

STEEL STEAMER OF MOTORSHIP.

Received at London Office 22 OCT 1941

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 *13/10/41*Port of **NEWCASTLE-ON-TYNE**No. **99860**Survey held at **HEBBURN - ON - TYNE**Date First Survey *14 March*Last Survey *4 October* 1941

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

M.V. DIPLODON**MACHINERY AFT****SINGLE SCREW**

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

FULL SCANTLINGState Type of Erections **POOP BRIDGE FORECASTLE**

TONNAGE under Tonnage Deck

7234.98CLASS **100 A.1.**

State if with freeboard as condition of Class

NO.

Built at **HEBBURN - ON - TYNE**

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 **460.0**Launched *28 June 1941*Yard No. **632**

Total

Gross Tonnage

8148.76

Register Tonnage

4769.81

Breadth (greatest moulded)

B **59.0**Builders **R. & W. HAWTHORN, LEBLIE & CO.**Owners **The 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

WHILE BUILDING & AFLOAT, & IN DRY DOCK.

REGISTERED DIMENSIONS.

FEET.

Length

465.3

Breadth

59.3

Depth

33.85

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

13.52

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

D **34.0**

Do. Long Bridge to top of keel

27.35

Draught Moulded

FRAMES, DOUBLE BOTTOM AND BEAMS.

For longitudinal framing see ship attached.

FRAMES, Spacing amidships

31 1/2

" " from 1/2 length amidships to Collision bulkhead

27

" " in peaks

24SIDE FRAMING. *See ship attached. 1st full beam.*

Frame Amidships, Angle, E or F

10 3 1/2

" " Extends up to

11 3 1/2

Reversed Frame Amidships, Angle

10 3 1/2

" " Extends up to

10 3 1/2

Depth of Framing Girder

10 11 9

Frames in Uppermost Continuous Decks, Angle, E or F

9 3 1/2

" " Second 'tween Decks, Angle, E or F

8 3 1/2

" " Third

7 3

" " from 1/2 len. for'd. to 15% len. from Stem

9 3 1/2

" " in Peaks, Angle or F

8 3 1/2

Diameter and Spacing of Rivets through Frame and Shell Plating amidships

7/8 e 4 1/2

State if Frame Joggled

YES

Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?

YES

Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?

YES

SINGLE BOTTOM.

Floors, Depth and thickness at mid-line in Holds

30 x .42

Height of Brackets at side above base line at toe of frame

30 x .42

Middle Line Keelson, on Floors, Angles, E or F

30 x .42

" " Through Plate or Intercoastal Plate

30 x .42

" " Foundation Plate on Floors

30 x .42

" " Flat Plate Keel Angles

30 x .42

Side Keelsons, No. each side

30

" " thickness of Intercoastal Plate

30

" " Angles

30

DOUBLE BOTTOM. MACHINERY SPACE

Solid Floors, thickness and spacing

30 x .42

" " Are Frame and Reversed Frame joggled?

YES

Bracket Floors, breadth and thickness at middle line

NONE

" " breadth and thickness at margin plate

NONE

Bracket Floors, Frame

NONE

" " Reversed Frame

NONE

" " Vertical Struts

NONE

Centre Girder, depth and thickness amidships

60 x .54

" " top Angles (doats)

3 1/2 3 1/2 .50

" " bottom Angles (doats)

4 4 .56

Side Girders, No. each side and thickness

1 e 60

Margin Plate depth (each of flange) and thickness

1 e 54

" " Vertical Angle to Tank side

1 e 42

" " Bracket abaft 1/2 len. from stem

1 e 54

" " Vertical Angle to Tank side

1 e 54

" " Bracket from forward 1/2 len. from stem to Panting Area

1 e 54

" " Gussets, spacing and scantling abaft 1/2 len. from stem

1 e 54

" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area

1 e 54

Tank Side Brackets, height above base line at toe of Frame and thickness

37 x .44

INNER BOTTOM PLATING.

Breadth and thickness of Middle Line Strake

71 x .70

Thickness of remainder in Holds

54 1 1/2 inch

Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. space and framing in Bunkers and Boiler Room?

