

RECEIVED

22 JUN 1951

IN D.O.

# STEEL STEAMER OR MOTORSHIP.

Received at London Office 19 JUN 1951

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 *18-5-'51* Port of *Groningen* No. *567a*

Survey held at *Meppel* Date First Survey *4-7-1950* Last Survey *17-5-1951*

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

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *full scantling* State Type of Erections *F, RQD, P*

TONNAGE under Tonnage Deck *203.73* CLASS *BS \** State if with freeboard as condition of Class *no* Built at *Meppel*

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 39.745* Launched *23-12-'50* Yard No. *101*

Total *-* Breadth (greatest moulded) *B 7.40* Docked *20-2-'51* Builders *Pa. Worst & Dutmer*

Gross Tonnage *350.77* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 3.025* Owners *C. Mooy*

Register Tonnage *207.84* 1st Longitudinal Number (L x D) *=* Managers *N.V. Wijnne & Barends, Carq. en agentuur Kant.*

## REGISTERED DIMENSIONS.

FEET

Length *132.8 (40.46m)* Framing Depth "d," at middle of length. See Sec. 3 (1d) *13.11* Port of Registry *Groningen*  
Breadth *24.5 (7.46m)* Proportions—Depth to Length—Uppermost continuous deck to top of keel *9.86*  
Depth *8.3 (2.54m)* Draught Moulded *2.983m* If surveyed while building, afloat, or in dry dock *while building*

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	mm INCREASE IN SHIP.	Any Departure from Approved Plans to be Noted.		mm INCREASE IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships.....	550 ✓		Bracket Floors, Frame .....	90 65 75 90 65 7 ✓	
" " from 3/4 length amidships to Collision bulkhead.....	550 ✓		" " Reversed Frame.....	75 65 7 ✓	
" " in peaks .....	550 ✓		" " Vertical Struts .....	140 60 75/16 L 150 65 7 ✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	650 85 650 x 75 ✓	
Frame Amidships, Angle, <del>100</del> <i>90</i> <i>65</i> <i>7</i> ✓			" " top Angles .....	ew ✓	
" " Extends up to <i>UPPER deck</i>			" " bottom Angles.....	ew ✓	
Reversed Frame Amidships, Angle <i>flat</i> <i>100</i> <i>125</i> ✓			Side Girders, No. each side and thickness.....	-	
<i>on frames 21, 38, 44 &amp; 61</i> Extends up to <i>deck</i> ✓			Margin Plate depth (excl. of flange) and thickness .....	650 8 75 ✓	
Depth of Framing Girder.....	110 & 100		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem .....	ew ✓	
Frames <i>at RQD</i> in Uppermost Continuous 'tween Decks, Angle, <del>100</del> <i>100</i> <i>65</i> <i>85</i> ✓			" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area Gussets, spacing and scantling abaft 1/2 len. from stem.....	ew ✓	
" " Second 'tween Decks, Angle, [ or ]	-		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area .....	-	
" " Third " " " " "	-		Tank Side Brackets, height above base line at toe of Frame and thickness	800 75 800 x 7 ✓	
" " from 1/2 len. for'd. to 15% len. from Stem <i>+ int. frames 75 x 8 from fr: 57 1/2</i> <i>90</i> <i>65</i> <i>75</i> <i>90</i> <i>65</i> <i>7</i> ✓			INNER BOTTOM PLATING.		
" " in Peaks, Angle <i>90</i> <i>65</i> <i>75</i> ✓			Breadth and thickness of Middle Line Strake...	1530 7 ✓	
<i>+ in RQD int. frames 75 x 8</i> Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships .....	5/8 ✓ 7D ✓		Thickness of remainder in Holds .....	65 ✓ 6 ✓	
State if Frame Joggled.....	no ✓		Are Rule requirements complied with regard- ing increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?.....	-	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? .....	yes ✓		BEAMS.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? .....	yes ✓		Uppermost Continuous Deck, <i>through-</i> amidships in Wells, Angle, <del>100</del> <i>115</i> <i>65</i> <i>8</i> ✓		
SINGLE BOTTOM.			" " in way of <i>bridge</i> , Angle, <del>100</del> <i>90</i> <i>7</i> ✓		
Floors, Depth and thickness at mid-line in Holds.....			" " [ or ]	550 ✓	
Height of Brackets at side above base line at toe of frame.....			Spacing .....	550 ✓	
Middle Line Keelson, on Floors, Angles, [ or ] .....			<i>RQ</i> <i>through-</i> <del>Second Deck, amidships</del> , Angle, <del>100</del> <i>115</i> <i>65</i> <i>8</i> ✓		
" " Through Plate or Inter- costal Plate .....			Spacing .....	550 ✓	
" " Foundation Plate on Floors .....			Third Deck, amidships, Angle, [ or ] .....	-	
" " Flat Plate Keel Angles			Spacing.....	-	
Side Keelsons, No. each side.....			Fourth Deck, amidships, Angle, [ or ] .....	-	
" " thickness of Intercoastal Plate...			Spacing.....	-	
" " Angles .....			Poop Deck, Angle, <del>100</del> <i>100</i> <i>65</i> <i>8</i> ✓		
DOUBLE BOTTOM.			Spacing.....	550 ✓	
Solid Floors, thickness and spacing .....	6 2200 ✓		Bridge Deck, Angle, [ or ] .....	-	
" " Are Frame and Reversed Frame joggled? .....	no ✓		Spacing.....	-	
Bracket Floors, breadth and thickness at middle line .....	510 6 500 ✓		Forecastle Deck, Angle, <del>100</del> <i>90</i> <i>65</i> <i>8</i> ✓		
" " breadth and thickness at margin plate.....	500 6 ✓		<i>forepart from fr: 68</i> Spacing.....	75 65 75 550 ✓	



