

Rpt. 1
DISCLOSED
SECTION
No. 872

STEEL STEAMER OR MOTORSHIP.

DISCLOSED

SECTION

No. 872

26 MAR 1949

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 25TH MARCH 1949 Port of LEITH No. 22248

Survey held at BURNTISLAND Date First Survey 27TH MAY 1948 Last Survey 18TH MARCH 1949

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SINGLE SCREW MOTOR VESSEL "ADAMS BECK" MACHINERY AFT

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING State Type of Erections RAISED QUARTER DECK

TONNAGE under Tonnage Deck 1241 CLASS 100 A1 State if with freeboard as condition of Class No Built at BURNTISLAND

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) 257.0 Launched 14-10-48 Yard No. 328

Total 1241 Breadth (greatest moulded) 39.33 Builders THE BURNTISLAND S.B.C. LD.

Gross Tonnage 1773 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 22.5 Owners GAS LIGHT & COKE CO.

Register Tonnage 1189 1st Longitudinal Number (L x D) 4754.5 Managers STEPHENSON CLARKE LD.

REGISTERED DIMENSIONS. FEET 2nd Numeral L x (B + D) 14862.31 (Where necessary to be entered in Reg. Book) 4 FENCHURCH AVE.

Length 259.5 Framing Depth "d," at middle of length. See Sec. 3 (1d) 10.0 Residence LONDON E.C.3

Breadth 39.45 Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.89 Port of Registry LONDON

Depth 16.55 Do. Long Bridge to top of keel 11.42 If surveyed while building, afloat, or in dry dock YES. VESSEL NOT DRYDOCKED AFTER LAUNCH

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.....	27		Bracket Floors, Frame	✓	
" " from 1/2 length amidships to Collision bulkhead.....	27		" " Reversed Frame.....	✓	
" " in peaks	24		" " Vertical Struts	✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	3 1/2 x 41	
Frame Amidships, Angle, <u>E or F</u>	7 3 32		" " top Angles <u>DOUBLE</u>	3 3 37 1/2	
" " Extends up to.....	UPPER DECK		" " bottom Angles.....	DOUBLE 3 1/2 3 1/2 41	
<u>R.Q. DK</u> Reversed Frame Amidships, Angle <u>B.A.</u>	8 3 35	APP'D 34"	Side Girders, No. each side and thickness.....	ONE 9 3 40	B.A.
" " Extends up to.....	R.Q. DECK		Margin Plate depth (excl. of flange) and thickness	36 to 35	TANK TOP RISES AT BILGE TO 8' 3" ABOVE BASE
Depth of Framing Girder.....	7" UPPER DK		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	✓	
Frames in <u>BRIDGE</u> Uppermost Continuous 'tween Decks, Angle, <u>E or F</u>	8" R.Q. DK		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	✓	
" " Second 'tween Decks, Angle, <u>E or F</u>	✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	✓	
" " <u>THIRD MOTOR SPACE</u> " <u>B.A.</u>	10 3 1/2 40		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	✓	
" " from 1/2 len. for'd. to 15% len. from Stem <u>B.A.</u>	7 3 32		Tank Side Brackets, height above base line at toe of Frame and thickness	NO BKTS. FRAME SCARPHED 15" TO FLOOR	
" " in Peaks, Angle <u>E or F</u>	6 3 29		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4" @ 4 7/8"		Breadth and thickness of Middle Line Strake.....	43 x 52	INCREASED 10 PER OWNERS
State if Frame Joggled.....	YES		Thickness of remainder in Holds	50	
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.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, <u>E or F</u>	3 3 25	T.T.P.
Floors, Depth and thickness at mid-line in Holds.....	✓		" " in way of Bridge, Angle, <u>E or F</u>	5 3 30	T.T.P.
Height of Brackets at side above base line at toe of frame.....	✓		Spacing	27	
Middle Line Keelson, on Floors, Angles, <u>E or F</u>	✓		<u>R.Q.</u> Second Deck, amidships, Angle, <u>E or F</u>	3 3 25	T.T.P.
" " Through Plate or Inter-costal Plate	✓		Spacing	27	
" " Foundation Plate on Floors	✓		Third Deck, amidships, Angle, <u>E or F</u>	✓	
" " Flat Plate Keel Angles	✓		Spacing.....	✓	
Side Keelsons, No. each side.....	✓		Fourth Deck, amidships, Angle, <u>E or F</u>	✓	
" " thickness of Inter-costal Plate.....	✓		Spacing.....	✓	
" " Angles	✓		24" 4 3 30 T.T.P.		
DOUBLE BOTTOM.			27" 6 3 30 T.T.P.		
Solid Floors, thickness and spacing	32" x 27"		Spacing.....	24" x 27"	
" " Are Frame and Reversed Frame joggled?	YES		Bridge Deck, Angle, <u>E or F</u>	3 1/2 3 36	T.T.P.
Bracket Floors, breadth and thickness at middle line	✓		Spacing.....	27	
" " breadth and thickness at margin plate.....	✓		Forecastle Deck, Angle, <u>E or F</u>	3 1/2 3 30	T.T.P.
			Spacing.....	24	