YES.

BEAMS.

Uppermost Continuous Deck, amidships

LONGITUDINALS

" " in Wells, Angle, E or F

(see ship attached)

" " in way of Bridge, Angle, E or F

(see ship attached)

Spacing

8 3 .42

UPPER Second Deck, amidships, Angle, E or F

7 3 .42

" " (FORWARD)

27 4 .24

" " (AFT)

8 3 .46

Third Deck, amidships, Angle, E or F

8 3 .36

Spacing

30 3/4 x .24

SECOND Fourth Deck, amidships, Angle, E or F

9 3 1/2 .39

" " (FORWARD)

9 3 .37

" " (AFT)

27 4 .24

Poop Deck, Angle, E or F

8 3 .46

Spacing

8 3 .40

Bridge Deck, Angle, E or F

7 3 .42

Spacing

9 3 1/2 .54

Forecastle Deck, Angle, E or F

8 3 .43

Spacing

8 3 .36

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.....	<i>Two LONGIT. BULKHEADS</i>			Stringer Plate, breadth and thickness in way of Bridge <i>AFT.</i>	<i>.40</i>	<i>.36</i>	
„ in 'tween Decks, Size and Spacing.....	✓			Thickness of Plating across Deck openings in way of Wells <i>Fore</i>	<i>.34</i>		
„ „ „ „ „	✓			Thickness of Plating across Deck openings in way of Bridge <i>AFT.</i>	<i>.36</i>	<i>.34</i>	
„ in Holds „ „	✓			Thickness of Plating within line of openings...	✓		
<i>LONGITUDINAL</i> „ „ „ „ „				If Sheathed, material and thickness	✓		
<i>Centre Line Bulkhead</i> <i>S</i> <i>Prs.</i> <i>5</i>	<i>10</i>	<i>3 1/2</i>	<i>.44</i> <i>Nº 1-6 TANKS.</i>	Third Deck.			
Stiffeners and Spacing.....	<i>11</i>	<i>3 1/2</i>	<i>.44</i> <i>Nº 7-9 „</i>	Stringer Plate, breadth and thickness.....	✓		
Plating, thickness of <i>Bulkhead</i>	<i>42</i>			If Plated, state thickness.....	✓		
	<i>.44</i>	<i>0 for end</i>		Fourth Deck.			
STRINGERS AND DECKS.				Stringer Plate, breadth and thickness.....	✓		
Uppermost Continuous Deck.				If Plated, state thickness	✓		
Stringer Plate, breadth and thickness in Wells	<i>90</i>	✓	<i>.77</i>	Poop Deck.			
„ „ „ „ in way of Bridge	<i>90</i>		<i>.84</i> <i>See plating</i>	Stringer Plate, breadth and thickness	<i>.37</i>		
„ „ „ „ „	<i>90</i>		<i>.94</i>	Plating, Sheathing, material and thickness ...	<i>.30 not sheathed</i>	<i>.26 Gross DA Capable</i>	
„ Angle in Wells	<i>7</i>	<i>7</i>	<i>.70</i>	Bridge Deck.			
Thickness of Plating across Deck openings in way of Wells	<i>.72</i>	<i>Cable plate</i>		Stringer Plate, breadth and thickness.....	<i>4 1/2</i>	<i>.43</i>	
Thickness of Plating across Deck openings in way of Bridge	<i>.74</i>	<i>Older tin plate</i>		Plating, Sheathing, material and thickness ...	<i>.34</i>	<i>Gross DA comparison</i>	
Thickness of Plating within line of openings...	<i>.58</i>	<i>Red plate</i>		Forecastle Deck.			
If Sheathed, material and thickness	✓			Stringer Plate, breadth and thickness	<i>.38</i>		
Second Deck.				Plating, Sheathing, material and thickness	<i>.36</i>		
Stringer Plate, breadth and thickness in Wells	<i>.60</i>						

