck

10950.96CLASS +100 A.1.State if with freeboard as condition of Class ho.Built at Wallsend 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 550.0Launched 4th April 1946 Yard No. 1711

Breadth (greatest moulded)

B 70.0Builders Swan Hunter & Wigham Richardson Ltd.

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 40.6Owners The Anglo-Saxon Petroleum Co. Ltd.

1st Longitudinal Number (L x D)

21725

Managers

(Where necessary to be entered in Reg. Book)

2nd Numeral L x (B + D)

60225

Residence

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

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

13.58Port of Registry London

Do. Long Bridge to top of keel

Draught Moulded

31'-6 1/4"

If surveyed while building, afloat, & in dry dock

Yes.

REGISTERED DIMENSIONS.

FEET

th 56.8dth 70.2h 40.5

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	33 ✓		Bracket Floors, Frame	✓	
from 1/2 length amidships to Collision bulkhead	29 1/2 ✓		Reversed Frame	✓	
from 1/2 aft	32 1/2 ✓		Vertical Struts	✓	
in peaks	24 ✓		Centre Girder, depth and thickness amidships	60 x 5/8 x 66 ✓	
SIDE FRAMING.			top Angles	all E. Welded ✓	
Frame Amidships, Angle, E or F	11 3 1/2 x 43 ✓		bottom Angles		
Extends up to	upper deck ✓		Side Girders, No. each side and thickness	one - 48 x 5/8 ✓	
Reversed Frame Amidships, Angle	✓		Margin Plate depth (excl. of flange) and thickness		
Extends up to	✓		Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		
Depth of Framing Girder	11 ✓		Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	ho bridge.	
Frames in Uppermost Continuous Deck, Angle, E or F	11 3 1/2 x 43 ✓		Gussets, spacing and scantling abaft 1/4 len. from stem		
above Deep Tank top & Fore Dk	10 3 1/2 x 40 ✓		Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area		
Second Deck, Angle, E or F	✓		Tank Side Brackets, height above base line at toe of Frame and thickness		
Third	✓		INNER BOTTOM PLATING. Engine Room only. Breadths as approved.		
from 1/2 len. for'd. to 15% len. from Stem	✓		Breadth and thickness of Middle Line Strake	X-64 x 60 ✓	
in Peaks, Angle, E or F	10 3 1/2 x 40 ✓		Thickness of remainder in Holds	✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 - 4 7/8 ✓		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?	✓	
State if Frame Joggled	ho ✓		BEAMS.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	yes ✓		Uppermost Continuous Deck, amidships in Wells, Angle, E or F	See Rpt. 1* ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	yes ✓		in way of Bridge, Angle, E or F	✓	
INGLE BOTTOM.			Spacing	✓	
Floors, Depth and thickness at mid-line in Holds			Second Deck, amidships, Angle, E or F	✓	
Height of Brackets at side above base line at toe of frame			Spacing	✓	
Middle Line Keelson, on Floors, Angles, E or F			Third Deck, amidships, Angle, E or F	✓	
Through Plate or Inter-costal Plate			Spacing	✓	
Foundation Plate on Floors			Fourth Deck, amidships, Angle, E or F	✓	
Flat Plate Keel Angles			Spacing	✓	
Side Keelsons, No. each side			Fore End - 10 x 50 B.P. Longit. 30' apart. 9 x 3 1/2 x 3 1/2 x 38' 1/2 ch. B.A. 8 x 3 x 40		
thickness of Inter-costal Plate			Poop Deck, Angle, E or F	Every frame.	
Angles			Spacing	✓	
DOUBLE BOTTOM. Engine Room only.			Bridge Deck, Angle, E or F	7 3 x 37 1/2 ✓	
Solid Floors, thickness and spacing	Every frame. 56, 48, 5 1/8.		Spacing	Every frame.	
Are Frame and Reversed Frame joggled?	ALL E. Welded ✓		Forecastle Deck, Angle, E or F	9 3 x 37 1/2 ✓	
Bracket Floors, breadth and thickness at middle line	✓		Spacing	Every frame.	
breadth and thickness at margin plate	✓				

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EQUIPMENT No. 52904										LETTER	if	ANCHORS.				
Number of Certificate.	Anchors.	WEIGHT, PER 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.					
50002	1st Bower	100	0	7	-	-	-	67	12	2	0	✓	Byers Improved Stockless.	✓	L.P.H.S. 27/9/46 J.W. Dorey.	✓
50021	2nd "	99	3	7	-	-	-	67	5	0	0	✓	5"	✓	L.P.H.S. 8/10/46 J.W. Dorey.	✓
50020	3rd "	99	2	25	-	-	-	67	5	0	0	✓	5"	✓	L.P.H.S. 8/10/46 J.W. Dorey.	✓
	Collective weight	298	2	11	✓							298				
2930	Stream	31	3	0	8	0	0	29	18	3	0	✓	3 1/2" x 1 1/2" Block Jaw Type.	N. Hingley & Sons	L.P.H.N. 22/9/45 J.A. Relf.	✓