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	CANTILEVER BRKS. EVERY 4 TH FRAME				Stringer Plate, breadth and thickness in way of Bridge CASING	64 1/2	x	46	
" in between Decks, Size and Spacing	3 1/2	3 1/2	40		Thickness of Plating abreast Deck openings in way of Wells	58			
" " " " " "					Thickness of Plating abreast Deck openings in way of Bridge CASING	30			
" in Holds " " " "					Thickness of Plating within line of openings	30			
" " " " " "					If Sheathed, material and thickness	2 1/2" O.P. OVER			ACCOMM ^N
Centre Line Bulkhead.					Third Deck.				
Stiffeners and Spacing					Stringer Plate, breadth and thickness				
Plating, thickness of					If Plated, state thickness				
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness				
Stringer Plate, breadth and thickness in Wells	93	x	75		If Plated, state thickness				
" " " " " "	53	x	87		Bridge Deck.				
" " " " " "	93	x	48		Stringer Plate, breadth and thickness	34 1/2	x	32	
" Angle in Wells	5	5	61		Plating, Sheathing, material and thickness	2 1/2" O.P. OVER			ACCOMM ^N
Thickness of Plating abreast Deck openings in way of Wells	75	60	87		Forecastle Deck.				
Thickness of Plating abreast Deck openings in way of Bridge	36	OVER TANK			Stringer Plate, breadth and thickness	50			UNDER WINDLASS
Thickness of Plating within line of openings	1/8	SEMTEX UNDER			Plating, Sheathing, material and thickness				
If Sheathed, material and thickness	LINO	IN ACCOMM ^N							
R.Q. Second Deck.									
Stringer Plate, breadth and thickness in Wells	72 1/2	x	58						

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				EDGES.				
	AMIDSHIPS.		FORWARD.	AFT.	State if jogged?		BUTTS.		
	Breadth.	Thickness.	Thickness.	Thickness.	SINGLE OR DOUBLE.	RIVETS.	No. of Rows of Rivets.	RIVETS.	STRAPPED OR LAPPED.
Flat Plate Keel	43	54	50	50					
" Dblg. (if any)	6 1/8" in Motor RM								
Bottom Plating, No. of Strakes	71	47	39	44	ALL EDGES & BUTTS ELECTRICALLY WELDED.				
Bilge Plating, No. of Strakes	68	47	39	44					
Side Plating, No. of Strakes	55	47	43	44					
Upper Deck, Sheer-strake in Wells	55 1/4	47	43	39					
Upper Deck, Sheer-strake in Bridge	58	47	43	39					
Strake below Sheer-strake in Wells	49 1/2	49	39	39					
Strake below Sheer-strake in Bridge	49 1/2	79	61	39					
Strake below Sheer-strake in Bridge	46 3/4	53	-	39					
Strake below Sheer-strake in Bridge	60 BREAK								
Strake below Sheer-strake in Bridge	58	55	-						
Poop Side Plating		53							
Bridge Side Plating		32							
Forecastle Side Plating			32						

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	4
Extending to Upper Deck (Sec. 3 c)	2 TO R.Q. DK.
" Deck next below	2 TO UPPER DK.
As per Rule	4

