

STEEL STEAMER OR MOTORSHIP.

FEB 1949

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 YES - NOWDate of completion of report 26th January 1949

Port of

NEWCASTLE-ON-TYNENo. 105889Survey held at WALLSEND-ON-TYNE

Date First Survey

23RD JUNE 1947

Last Survey

20TH JANUARY19 49On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SING. SC. MOTOR TANKER "PALUDINA" (MACHY. AFT.)

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

FULL SCANTLINGState Type of Erections POOP, BRIDGE AND FORECASTLE

TONNAGE under Tonnage Deck ...

5432.56CLASS B 100 A1

CARRYING PETROLEUM IN BULK

State if with freeboard condition of Class

NOBuilt at WALLSEND-ON-TYNELaunched 20TH AUGUST 1948Yard No. 1771Builders SWAN HUNTER & WIGHAM RICHARDSONOwners ANGLO-SAXON PETROLEUM CO. LTD.

Managers

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry LONDON

If surveyed while building, afloat, or in dry dock

BUILDING AFLOAT IN DRY DOCK

LAST EXD IN D. DOCK 17.12.48. See last page.

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

Total

Gross Tonnage

6414.45

Register Tonnage

2926.30

REGISTERED DIMENSIONS.

FEET

Length

430.1

Breadth

54.4

Depth

31.75

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 425.0

Breadth (greatest moulded)

B 54.25

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

D 31.875

1st Longitudinal Number (L x D) (D = 30.92)

13,141

2nd Numeral L x (B + D) (D = 30.92)

36,197

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

13.33

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

13.33

Do. Long Bridge to top of keel

Draught Moulded

25-53/8

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	30 1/2		Bracket Floors, Frame		
FOR'D C/F'D M			Reversed Frame	NONE	
from 1/2 length amidships to Collision bulkhead	27		Vertical Struts	54	
" " IN MACHY. SPACE	26 1/4		Centre Girder, depth and thickness amidships	60 x 4 1/2	
" " in peaks	24		top Angles	NONE, WELDED	
SIDE FRAMING.			bottom Angles		
Frame Amidships, Angle, E or F	9 3 1/2 x 40	SEE ALSO REPORT 1*	Side Girders, No. each side and thickness	3 @ 62, 68, 44	
Extends up to	UPPER DECK		Margin Plate depth (excl. of flange) and thickness	51	
" " IN MACHY. SPACE	11 3 1/2 x 48	HEREWITH.	Vertical Angle to Tank side		
Reversed Frame Amidships, Angle	9 3 1/2 x 37 1/2		Bracket abaft 1/2 len. from stem		
" " Extends up to	2ND DECK		Vertical Angle to Tank side		
Depth of Framing Girder			Bracket from forward 1/2 len. from stem to Panting Area		
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	8 3 x 35		Gussets, spacing and scantling abaft 1/2 len. from stem		
POOP Second 'tween Decks, Angle, E or F	8 3 x 35		Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
ALT. WITH OA.	5 3 x 36		Tank Side Brackets, height above base line at toe of Frame and thickness	96 x 45	
Third			INNER BOTTOM PLATING, UNDER ENGINES		
from 1/2 len. for'd. to 15% len. from Stem	AS ABOVE		Breadth and thickness of Middle Line Strake	1.32	
in Peaks, Angle, E or F	8 3 x 35		Thickness of remainder in Holds, ENGINE ROOM	51	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 4 1/8		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?	AS APPROVED	
State if Frame Joggled	NO		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	7 3 x 40	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES		POOP Walls, Angle, E or F	8 3 x 35	
SINGLE BOTTOM.			" " in way of Bridge, Angle, E or F	7 3 x 40	
Floors, Depth and thickness at mid-line in Holds			Spacing	EVERY FRAME	
Height of Brackets at side above base line at toe of frame			Second Deck, amidships, Angle, E or F	8 3 x 35	
Middle Line Keelson, on Floors, Angles, E or F			Spacing	EVERY FRAME	
Through Plate or Inter-costal Plate			SECOND DECK, FOR'D		
Foundation Plate on Floors			Third Deck, amidships, Angle, E or F	5 3 x 32	
Flat Plate Keel Angles			Spacing	EVERY FRAME	
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, E or F		
thickness of Inter-costal Plate			Spacing	7 3 x 33/40	
Angles			Poop Deck, Angle, E or F	8 3 x 35	
DOUBLE BOTTOM. IN MACHY. SPACE.			Spacing	EVERY FRAME	
Solid Floors, thickness and spacing	40 EVERY FRAME. (50 UNDER ENGINES)		Bridge Deck, Angle, E or F	7 3 x 40	
Are Frame and Reversed Frame joggled?	NONE		Spacing	EVERY FRAME	
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, E or F	8 3 x 40/34	
breadth and thickness at margin plate	NONE		Spacing	EVERY FRAME	

PILLARS AND DECKS.