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.		Length.	Cir.	
	Fathoms	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms	Ins.				Fathoms	Ins.	Tons.	Fathoms	Ins.	
6357	120	2 13/16	13 3/8	186 3/4	483-2-21						Stud	N. Hingley & Sons L.P.H.N. 20/2/46 J.A. Relf	TOWLINE	130	6 1/2	112.3	130	6 1/2	
6358	120	2 13/16	13 3/8	186 3/4	483-3-14			13 1/4	330	2 13/16	0°	0°	L.P.H.N. 20/2/46 J.A. Relf	HAWSERS & WARPS	2-120	3 1/4	21.7	2-120 2 3/4	
6419	88 3/4	2 13/16	13 3/8	186 3/4	354-3-14						0°	0°	L.P.H.N. 20/2/46 J.A. Relf		2-120	3 1/4	21.7	2-120 2 3/4	
	3 2 3/4 Cir.				1322-1-21														
Iron Stream Cables or Steel Wire	120	5 1/2	✓	84-4					120	5 1/2	6/24								

Steering Gear, Type (Power & hand) Steam Hydraulic by S. Hartie & Sons Alternative Means of Steering Blocks and Tackle ✓

Steering Chains (Size and Test) ✓ Windlass Steam by Emerson Walker Boats 2-24' x 8' x 3.4'

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

Cargo Hatchways.—(Upper Deck) Steel Plate—Standard Circular type 3' 10" dia. framing Thickness of Hatches 4 1/2" ✓

Size of Hatchways No. 1 (Fwd.) 8' 0" x 8' 0" ✓ No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters } Stiffened ✓

Builder's Signature Wm. Buckie

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 Turbo Electric ✓

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo oil 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 and Regulations and the Society's letter. ✓ The scantlings and arrangements are in accordance with, or equivalent to, those shown on the approved plans. ✓

The materials and workmanship are good. ✓

The weather decks clear of oil tanks, and watertight bulkhead above peak tank forward have been hose tested and found satisfactory. The peak tanks, all cargo tanks, deep tank forward, oil fuel bunkers, settling tanks, cofferdams, F.W. Tanks, and double bottom tanks have been tested as required by the Rules and found satisfactory.

The requirements of Section 20 of the Rules, when applicable for the carriage of oil fuel, having a flash point above 150°F. have been complied with. ✓ The windlass and steering gear have been tried over (Quayside) and found satisfactory. The assigned fireboards have been marked on the vessel's sides, verified, and cut in. The oil fuel is carried in bunkers at the forward end of the engine room, in hanging tanks in the engine room, in fore deep tank, and part of the double bottom under the machinery space. ✓

The amount of Entry Fee..... £12 : 0 : 0 Fees applied for, 27 NOV 1946 (Special notations, where part of class, to be stated.)

Special Survey Fee..... £715 : 12 : 8 Received by me, _____

Travelling Expenses, if any £20 : 0 : 0 I am of opinion the Vessel should be Classed +100A.1.

State whether the Vessel has been built under Special Survey Yes "Carrying Petroleum in Bulk"

Certificate to be sent to NEWCASTLE-ON-TYNE Date of issue 20/12/46 Signature E.H. Dean

Committee's Minute FRI 20 DEC 1946 Surveyor to Lloyd's Register of Shipping.

Character assigned +100A1 "Carrying Petroleum in bulk"

10.46 Invc. Fitted for oil fuel 10.46 F.P. above 150°F

Lloyd's A & CP.

White Ave. +LMC 10.46.

" 8/6 F.D. C.L.

" 10/6 3 WTB 45076 (Spt. 44076) DB. 18076

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.)

This vessel is sister to "OLNA", Newcastle-on-Tyne report no. 102881, excepting those parts which were fitted to the "OLNA" as an Admiralty Fleet oiler.

The approved plans as per attached list are forwarded with this report together with the relevant forging reports and steel invoices.

Return plan

PARTICULARS OF ELECTRIC WELDING (if employed) Vessel all electrically welded, except the ship's side frames and details of the structure generally, which are riveted.

The methods employed, and the electrodes used, are in accordance with the Rules.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Cruiser Stern. Machinery aft. Longitudinal framing at bottom and decks. Lloyd's A.R.P. E.S.D. D.F. Electrically welded.