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM		STEEL BAR 7 3/8 x 2		APP ^D 7 1/4 x 2
STERN FRAME	Propeller Post	FABRICATED AS PER		
	Rudder	APP ^D PLAN BY SO. DURHAM STEEL & IRON CO. LD.		
Speed of Vessel		NOT EXCEEDING 12 KNOTS		
RUDDER—Type		SEMI-BALANCED		
" A x D.		116.23		
" Diam. of head		FORGING 5 3/4	J.S. FORSTER & SONS LD.	
" Mainpiece at top pintle		FABRICATED AS PER		
" heel		APP ^D PLAN BY SOUTH DURHAM STEEL & IRON CO. LD.		
" how constructed		WELDED CONSTRUCTION		
" double or single plate coupling, vertical or horizontal		50" DOUBLE PLATES		
		HORIZONTAL - 6 @ 1 3/4" BOLTS		

MIDSHIP BULKH'D, Upper between decks	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
FRS. 74 & 79	36	3 x 3 x 16	27	3 1/2 x 3 1/2 x 40	40
" " Second	30	6 x 3 1/2 x 40	24	9'0" ABOVE T.T.	
" " Third					
" " Holds	FR. 27	5 x 3 x 28	28	BUNKER 15'6" ABOVE BASE	
" " (in Hold)	FR. 106	6 x 3 1/2 x 42	24	24 x 30	14'9 1/2" ABOVE BASE
" " COLLISION	FR. 106	4 x 3 x 28	24		
" " AFTER PEAK	FR. 6	6 x 3 x 30	24		
" " "		3 x 2 x 26	24		

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	OPEN HEARTH
	STEEL COMPANY OF SCOTLAND, COLVILL & CO., DORMAN LONG & CO., CONSETT IRON WORKS, APPLEBY FRODINGHAM, SKINNINGROVE.	
	Has the Steel been tested as required by the Rules?	YES

EQUIPMENT No. 15981/01

LETTER

ANCHORS.

26 MAR 1949

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.				
52409	1st Bower	35	3	14	-	-	-	33	0	2	14	33	BYERS IMPROVED TYPE	Not Known	LPH-5 14-6-48 JOSEPH HIBBS
52417	2nd "	35	2	0	-	-	-	32	15	0	0	33	D°	D°	LPH-5 16-6-48 JOSEPH HIBBS
52547	3rd "	30	3	12	-	-	-	29	5	2	14	28	D°	D°	LPH-5 28-6-48 JOSEPH HIBBS
	Collective weight	102	0	26								94			
66588	Stream	9	1	21	2	1	24	11	11	1	6	8 1/2	ORDINARY PATTERN	D°	LPH-CH 8-10-48 H. PHILLIPS

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.	Diam.		Supplied.	Per Rule.	Supplied.	Per Rule.	Fathoms.	Diam.					Length.	Ins.		Fathoms.	Ins.
6809A	240	1 1/2	56.782.2	299.2-16	344 3/4	240	1 1/2	FLORYT	1 1/2	NORTH BRITISH ELECTRIC WELDING Co. LD.	LPH-G 13-9-48	L. L. WRIGHT	TOWLINE	90	3 1/2	25.7	90	3 1/2
TWO OF THE ABOVE LENGTHS ARE DIVIDED INTO 2 PARTS, I.E. 14 FMS. AND 1 FTHM.																		
NOTE:- ANCHORS & CABLES SPECIFIED BY OWNERS ONE SIZE LARGER THAN RULE																		
Lean Stream Chain Steel Wire	75	4"	33.2			75	4"							90	2 1/4	10.8	90	2 1/4
														2@			2@	
														90	1 3/4	6.4	90	1 3/4

Steering Gear, Type (Power $\frac{2}{3}$ hand) ELECTRIC HYDRAULIC (BROWN BROS.)

Alternative Means of Steering

HANDWHEEL

Steering Chains (Size and Test)

TELE MOTOR

Windlass ELECTRIC - CLARKE CHAPMAN

Boats 1@ 14'x5'25'x2'16'

Ceiling in Holds, thickness and material NONE TANK TOP INCREASED IN LIEH

Cargo Battens, thickness, material and spacing

NONE

Hatchways. (Upper Deck) CONSTRUCTED OF STEEL PLATES & SECTIONS

Thickness of Hatches

HAYS PATENT STEEL COVERS

Hatchways No. 1 (Fwd.)

43'x26'

No. 2

38'x27'

No. 3

30'x27'

No. 4

No. 5

No. 6

of Shifting Beams
Fore and Afters

NONE

For THE BURNISLAND SHIPBUILDING CO., LTD.