		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.			INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	2 LONG. BRDS. 1 P. 15 18 4 1/2 FROM CENTRE			Stringer Plate, breadth and thickness in way of Bridge	NONE		
" in 'tween Decks, Size and Spacing	AND PILLARS ON C.L. AT EACH TRANSVERSE.			Thickness of Plating abreast Deck openings in way of Wells	36		
" " " " " "				Thickness of Plating abreast Deck openings in way of Bridge			
" in Holds	TRANS. CHANNELS 12 x 4 x 4 1/2 50/60			Thickness of Plating within line of openings			
" " " " " "				If Sheathed, material and thickness	NONE		
LONGITUDINAL				Third Deck.			
Centre Line Bulkhead	5			Stringer Plate, breadth and thickness			
Stiffeners and Spacing	1 @ 30 1/2 9 x 4 1/2			If Plated, state thickness			
2 HORIZONTAL STRINGERS	UPPER: PLATE 24 x 40 PALE FLAT 6 x 55 LOWER: " 28 x 40 " " 6 x 55			Fourth Deck.			
Plating, thickness of	44			Stringer Plate, breadth and thickness			
STRINGERS AND DECKS.				If Plated, state thickness			
Uppermost Continuous Deck.				Fourth Deck.			
Stringer Plate, breadth and thickness in Wells	88 1/2 x .63			Stringer Plate, breadth and thickness			
" " " " in way of Bridge	88 1/2 x .63			If Plated, state thickness			
" Angle in Wells	WELDED CONNECTION			Poop Deck.			
Thickness of Plating abreast Deck openings in way of Wells	.57			Stringer Plate, breadth and thickness	36		
Thickness of Plating abreast Deck openings in way of Bridge	AND AS APPROVED.			Plating, Sheathing, material and thickness	26 (30 UNSHEATHED)		
Thickness of Plating within line of openings				Bridge Deck.			
If Sheathed, material and thickness	NONE			Stringer Plate, breadth and thickness	42		
Second Deck.	FORD & AFT			Plating, Sheathing, material and thickness	32 COMPOSITION 2"		
Stringer Plate, breadth and thickness in Wells	40/34			Forecastle Deck.			
				Stringer Plate, breadth and thickness	36		
				Plating, Sheathing, material and thickness	34 BARE (.50 UNDERVINGLASS)		

SHELL PLATING.

SCANTLINGS.					RIVETING.						
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	55	.92	.71	.71							
" Dblg. (if any)	NONE										
Bottom Plating, No. of Strakes	3	.62	.64	.48	TRANS. PLATES AT BULKHEADS .92						
Bilge Plating, No. of Strakes	1	.64		.50							
Side Plating, No. of Strakes	2	.59	.46	.46							
Upper Deck, Sheer-strake in Wells	60	.90	.50	.46							
Upper Deck, Sheer-strake in Bridge	63	.90 (1.14 AT ENDS)									
Strake below Sheer-strake in Wells	87 1/2	.70	.46	.46							
Strake below Sheer-strake in Bridge	87 1/2	.70									
Poop Side Plating				.38							
Bridge Side Plating		.42 (.50 AT ENDS)									
Forecastle Side Plating		.42									

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	16 BH for record
Extending to Upper Deck (Sec. 3 c)	15
" Deck next below	1
As per Rule	7

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM	PLATE			
STERN FRAME	Propeller Post	CAST (AS)	STEEL Co	
	Rudder	STEEL (APPROVED)	OF SCOTLAND	
Speed of Vessel		11 1/2 KNOTS		
RUDDER—Type		SIMPLEX TYPE		
" A x D		300.5		
" Diam. of head		FORGING 9 1/2		
" Mainpiece at top pintle				
" heel		SIMPLEX TYPE		
" how constructed		SEE APP. PLAN		
" double or single plate		DOUBLE .60		
" coupling, vertical or horizontal		HORIZONTAL		

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks					
" " Second					
" " Third					
" " Holds					
" " DEEP TANK					
" " (in Hold)					
COLLISION STIFFENERS ON BHDS					
AFTER PEAK					


STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) OPEN HEARTH PROCESS
	Consell Iron Co. Ltd. Cargo Fleet, Iron Co. Ltd. Skinningrove Iron Co. Ltd. Dorman Long & Co. Ltd. Appleby Frodingham Steel Co. Steel Co. of Scotland, Colville & Co.
	Has the Steel been tested as required by the Rules? YES

pt. 1*.

NEWCASTLE-ON-TYNE, No. 105889.