## PILLARS AND DECKS.

	<i>mm</i> INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	<i>mm</i> INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows</b> .....	-			
„ in 'tween Decks, Size and Spacing .....	-			
„ „ „ „ „ .....	-			
„ in Holds „ „ „ .....	-			
„ „ „ „ „ .....	-			
<b>Centre Line Bulkhead.</b>				
Stiffeners and Spacing .....	<i>75</i> <i>75</i> <i>75</i> <i>550</i> <i>75</i> <i>65</i> <i>7</i>			
Plating, thickness of .....	<i>65</i> <i>6</i>			
<b>STRINGERS AND DECKS.</b>				
<b>Uppermost Continuous Deck.</b>				
Stringer Plate, breadth and thickness in Wells	<i>1190</i> <i>8</i>			
„ „ „ „ in way of <i>RQD</i> Bridge	<i>1190</i> <i>8</i> <i>75</i>			
„ Angle in Wells .....	<i>75</i> <i>75</i> <i>9</i> <i>✓</i>			
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...	<i>7</i> <i>✓</i>			
If Sheathed, material and thickness .....	-			
<b>Second Deck.</b>				
Stringer Plate, breadth and thickness in Wells	-			
Stringer Plate, breadth and thickness 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 .....	-			
<b>Third Deck.</b>				
Stringer Plate, breadth and thickness .....	-			
If Plated, state thickness .....	-			
<b>Fourth Deck.</b>				
Stringer Plate, breadth and thickness .....	-			
If Plated, state thickness .....	-			
<b>Poop Deck.</b>				
Stringer Plate, breadth and thickness .....	<i>7</i> <i>✓</i>			
Plating, Sheathing, material and thickness .....	<i>6</i> <i>Wood</i> <i>50</i>			
<b>Bridge Deck.</b>				
Stringer Plate, breadth and thickness .....	-			
Plating, Sheathing, material and thickness .....	-			
<b>Forecastle Deck.</b>				
Stringer Plate, breadth and thickness .....	<i>65</i> <i>✓</i>			
Plating, Sheathing, material and thickness .....	<i>65</i> <i>✓</i> -			

## SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>yes</i>			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.		Diam.	Spacing cr. to cr.	
Flat Plate Keel.....	<i>inches. mm</i> 1230	<i>inches. mm</i> 10 <sup>5</sup> ✓	<i>inches. mm</i> 10✓	<i>inches. mm</i> 10✓	1092 x 10	D	<i>inches</i> 3 <sup>1</sup> / <sub>4</sub> ✓	<i>inches</i> 2 <sup>3</sup> / <sub>4</sub> ✓	EW	-	-	-
„ Dblg. (if any)												
Bottom Plating, No. of Strakes .....	A 1540	8✓	8 <sup>5</sup> ✓	7✓	1530 x 8-9-7	S✓	5 <sup>1</sup> / <sub>8</sub>	2 <sup>5</sup> / <sub>8</sub> ✓	ew	-	-	-
Bilge Plating, No. of Strakes .....	B 1510	8✓	7 <sup>5</sup> ✓	7✓		S✓	5 <sup>1</sup> / <sub>8</sub>	2 <sup>5</sup> / <sub>8</sub> ✓	2✓	5 <sup>1</sup> / <sub>8</sub>	5 <sup>1</sup> / <sub>8</sub> ✓	strapped
Side Plating, No. of Strakes .....	C 1080	8✓	7 <sup>5</sup> ✓	7✓								
Upper Deck, Sheer-strake in Wells.....	E 1180	9✓	7✓	(14)	9-7-13	S✓	5 <sup>1</sup> / <sub>8</sub>	2 <sup>5</sup> / <sub>8</sub>	2-	5 <sup>1</sup> / <sub>8</sub>	5 <sup>1</sup> / <sub>8</sub> ✓	lapped
Upper Deck, Sheer-strake in Bridge ...	F 1060	8✓	8 <sup>5</sup>	(13)	8-8 <sup>5</sup> -12	S✓	5 <sup>1</sup> / <sub>8</sub>	2 <sup>5</sup> / <sub>8</sub>	2-	5 <sup>1</sup> / <sub>8</sub>	5 <sup>1</sup> / <sub>8</sub> ✓	lapped
Strake below Sheer-strake in Wells.....	D 1180	8✓	7 <sup>5</sup> ✓	-		S✓	5 <sup>1</sup> / <sub>8</sub>	2 <sup>5</sup> / <sub>8</sub>	2-	5 <sup>1</sup> / <sub>8</sub>	5 <sup>1</sup> / <sub>8</sub> ✓	lapped
Strake below Sheer-strake in Bridge ...	E 1180	8✓	-	7✓		S✓	5 <sup>1</sup> / <sub>8</sub>	2 <sup>5</sup> / <sub>8</sub>	2-	5 <sup>1</sup> / <sub>8</sub>	5 <sup>1</sup> / <sub>8</sub> ✓	lapped
Poop Side Plating.....		7 <sup>5</sup> ✓	-	6✓		S✓	5 <sup>1</sup> / <sub>8</sub>	2 <sup>5</sup> / <sub>8</sub>	2-	5 <sup>1</sup> / <sub>8</sub>	5 <sup>1</sup> / <sub>8</sub> ✓	lapped
Bridge Side Plating.....		7✓	6 <sup>5</sup>	-								
Forecastle Side Plating		7✓	6 <sup>5</sup>	-		S✓	5 <sup>1</sup> / <sub>8</sub>	2 <sup>5</sup> / <sub>8</sub>	2✓	5 <sup>1</sup> / <sub>8</sub>	5 <sup>1</sup> / <sub>8</sub> ✓	lapped

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c).....	2 ✓
„ Deck next below.....	1 ✓
As per Rule.....	3 ✓

## FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar .....				
STEM .....	<i>round bar</i>	<i>plate 4 7/8" x 1 1/2"</i>	<i>yard</i>	
STERN FRAME {	Propeller Post	<i>F 1 7/8" x 7/8"</i>	<i>Bot.</i>	<i>165 x 70</i>
	Rudder	<i>built 13/10</i>		
Speed of Vessel .....		<i>9 knots</i>		
RUDDER—Type .....		<i>Vertz</i>		
" A x D .....		<i>130/114</i>	<i>Bot</i>	
" Diam. of head .....				
" Mainpiece at top pintle .....				
" " <i>bottom pintle</i> .....		<i>95</i>	<i>Bot</i>	
" how constructed .....		<i>ew</i>		
" double or single plate .....	<i>D</i>	<i>8</i>		
" coupling, vertical or .....				
" horizontal .....		<i>H</i>		

			STIFFENERS.				
			Vertical Thickness.	VERTICAL.		HORIZONTAL.	
				Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP	BULKH'D,	Upper 'tween decks					
"	"	Second "					
"	"	Third "					
"	"	Holds .....	8	5. 100.65.8	7.00	recessed	
COLLISION	"	(in Hold) .....	8.7	5. 90.65.7	5.80	450 x 75	1700
AFTER PEAK	"	" .....	10.5	5. 75.65.7	6.10	recessed	

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *open hearth process*

Notes: *(N.V. Kon. Ned. Hoogovens & Staalfabrieken at Ymuiden*

Sections: *S.A. D'Ougrée Marbache; Dorman, Long & Co., Ltd.*

Has the Steel been tested as required by the Rules? *yes*



Cubic Tonnage  
EQUIPMENT No. 310

LETTER C14

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.			
3034	1st Bower	7	1	15	7	1	15	9	13	3	0	Ball's	K.N.C.	Leiden, 8.1.51.
3035	2nd "	7	0	21	7	0	21	9	9	1	14	stockless	"	AB
	3rd "													
	Collective weight	14	2	8	14	2	8							
3045	Stream	2	1	7	0	2	8	4	16	2	0	Common stock	K.N.C.	Leiden, 6.2.51. AvH