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

1st Bower	WE	57-0-8	Int.	J.H.J.	No. of Cert.	6583	Date	1/12/44
2nd	"	56-2-20	"	J.H.J.	"	7939	"	26/7/46
3rd	"	56-2-26	"	J.H.J.	"	7949	"	31/7/46

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 146'53 ft., R.Q.D. ft., Bridge 50'52 ft., Forecastle 46'3"

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.
Official No. 180983. Signal Letters. Extreme Breadth over Belting (Circ. 1611). Over-all Length 583'5" (Circ. 1703).
No. and Material of Decks 1 DE (Std). Part 2nd DE (Std) clear of oil tanks.
Parts of Bottom of Vessel coated with cement or approved composition Bottoms of fore and after peak tanks.
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,	28'-1"	92
Double bottom, under Engines and Boilers,			After peak tank,	22'-8 1/2"	115
Double bottom, if under Engines only, oil fuel *	27'-1"	54	Deep tank, aft,		
Double bottom, if under Boilers only,	78'-6"	218	Deep tank, forward,	oil fuel * 44'-3"	846
Double bottom, forward,	105'-2"	272	Other tanks, if fitted,	off C.D. 3'-0"	216
Total length (if continuous) and Capacity				fore C.D. 3'-0"	159

* 95% full, oil fuel 38 1/2 cu. ft. per ton.

Order for Special Survey No. 574

Date 15/2/45

Dates of Surveys held while building

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

Total No. of Visits 149

PARTICULARS OF LONGITUDINAL FRAMING.

from
ns to

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, Inches.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam.	Speng.		Number.	Diameter.
L, L or C		Top Stringer to Shell in Wing Tanks.			Top Stringer to Trans. Bulkhead, Wing Tanks.								
Bridge 'tween Decks ...		Plate 21' x 42" with 8' x 44" face flat.			Plate 33' x 40" with 8' x 50" face flat.								
in Uppermost Continuous No. 1		Middle D ^o			Middle D ^o								
" 2		Plate 23' x 42" with 8' x 44" face flat.			Plate 33' x 40" with 8' x 50" face flat.								
" 3		Lower D ^o			Lower D ^o								
" 4		Plate 25' x 42" with 8' x 47" face flat.			Plate 36' x 42" with 8' x 50" face flat.								
" 5													
" 6													
" 7					Top Stringer to Trans. Bhd. Centre Tanks.								
" 8		{ 17' x 4' x 4' x 48' / 68' }			Plate 24' x 40" with 8' x 50" face flat.								
" 9		Channels			Middle D ^o								
" 10					Plate 24' x 40" with 8' x 57" face flat.								
" 11					Lower D ^o								
" 12		Stirrs in Wing Tanks at Stringers			Plate 27' x 40" with 8' x 57" face flat.								
" 13		Transverses.			Top Stringer to Longitudinal Bhd.								
" 14		24' x 42"			Plate 21' x 40" with 8' x 42" face flat.								
" 15		Channel: 18' x 4' x 4' x 47' / 62'			Middle D ^o								
" 16		30"			Plate 23' x 40" with 8' x 42" face flat.								
of (Amidships ...)		42" Webs - 3 in width.			Lower D ^o								
of (At ends ...)					Plate 25' x 40" with 8' x 45" face flat.								
Top Longitudinals		Centre line longit. girder to upper Deck.			Centre line longit. girder to shell.								
Bottom		Plate 66' x 40" with 7 1/2' x 50" face flat.			Plate 53' x 42" with 10' x 54" face flat; with								
Longitudinals (Amidships)		Stiffeners 5' x 40" flats spaced 33" apart.			ripping brackets and flat stiffeners as approved.								
Longitudinals (At ends ...)													
Transverses.													
le (Depth and Thickness)													
n Decks) (Face Angles ...)													
(Lugs to Shell* ...)													
e (Depth and Thickness)													
old) (Face Angles ...)													
(Lugs to Shell* ...)		Centre Tanks.			Wing Tanks.								
(Depth and Thickness)		53' x 48"			42' x 46"								
(Face Angles Flat)		12' x 10' 6" 9' x 70"			7 1/2' x 60' 6' x 44"								
(Lugs to Shell* ...)		Welded.			Welded.								
" " Back Bars		6' x 46"			6' x 44"								
Brackets ...		48"			46"								
ing of Transverse Frames ...		8' 3"			8' 3"								
* State if joggled or liners.													
linal													
Any Departure from Approved Plans to be Noted.													
of													
C													
Bridge Deck ...													
Upper ...		10' x 50" wing tanks											
Second ...		10' x 50" cr. tanks											
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.

T.