

Rpt. 1

23 MAR 1948

IN D.O.

STEEL STEAMER OR MOTORSHIP

(TANKER)

Received at London Office

19 MAR 1948

State if Report has been sent on the Freeboard of the Vessel *Yes*State if Report is sent on the Machinery of the Vessel *from Middlesbrough Office.*Date of completion of report *15th March 1948*Port of *Sunderland*No. *34861*Survey held at *Sunderland*Date First Survey *12th March 1948*Last Survey *8th March 1948*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *T. S. S. "GOMPHINA", Machinery aft, Twin Screw*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling*

State Type of Erections Prop, Trunk & Foc's.

TONNAGE under Tonnage Deck ... *3516.62*CLASS *+100A.1. Carrying Petroleum in Bulk*State if with freeboard as condition of Class *No*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) *383.00*Total *✓*Breadth (greatest moulded) *B 62.50*Gross Tonnage *5041.63*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 18.75*Register Tonnage *2431.87*1st Longitudinal Number (L x D) *7125*2nd Numeral L x (B + D) *30780*Framing Depth "d" at middle of length. See Sec. 3 (1d) *✓*Proportions—Depth to Length—Uppermost continuous deck to top of keel *20.25*Do. Long Bridge to top of keel *✓*Draught Moulded *16'-7 1/2"*Built at *Sunderland*Launched *14th October, 1947* Yard No. *655*Builders *Messrs J. L. Thompson & Sons, Ltd.*Owners *N.V. Curacaosche Scheepvaart Maatschappij, The Hague, Holland*Managers *✓*
(Where necessary to be entered in Reg. Book)Residence *✓*Port of Registry *Willemstad*If surveyed while building, afloat, *AND* in dry dock *Yes*

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	28	✓	Bracket Floors, Frame	✓	
" " " IN FORE HOLD from 1/2 length amidships to Collision bulkhead	27	✓	" " Reversed Frame	✓	
" " " in peaks	24	✓	" " Vertical Struts	✓	
SIDE FRAMING. SEE ALSO LONG FRAMING RPT. 1* ATTACHED	9 3/2	42	Centre Girder, depth and thickness amidships	56 x 55	8.45
Frame Amidships, Angle, <i>E or F</i>	7 3/2	36	" " top Angles	3 1/2 3 1/2	41 49 3 x 3 x 41 49
" " Extends up to <i>Harbour Deck</i>		✓	" " bottom Angles	3 1/2 3 1/2	49
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	32	44 8.34
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	✓	
Depth of Framing Girder	7	✓	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	✓	
Frames in <i>AT TRUNK SIDE (LONG)</i> Uppermost Continuous <i>DECKS, Angle, E or F</i>	8 3/2	44	" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	✓	
" " Second 'tween Decks, Angle, <i>E or F</i>	✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem	✓	
" " Third	✓		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	✓	
" " IN FORE HOLD (EX. TO TRUNK DK.) from 1/2 len. forward to 1/2 len. from Stem	7 3	40	Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
" " in Peaks, Angle, <i>E or F</i>	6 3	34	INNER BOTTOM PLATING. (AFT)		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4 @ 4/8"	✓	Breadth and thickness of Middle Line Strake	52	8.42
State if Frame Joggled	Yes	✓	Thickness of remainder in Hold	52	42 8.38
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, <i>AFT</i> amidships in <i>Wells, Angle, E or F</i>	7 3	40 8 as approved
Floors, Depth and thickness at mid-line in <i>HOLD</i> <i>CS TANKS</i>	9 3/2	50 (DOUBLE)	" " in way of <i>BRIDGE, Angle, E or F</i>	8 3	36 8 as approved
DEPTH AND THICKNESS IN SIDE TANKS Height of Brackets at side above base line at toe of frame	3 1/2 3 1/2	36 FACE BAR	Spacing		Every frame
Middle Line Keelson, <i>on</i> Floors, Angles, <i>E or F</i>	6 3	40	Second Deck, amidships, Angle, <i>E or F</i>	✓	
" " Through Plate or Inter-costal Plate	36 x 40	✓	Spacing	✓	
" " Foundation Plate on Floors	✓		Third Deck, amidships, Angle, <i>E or F</i>	✓	
" " Flat Plate Keel Angles	4 4	52 (DOUBLE)	Spacing	✓	
Side Keelsons, No. each side	✓		Fourth Deck, amidships, Angle, <i>E or F</i>	✓	
" " thickness of Inter-costal Plate	✓		Spacing	✓	
" " Angles	✓		Poop Deck, Angle, <i>E or F</i>	8 3	42 8 as approved
DOUBLE BOTTOM. <i>AFT</i>			Spacing		Every frame
Solid Floors, thickness and spacing	44" 8.34 (EVERY FRAME)	✓	Bridge Deck, Angle, <i>E or F</i>	✓	
" " <i>Are</i> Frame and Reversed Frame joggled?	Yes. Floors welded to tank top	✓	Spacing	✓	
Bracket Floors, breadth and thickness at middle line	✓		Forecastle Deck, Angle, <i>E or F</i>	8 3	40 8 as approved
" " breadth and thickness at margin plate	✓		Spacing		Every frame

