

STEEL STEAMER OR MOTORSHIP.

Received at London Office

28 JUN 1948

State if Report has been sent on the Deckboard of the Vessel ☒ YESState if Report is sent on the Machinery of the Vessel ☒ YES-NOWDate of completion of report 23rd JUNE 1948

Port of

NEWCASTLE-ON-TYNE

No.

105384

Survey held at NORTH SHIELDS

Date First Survey 23rd April 1948Last Survey 4th June

1948

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

S.S. "FORT FREDERICA" (MACHINERY AFT)

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

T2 TANKER

State Type of Erections

POOP, BRIDGE

FORECASTLE

TONNAGE under Tonnage Deck ...

9489

CLASS 100 A.1.

CLASS (CONTEMPLATED) State if with freeboard as condition of Class

FEET

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

8

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

L

Breadth (greatest moulded)

B

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

D

1st Longitudinal Number (L x D)

2nd Numeral L x (B + D)

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

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

Do. Long Bridge to top of keel

Draught Moulded

Built at PORTLAND, OK

Launched

Yard No.

118

Builders

KAISER G. INC.

Owners

BRITISH TANKER C. LTD.

Managers

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry

LONDON

If surveyed while ~~building~~, afloat, ² in dry dock

AFLOAT & IN DRY DOCK

REGISTERED DIMENSIONS.

FEET

Length 506.5

Breadth 68.2

Depth 39.2

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			Bracket Floors, Frame		
" " from $\frac{1}{2}$ length amidships to Collision bulkhead			" " Reversed Frame		
" " in peaks			" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships		
Frame Amidships, Angle, \square or \sqsubset			" " top Angles		
" " Extends up to			" " bottom Angles		
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness		
" " Extends up to			Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder			" " Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween Decks, Angle, \square or \sqsubset			" " Bracket abaft $\frac{1}{4}$ len. from stem		
" " Second 'tween Decks, Angle, \square or \sqsubset			" " Vertical Angle to Tank side		
" " Third			" " Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area		
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		
" " in Peaks, Angle or \sqsubset			" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			Tank Side Brackets, height above base line at toe of Frame and thickness		
State if Frame Joggled			INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?			Breadth and thickness of Middle Line Strake		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?			Thickness of remainder in Holds		
SINGLE BOTTOM.			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?		
Floors, Depth and thickness at mid-line in Holds			BEAMS.		
Height of Brackets at side above base line at toe of frame			Uppermost Continuous Deck, amidships in Wells, Angle, \square or \sqsubset		
Middle Line Keelson, on Floors, Angles, \square or \sqsubset			" " in way of Bridge, Angle, \square or \sqsubset		
" " Through Plate or Inter-costal Plate			" " Spacing		
" " Foundation Plate on Floors			Second Deck, amidships, Angle, \square or \sqsubset		
" " Flat Plate Keel Angles			" " Spacing		
Side Keelsons, No. each side			Third Deck, amidships, Angle, \square or \sqsubset		
" " thickness of Intercoastal Plate			" " Spacing		
" " Angles			Fourth Deck, amidships, Angle, \square or \sqsubset		
DOUBLE BOTTOM.			" " Spacing		
Solid Floors, thickness and spacing			Poop Deck, Angle, \square or \sqsubset		
" " Are Frame and Reversed Frame joggled?			" " Spacing		
Bracket Floors, breadth and thickness at middle line			Bridge Deck, Angle, \square or \sqsubset		
" " breadth and thickness at margin plate			" " Spacing		
			Forecastle Deck, Angle, \square or \sqsubset		
			" " Spacing		

PILLARS AND DECKS.

PILLARS, No. of Rows		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
Stringer Plate, breadth and thickness in way of Bridge			
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			
If Sheathed, material and thickness			
Third Deck.			
Stringer Plate, breadth and thickness			
If Plated, state thickness			
Fourth Deck.			
Stringer Plate, breadth and thickness			
If Plated, state thickness			
Poop Deck.			
Stringer Plate, breadth and thickness			
Plating, Sheathing, material and thickness			
Bridge Deck.			
Stringer Plate, breadth and thickness			
Plating, Sheathing, material and thickness			
Forecastle Deck.			
Stringer Plate, breadth and thickness			
Plating, Sheathing, material and thickness			

SHELL PLATING.