Builder's Signature

M. J. Southworth

ASSISTANT MANAGING DIRECTOR

AL 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 ☒ No 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).

ship has been built in conformity with the Society's Rules and Regulations and the Secretary's orders. The scantlings and arrangements are in accordance with, or equivalent to, those shown on the approved plans. The materials and workmanship are good. The double bottom, keel, deep tank, oil fuel tanks, peak tanks, decks, watertight bulkheads, hand pumps, windlass, steering gear, bilge and ballast suction, have been tested in accordance with the requirements and found satisfactory.

Freeboards as assigned by this Society have been cut in the vessels' sides and verified. Deep tank at fore end of Engine Room is for the carriage of oil fuel, F.P. above 150°F for the use of the motor engines.

The amount of Entry Fee..... £

FREEBOARD

19:0:0

Fees applied for,

25-3-1949

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

Special Survey Fee..... £336:0:0

Received by me,

Travelling Expenses, if any £ 5:14:9

19

I am of opinion the Vessel should be Classed \star 100A1

State whether the Vessel has been built under Special Survey

Yes

Signature

J. H. Bell

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to

Date of issue

22/4/49

Committee's Minute

Character assigned

+ 100A1

Lloyd's A & C.P.

+ LMC 3.49 Oil Eng.

O.G.

Machinery cert to be endorsed re criticals

Note for S.R.L.

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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.)

The following plans are forwarded herewith—

Midship Section (2 plans)

Profile and Decks

Profile for framing only

Modifications to Profile and Decks (2 plans)

Re-arrangement of side shell plating

Amended Double Bottom

Aft Peak, O.F. Bunker & F.W. Tank

Stemframe and Rudder

Modification to keel of stemframe

Motor Seating

Motor Rm. plate and pillars (2 plans)

Pumping Plan (2 plans)

Freeing-port areas

Hay Steel Hatch Covers (11 plans)

Cargo Hatchways

Welding Sequences

General Arrangement

5 Forging and casting etc, certificates

PARTICULARS OF ELECTRIC WELDING (if employed) Tank top and cheeks; Keel and Centre Girders; Bulkheads; Floor connections and stringers; Shell butts and seams; Motor seating; Forecastle deck and front; Bridge deck front and ends; Bridge house, casings and aft deckhouse; R.Q. deck and hatches; Upper deck hatch; Bulwark and stays; Bilge keel; Fore peak tank top, stringers, washplate and floors; Cabin flat; Steering gear house; Skylights; A.W. tanks; House pipes; Fabricated stern; Rudder and various minor items.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Cruiser stern; Machinery aft; One deck (steel); Cargo battens not fitted; Wireless; E.S.D. 1st Sh. welded.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	22 - 3 - 0 ✓	J.H.J.	9483	17-12-47
	2nd "	23 - 0 - 21 ✓	J.H.J.	9310	10-10-47
	3rd "	19 - 0 - 20 ✓	A.E.G.	9848	4-11-47

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. 157.96 ft., Bridge 19.75 ft., Forecastle 25.96 ft.

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

Official No. 182950 Signal Letters GFTY Extreme Breadth over Belting 39.6' Over-all Length 270.5' (Circ. 1611) (Circ. 1703)

No. and Material of Decks ONE DECK (STEEL)

Parts of Bottom of Vessel coated with cement or approved composition Inside of D.B., where not arranged for oil fuel, and all bilges cemented at seams, and angles. Cement at deep floors in fore and aft 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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	✓	✓	Fore peak tank,	21.8	60
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	12.0	67
Double bottom, if under Engines only,	✓	✓	Deep tank, aft, MIDSHIPS	15.75	174
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward, F.W. TANK AFT	4.0	12
Double bottom, forward,	182.0	592.0	Other tanks, if fitted, (O.F. TANK IN E.R.)	6.75	55
Total length (if continuous) and Capacity	182.0 ✓	592.0	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 2129

Date 18-8-47

Dates of Surveys held while building

1948 MAY 27, JUNE 1, 5, 22, 29, JULY 6, 14, 28, AUG. 11, 17, 19, 24, SEPT. 1, 3, 8, 13, 17, 24, 29, OCT. 1, 7, 11, 12, 14, 20, 28, NOV. 3, 9, 16, 18, 24, 30, DEC. 3, 8, 28, JAN. 11, 18, 25, FEB. 8, 10, 18, MARCH 1, 15, 17, 18.

Total No. of Visits 45