(MADE IN ENGLAND.)

002978-002988-0095113

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	One, in way of transverse ✓		GIRDER FACE BAR (O.A.)		
" in 'tween Decks, Size and Spacing	✓		Stringer Plate, breadth and thickness in way of Bridge } 5 3 .36 ✓		
" " " " " "	✓		GIRDER PLATE CONNECTING ANGLE TO Thickness of Plating abreast Deck openings in way of Wells TRUNK DK. } 3½ 3 .36 ✓		
" " " " " "	✓		Thickness of Plating abreast Deck openings in way of Bridge.....} ✓		
C.S. TANKS ✓	E 10 x 3½ x 3½ x ¾ / 56		Thickness of Plating within line of openings... ✓		
in Hold " " " "	DOUBLE CHANNELS ✓		If Sheathed, material and thickness..... ✓		
" " " " " "			Third Deck.		
LONGITUD ^L			Stringer Plate, breadth and thickness..... ✓		
Centre Line Bulkhead.5 ✓	(2OFF - (P & S).)	8 3 .44 ✓	If Plated, state thickness ✓		
Stiffeners and Spacing	{ AT TRUNK SIDE @ 28" spacing ✓	90" x 60" ✓	Fourth Deck.		
Plating, thickness of { BELOW HARBOUR DK. LEVEL. ✓	.40 ✓		Stringer Plate, breadth and thickness..... ✓		
STRINGERS AND DECKS.			If Plated, state thickness..... ✓		
Uppermost Continuous Deck. (HARBOUR DK.)			Poop Deck.		
Stringer Plate, breadth and thickness in Well	75½ x .48 ✓		Stringer Plate, breadth and thickness..... .44 ✓		
" " " " in way of Bridge ✓			Plating, Sheathing, material and thickness50 to .34 (NO SHEATHING) ✓		
" Angle in Wells 5 5 .48 ✓			Bridge Deck.		
Thickness of Plating abreast Deck openings } .48 ✓			Stringer Plate, breadth and thickness..... ✓		
in way of Wells HARBOUR DK.}			Plating, Sheathing, material and thickness ... ✓		
Thickness of Plating abreast Deck openings } .64 ✓			Forecastle Deck.		
in way of Bridge TRUNK DK.}			Stringer Plate, breadth and thickness..... .34 ✓		
Thickness of Plating within line of openings... ✓			Plating, Sheathing, material and thickness... .34 (NO SHEATHING) ✓		
If Sheathed, material and thickness..... ✓					
C.L. GIRDER UNDER TRUNK DK.					
Second Deck. DEPTH					
GIRDER Stringer Plate, breadth and thickness in Well	54 x .36 (INTERCOSTAL) ✓				

SHELL PLATING.

SCANTLINGS.					RIVETING.									
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	No	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.	
	Inches.	Inches.	Inches.	Inches.				Inches.	Inches.		Inches.	Inches.		
Flat Plate Keel.....	55 ✓	.66 ✓	.55 ✓	.52 ✓			Double ✓	7/8	3 1/6		Butts welded ✓			
„ Dblg. (if any) ✓	✓	✓	✓	✓			✓							
Bottom Plating, No. of Strakes (FOUR).....	4, 8, 8, 8 ✓	.50 ✓	.55 ✓	.42 ✓			Double ✓	3/4	2 5/8		Butts welded ✓			
Bilge Plating, No. of Strakes (ONE).....		.52 ✓	.48 ✓	.50 ✓			Double ✓	3/4	2 5/8		Butts welded ✓			
Side Plating, No. of Strakes.....	✓	✓	✓	✓			✓							
Upper Deck, Sheer- strake in Wells.....	93 ✓	.48 ✓	.42 ✓	.42 ✓			Double ✓	3/4	2 5/8		Butts welded ✓			
Upper Deck, Sheer- strake in Bridge ...	✓	✓	✓	✓			✓							
Strake below Sheer- strake in Wells.....	93 ✓	.48 ✓	.42 ✓	.42 ✓			Double ✓	3/4	2 5/8		Butts welded ✓			
Strake below Sheer- strake in Bridge ...	✓	✓	✓	✓			✓							
Poop Side Plating.....	✓	✓	✓	.38 ✓			Single ✓	3/4	3		Butts welded ✓			
Bridge Side Plating.....	✓	✓	✓	✓			✓							
Forecastle Side Plating	✓	✓	.40 ✓	✓			Single ✓	3/4	3		Butts welded ✓			