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.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Cwts.	Fathoms.	Diam.					Fathoms.	Ins.		Fathoms.	Ins.
5665	11x15	7/8	13 3/4	20 5/8	65-1-12	65.0	165	14 1/16	14 1/16	Stud.	K.N.C.	Leiden, 15.3.51. A.v.H.	TOWLINE	60	2 1/4	10.8	60	2 1/4
													HAWSERS & WARPS	90	1 1/2	4.8	90	1 1/2
Iron Stream-Chain or Steel Wire	4.5	2 1/4						45	2 1/4	6x12								

Steering Gear, Type (Power or hand)

hand steering screw gear

Alternative Means of Steering

tackles

Steering Chains (Size and Test)

Windlass

motor driven

Boats 1 x wood

ing in Holds, thickness and material

2 3/4" fir

Cargo Battens, thickness, material and spacing

1 1/2" fir; 9"

go Hatchways.—(Upper Deck)

one in well; one on R.Q.D.

Thickness of Hatches

66 mm

of Hatchways No. 1 (Fwd.)

9.20 x 4.50

No. 2

9.35 x 4.50

No. 3

No. 4

No. 5

No. 6

umber of Shifting Beams  
nd/or Fore and Afters

5

5

Builder's Signature



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

(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).

flash point above 150° F.

oil situated: double bottom tanks 5 sb x ps arranged as spare bunker; tunnel bunker in aft part of engine room.

This ship has been built under Special Survey, in conformity with the Rules of British Corporation Register of Shipping and the Secretary's Letters.

Scantlings and arrangements of the ship are as given in the report and as shown and ended on the approved plans forwarded. All modifications or additions to the original approved arrangements made during construction have been indicated the plans and have been approved as being in accordance with or by standards equivalent to, the Rule requirements. Copies of midship section, Profile and

decks, as approved and kept up to date by me as regards deviations or alterations which have been approved as equivalent to the approved arrangements, are forwarded. All tanks, w.t. bulkheads & decks have been tested as required and found tight.

The amount of Entry Fee

£

Fees applied for, 16.5.19.51

Special Survey Fee

fl 990.00

Received by me,

I am of opinion the Vessel should be Classed

BS \*

Travelling Expenses, if any

fl 362.00

19

State whether the Vessel has been built under Special Survey

yes

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to

Gro. via Rot.

Date of issue

18/2/51

Committee's Minute

FRI. 13 JUL 1951

Character assigned

BS\*

for Elec. Welded

MBS\*

5.51. Oil Eng.

O.G.

CLASSIFICATION CERTIFICATES WRITTEN

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Lloyd's Register Foundation

W1091-0146 1/2



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.)

Construction plan  
Midship section  
Double bottom  
Shell plating  
Rudder and Stern frame  
Engine seat.

20-6-'50  
19-6-'50  
21-6-'50  
21-6-'50  
21-6-'50  
14-9-'50

PARTICULARS OF ELECTRIC WELDING (if employed)

Butts of keelstrake and A strake; Centre girder; Margin plate;  
Halfbeams, Hatchways; Bulkhead stiffeners; Engine seat; Stern frame  
and rudder.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Cruiser stern  
Direction finder  
Wireless telephony.

RADAR Equipment (State if 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 253 kg ; W.H. ; Cert N: 3629 ; 16-12-49  
2nd " 250 " ; P.S. ; " " 3818 ; 30-6-'50  
3rd " ; ; ; ;

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 36.9 ft., R.Q.D. 43.3 ft., Bridge — ft., Forecastle 17.5 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 PQSH Extreme Breadth over Belting — Over-all Length 142.4 ft.  
(Circ. 1703)

No. and Material of Decks one steel deck

Parts of Bottom of Vessel coated with cement or approved composition double bottom tanks, except spare  
bunker.

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. m <sup>3</sup>	Where Fitted.	Length. Feet.	Water Capacity. m <sup>3</sup>
Double bottom, aft,	—	—	Fore peak tank,	15.1	45.0
Double bottom, under Engines and Boilers,	—	—	After peak tank,	7.2	4.5
Double bottom, if under Engines only,	—	—	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	—	—
Double bottom, forward,	75.8	84	Other tanks, if fitted,	—	—
Total length (if continuous) and Capacity	83.0	84	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 127

Date 8.3.50.

Dates of Surveys  
held while building

1950: 4, 21, 28-7; 19-8; 1-9; 4, 21, 23-10; 11, 13, 30-11; 12, 15, 22,  
23, 27-12.  
1951: 2, 11-1; 5, 20-2; 3, 27-3; 10, 12, 26-4; 5, 10, 17-5.

Total No. of Visits 28