SCANTLINGS.				RIVETING.			
AS IN VESSEL.				EDGES.			
ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.				BUTTS.			
Flat Plate Keel							
Dbig. (if any)							
Bottom Plating, No. of Strakes							
Bilge Plating, No. of Strakes							
Side Plating, No. of Strakes							
Upper Deck, Sheer-strake in Wells							
Upper Deck, Sheer-strake in Bridge							
Strake below Sheer-strake in Wells							
Strake below Sheer-strake in Bridge							
Poop Side Plating							
Bridge Side Plating							
Forecastle Side Plating							

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				
STEM				
STERN FRAME	Propeller Post			
	Rudder			
Speed of Vessel				
RUDDER—Type				
A x D				
Diam. of head				
Mainpiece at top pintle				
heel				
how constructed				
double or single plate coupling, vertical or horizontal				

STIFFENERS.	
VERTICAL.	HORIZONTAL.
SCANTLINGS.	SCANTLINGS.
MIDSHIP BULKH'D, Upper 'tween decks	
" " Second	
" " Third	
" " Holds	
COLLISION (in Hold)	
AFTER PEAK	

STEEL.

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

Has the Steel been tested as required by the Rules?

EQUIPMENT No.

LETTER

ANCHORS.

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.				
1st Bower														
2nd														
3rd														
Collective weight														
Stream														

CHAIN CABLES.

HAWERS 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.	Inches.		Supplied.	Per Rule.	Fathoms.						Inches.	Fathoms.		Inches.	Fathoms.
Iron Stream Chain or Steel Wire																

Steering Gear, Type (Power or hand) _____ Alternative Means of Steering _____

Steering Chains (Size and Test) _____ Windlass _____ Boats _____

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

Cargo Hatchways.—(Upper Deck) _____ Thickness of Hatches _____

Size of Hatchways No. 1 (Fwd.) _____ No. 2 _____ No. 3 _____ No. 4 _____ No. 5 _____ No. 6 _____

Number of Shifting Beams and/or Fore and Afters _____

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 Yes.

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. _____ 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 vessel was originally built under the Special Supervision of the Surveyors to the American Bureau of Shipping & classed with that Society.

The scantlings and arrangements have been examined where exposed & found to be in accordance with the plans.

The Special Survey for Classification has been carried out (see report 8) and the vessels condition and standard of workmanship as now seen is considered to be good and satisfactory.

Oil can be carried as fuel in the wing tanks in the Machinery space and in the Deep Tank forward F.P. above 150° F. The Steering gear, windlass & bilge suction were examined under working conditions and found satisfactory. Particulars of the vessels equipment, after examination, were taken from the endorsed test certificates, issued by the American Bureau of Shipping. The Hawsers and Warps examined and found to be to rule requirements.

The amount of Entry Fee £ : : Fees applied for, _____

Special Survey Fee £ : : Received by me, _____

Travelling Expenses, if any £ : : _____

I am of opinion the Vessel should be Classed _____

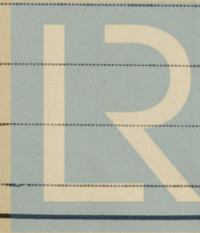
State whether the Vessel has been built under Special Survey _____

Certificate to be sent to Newcastle Date of issue 29/10/48 in Duplicate

Signature M. Monard Surveyor to Lloyd's Register of Shipping.

Committee's Minute See minute on V.P. 8

Character assigned _____



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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.)

PARTICULARS OF ELECTRIC WELDING (if employed) *This vessel is electrically welded throughout.*

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

DE ESD GY C SUB SIG CRUISER STERN LONGITUDINAL FRAMING
FITTED FOR OIL FUEL F.P. ABOVE 150° F.

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

1st Bower
2nd "
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *108* ft., R.Q.D. _____ ft., Bridge *36* ft., Forecastle *53* ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. *181768*

Signal Letters *G D P J*

Extreme Breadth over Belting
(Circ. 1611)

Over-all Length *523.5*
(Circ. 1703)

No. and Material of Decks

ONE-STEEL

Parts of Bottom of Vessel coated with cement or approved composition

NONE

Particulars of composition (if fitted) and of approval

NONE

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.
Double bottom, aft,		
Double bottom, under Engines and Boilers, <i>AFT FRS 11.45</i>	<i>81.5</i>	<i>273.4</i>
Double bottom, if under Engines only,		
Double bottom, if under Boilers only,		
Double bottom, forward,		
Total length (if continuous) and Capacity		

Where Fitted.	Length. Feet.	Water Capacity. Tons.
Fore peak tank,	<i>41.375</i>	<i>314.23</i>
After peak tank,	<i>19.25</i>	<i>56.12</i>
Deep tank, aft,		
Deep tank, forward, <i>FRS (75-89)</i>	<i>31.5</i>	<i>744.75</i>
Other tanks, if fitted,		
(If necessary furnish further information by sketch.)		

Order for Special Survey No. ☒

Date ☒

Dates of Surveys
held while building

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