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c)

Deck next below

As per Rule

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
KEEL, Bar	Flat plate ✓			
STEM { UPPER - M. S. FASHION PLATE LOWER - ROLLED BAR		8 x 2 3/8" ✓		
STERN FRAME { Propeller Post C. S. Rudder "	C. S. Fabricated ✓ ✓	As Approved ✓	The Wolmingham Steel Co. ✓	
Speed of Vessel		12 ✓		
RUDDER—Type		Simplex, Palmer, Hebburn Co., Ltd. ✓		
" A x D		525 ✓		
" Diam. of head		11 5/8" ✓		
" Mainpiece at top pintle		9 1/2" ✓		
" " heel		9" ✓		
" how constructed		Fabricated as per plan ✓		
" double or single plate coupling, vertical or horizontal50 ✓		
"		Horizontal ✓		

STIFFENERS.

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
	<i>IN C^B TANKS</i>					
MIDSHIP BULKH'D,	<i>Upper 'tween decks</i>	.38"	5'8"x3"-x-46	28 3/4"	2 GIRDEBS } 35'x-40 7/8" FACE BARS 8'x6"B.A.S.	24'x-36"
"	<i>IN SIDE TANKS</i>	.38"	5'8"x3"-x-40	28 3/4"	1 GIRDER }	23'x-36"-3 1/2" FL.
"	<i>Second</i>					
"	Third	✓				
"	Holds	✓				
	(in Hold) FR. 158	.34"	7'x3 1/2"x-38 TOE WELDED AND 30"		Flat on	
COLLISION		.42"/.32"	7'x3 1/2"x-42 TOE WELDED AS APPROVED		Fore side	
AFTER PEAK	FR. 9		7'x3 1/2"x-38 TOE WELDED AS APPROVED		W.T. flat.	

STEEL.

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

Appleby-Frodingham Steel Co., Ltd.; Skinningrove Iron Co., Ltd.; Dorman, Long & Co., Ltd.; Cargo Fleet Iron Co., Ltd.; South Durham Steel & Iron Co., Ltd.; Consett Iron Co., Ltd.; & Colvilles, Ltd.

Has the Steel been tested as required by the Rules?

0095 2/3

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 cofferdam forward separates the No 7 cargo tank from the hold space, and the pump room is situated aft between the oil fuel cross bunker tanks, and the No 1 cargo oil tank. Complete pumping arrangements have been fitted for dealing with the cargo oil, also for dealing with the fore peak tank, chain locker, hold & cofferdam forward, and the No 4 wing ballast tanks (p.e.s.), and also the after peak tank, D.B. tanks, well and tank top bilge hats at after end, and the No 1 wing ballast tanks (P.E.S.).

This ship is the third of this type to be built by Messrs J. L. Thompson & Sons, Ltd, and is a sistership to their Yard No 643 "GALEOMMA" (Sld. Rpt. No 34479) & their Yard No 645 "GANESELLA" (Sld. Rpt. No 34516)

The following casting certificates are enclosed :- Sternframe, Shaft brackets (P.E.S.), Rudder head, Main & spare tillers and for Simplex Rudder.

The vessel was also placed in drydock, shell plating and rudder, cleaned, examined & coated.

NOTE:- Damages stated to have been caused ① whilst launching the vessel on the 14th Oct, 1947, and ② whilst vessel undocking from Smith's Drydock, Middlesbrough, on the 28th Oct, 1947 when vessel rode over buoy at entrance.

On examination in drydock the following was found ① Bottom shell plating forward in way poppet somewhat set-up locally; and ② No apparent damage other than slight buckling of bilge keel (S.S.).

Repairs effected ① Star side:- Shell plate "B" 13 renewed; Shell plates "A" 15, "B" 12 & 14, and "C" 13 & 14 released & faired in place as necessary.