PARTICULARS OF LONGITUDINAL FRAMING.

V. "PALUDINA"

BOTTOM 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.	Speng.		Number.	Diameter.	
ing of 													
es in Bridge 'tween Decks ...													
es from Uppermost Continuous Deck No. 1													
" 2													
" 3													
" 4													
" 5													
" 6													
" 7													
" 8													
WING TANKS.													
" 9													
" 10													
" 11													
" 12													
" 13													
" 14													
" 15													
" 16													
of (Amidships ...)													
nal (At Ends ...)													
ank Top Longitudinals													
Bottom													
agitudinals (Amidships													
(At ends...													
Transverses.													
Depth and Thickness													
Face Angles													
Lugs to Shell*													
Depth and Thickness													
Face Angles													
Lugs to Shell*													
Depth and Thickness													
Face Angles													
Lugs to Shell*													
Back Bars													
Shell													
Long BHD													
Stringer													
of Transverse Frames...													
to if joggled or liners.													
Bridge Deck													
Upper													
Second													
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.

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.)

No SISTER VESSEL M.V. LEMULUS (Builder N^o. 1755. N.C.E.R.T. 105153) is a similar vessel, outstanding difference being in distance of longitudinal bulkheads from the centre line.

Copies of the approved plans as per attached sheet are enclosed. Remainder of plans are identical to M.V. LEMULUS as above.

Reports for sternframe, backport &c, rudder stock & coupling, ^{spare} ~~main~~ tiller, upper & lower bearings &c & copy of report on steering gear are enclosed herewith.

This vessel is fitted with a bronze propeller & zinc corrosion pieces.

PARTICULARS OF ELECTRIC WELDING (if employed) This vessel is all electrically welded except side shell frames & some minor details.

The electric welding has been carried out using electrodes approved for the purpose & in accordance with "Rules for Electric arc welding in ship construction"

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. "Carrying Petroleum in Bulk" "Longitudinal framing at bottom & deck" "Electrically welded" "Cruiser stern" "1st deck & 2nd deck in way of machy. space & peaks" "Wireless" "Hoyas A & CP" "Oil Engine" "Direction Finder" "Echo sounding Device" "Syno Compass" "Machinery Aft"

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

1st Bower 37-2-10 A.E.G. 9854 7.11.47 ✓
2nd " 37-2-14 A.E.G. 9903 9.12.47 ✓
3rd " 37-2-8 A.E.G. 9893 5.12.47 ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 87.08 ft., R.Q.D. — ft., Bridge 54.20 ft., Forecastle 50.25 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated. NOT JOINED ✓

Official No. 182926 Signal Letters GYRB Extreme Breadth over Belting 54.40 FT Over-all Length 446.17 FT.
(Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 & 2nd IN MACHY SPACE & PEAKS.

Parts of Bottom of Vessel coated with cement or approved composition 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, IN ENGINE ROOM			Fore peak tank,	21.60	90.8
Double bottom, under Engines and Boilers, COFFERDAM	19.687	18	After peak tank,	16.00	55.0
Double bottom, if under Engines only, ROOM	15.312		Deep tank, aft,	14.00	67.0
Double bottom, if under Boilers only, IN ENGINE ROOM	30.625	93	Deep tank, forward,	20.25	262.0
Double bottom, forward, DRAIN TANK IN COFFERDAM (326 PM)		6	Other tanks, if fitted,		
Total length (if continuous) and Capacity	65.624	117	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 5843

Date 22/7/49

Dates of Surveys held while building

{ 11947 JUNE 23, 30, SEPT. 17, 20, OCT. 3, 24, 28, NOV. 3, 4, 10, 18, DEC. 5, 11, 15, 21, 31, 11948 JAN. 7, 15, 19, 22, 28, FEB. 4, 10, 16, 20, 27, MAR. 2, 5, 12, 15, 16, 19, 23, 24, 30, 2 APR. 1, 5, 11, 19, 21, 23, 26, 27, 29, MAY 3, 6, 12, 14, 18, 21, 26, 27, 28, 31, JUNE 2, 7, 9, 11, 14, 15, 16, 17, 21, 24, 29, 30, JULY 1, 2, 5, 6, 8, 9, 12, 13, 14, 15, 16, 19, 20, 21, 22, AUG. 3, 4, 5, 6, 9, 10, 11, 12, 16, 18, 19, 20, SEPT. 16, 17, OCT. 1, 25, NOV. 1, 22, 23, 25, 26, 27, 30, DEC. 8, 9, 14, 15, 16, 17, 18, 19, 24, 28, 29, 30, 31, 11949 JAN. 1, 10, 11, 12, 13, 18, 19, 20

Total No. of Visits 131