Port side:- Shell plates "A" 15 and "B" 13 faired in place locally, and forward end of bilge keel faired in place.

Internally:- Bottom girders in way dressed back & re-welded with efficient solepieces fitted.

② Bilge keel (S.S.) faired in place locally.

On completion of these repairs forward cofferdam & bottom shell in way forward hold tested satisfactorily. The foregoing repairs & work incidental thereto were carried out satisfactorily so as to place the vessel in as good condition as before the damages were sustained.

PARTICULARS OF ELECTRIC WELDING (if employed) Butts of keel & shell plating throughout & of the upper, trunk & poop deck plating (in way oil tanks) welded. Upper deck at fore & after ends and F.P. tank top welded to shell & upper dk. also welded to trunk sides. Butts & seams of E.R. tank top plating, fore & after peak tank bds. & stiffeners thereto welded. Side girders in E.R. double bottom tanks & in fore hold welded. In cargo tanks transverse bds. welded to long. bds. & long. bds. to shell; horizontal girders welded to shell & bds, and transverses in cr. tanks welded to shell. Hatch & vent coverings, port rudder & other items of minor importance welded. Electrodes complying with Sect. 4 of the Rules have been employed for manual welding; The Rules for the Application of Electric Arc Welding in Ship Construction have been complied with where applicable.

SPECIAL NOTATIONS :- Either as part of the vessel's class or for record in the Register Book. Carrying Petroleum in Bulk;

Fitted for oil fuel 3,48, F.P. above 150°F.; Longitudinal Framing at bottom in Centre Tanks, and at Upper Deck and Trunk decks; Shell and deck butts welded; Cruiser Stern.

	(INCLUDING PINS)	CNTS	QRS	LBS	
Particulars of Drop Test of Cast Steel Anchors, viz.:- Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower.	37	3	17	J.H.J., 9019, 20-6-47
	2nd "	37	2	24	J.H.J., 9032, 2-7-47
	3rd "	31	3	0	J.H.J., 8891, 21-5-47
	STREAM. (Wt. of anchor minus shackles)	15	2	0	J.H.J., 9195, 27-8-47 TRUNK 241

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98.5 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 46.25 ft.

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

Official No. (Dutch) 7239 Signal Letters DEJJ (OVER MOULDING) 62.90' Extreme Breadth over Belting No belting Over-all Length 399.9' (Circ. 1811) (Circ. 1703)

No. and Material of Decks One (1) Steel deck (Upper) Forecastle, Trunk & Poop decks, steel

Parts of Bottom of Vessel coated with cement or approved composition Fore & After peak tanks cemented on bottom & cement washed elsewhere.

All other tanks required to carry oil as fuel or cargo & D.B. feed water tank uncoated (latter, Owners' requirement)

Particulars of composition (if fitted) and of approval E & B. Room structure (incl. seatings) below floor level, chain locker bottom, & in way domestic refing. chambers coated. Bitumastic Solution & enamel.

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.
Double bottom, aft, { OIL FUEL ONLY FRS 28-40	27.00	153.0	Fore peak tank,	18.00	46.9
Double bottom, under Engines and Boilers, { FEED FRS 11	36.00	77.0	After peak tank,	18.00	108.8
Double bottom, if under Engines only, { WATER FRS 27	2.25	10.0	Deep tank, aft, No 1 WING TANKS (P.E.S.) FRS 48-62	32.67	411.8
Double bottom, if under Boilers only,			Deep tank, forward, No 4 " " (P.E.S.) FRS 118-146	65.33	843.2
Double bottom, forward,			Other tanks, if fitted FOR COFFERDAM FRS 146-147	2.00	98.5
Total length (if continuous) and Capacity	65.25	240.0	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 6229

Date 11-9-46

Dates of Surveys held while building

1947 Mar 12, 19, Apr 3, 10, 11, 14, 23, 24 May 5, 7, 21 Jun 4, 11, 13, 14, 23, 26 Jul 3, 10, 14, 15, 18, 20, 28, 31 Aug 6, 13, 25
Sep 2, 5, 10, 16, 18, 23, 24, 26, 27, 29, 30 Oct 1, 2, 3, 5, 6, 7, 8, 9, 10, 12, 13, 14, 17 Dec 30
1948 Jan 6, 7, 12, 14, 19, 22, 26, 28, 30 Feb 6, 12, 13, 14, 19, 23, 25, 27 Mar 1, 2, 3, 4, 5, 8

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Total No. of Visits 76