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. No.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.		SINGLE OR DOUBLE.	Diam. Inches.	Spacing cr. to cr. Inches.	Inches.	Inches.	
FLAT PLATE KEEL	<i>87</i>	<i>.86</i>	<i>.78</i>	<i>.78</i>		DOUBLE	<i>1</i>	<i>4</i>	QUINTUPLE -		LAPPED
„ DBLG. (if any) ✓						✓			QUADRUPLE -	<i>1</i>	<i>4</i>
BOTTOM PLATING, No. of Strakes <i>THREE</i>		<i>1 e. 67</i>	<i>.74</i>	<i>.56</i>		DOUBLE	<i>7/8</i>	<i>3 1/2</i>	TREBLE	<i>7/8</i>	<i>3 1/2</i>
BILGE PLATING, No. of Strakes <i>ONE</i>		<i>1 e. 66</i>	<i>.70</i>	<i>.58</i>		DOUBLE	<i>7/8</i>	<i>3 1/2</i>	0°	<i>7/8</i>	<i>3 1/2</i>
SIDE PLATING, No. of Strakes <i>FOUR</i>		<i>.64</i>	<i>.50</i>	<i>.66</i>		DOUBLE	<i>7/8</i>	<i>3 1/2</i>	0°	<i>7/8</i>	<i>3 1/2</i>
UPPER DECK, Sheer-strake in Wells.....	<i>56</i>	<i>1.00</i>	<i>.50</i>	<i>.50</i>		DOUBLE - SINGLE	<i>7/8</i>	<i>3 1/2</i>	QUINTUPLE -	<i>1 1/4</i>	<i>5 1/8</i>
UPPER DECK, Sheer-strake in Bridge ...	<i>62 1/2</i>	<i>.90</i>	<i>.50</i>	<i>.50</i>		DOUBLE - SINGLE	<i>7/8</i>	<i>3 1/2</i>	QUINTUPLE -	<i>1 1/4</i>	<i>5 1/8</i>
STRAKE BELOW Sheer-strake in Wells.....	<i>83 3/4</i>	<i>.76</i>	<i>.50</i>	<i>.50</i>		DOUBLE	<i>1</i>	<i>4</i>	TREBLE	<i>1 1/4</i>	<i>5 1/8</i>
STRAKE BELOW Sheer-strake in Bridge ...			<i>.40</i>	<i>.40</i>		✓			QUADRUPLE	<i>1 1/4</i>	<i>5 1/8</i>
POOP SIDE PLATING			<i>.44</i>	<i>.44</i>		SINGLE	<i>3/4</i>	<i>3</i>	SINGLE	<i>3/4</i>	<i>2 5/8</i>
BRIDGE SIDE PLATING ...	<i>.43</i>					✓			DOUBLE	<i>3/4</i>	<i>2 5/8</i>
FORECASTLE SIDE PLATING			<i>.43</i>			SINGLE	<i>3/4</i>	<i>3</i>	SINGLE	<i>3/4</i>	<i>2 5/8</i>

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) *17*

„ Deck next below *7*

As per Rule

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks					
„ „ Second „					
„ „ Third „					
„ „ Holds		<i>5 1/2</i>	<i>10 x 3 1/2</i>	<i>.40</i>	<i>33</i>
COLLISION „ (in Hold)	<i>.48</i>	<i>.30</i>			<i>24</i>
AFTER PEAK „ „	<i>.45</i>	<i>.30</i>			<i>24</i>

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	<i>Roller</i>			
STEM	<i>bar</i>	<i>10 x 2 5/8</i>		
STERN FRAME { Propeller Post	<i>Steel Castings</i>	<i>as affd plan</i>		
{ Rudder „	✓			
Speed of Vessel		<i>12 knots</i>		
RUDDER—Type		<i>Simplex</i>	<i>(balanced)</i>	
„ A x D		<i>387</i>		
„ Diam. of head		<i>11</i>		
„ Mainpiece at top pintle	<i>Steel Forging</i>	<i>12</i>		
„ „ heel ...				
„ how constructed		<i>Shear Lined as affd plan</i>		
„ double or single plate		<i>Electrically welded.</i>		
„ coupling, vertical or horizontal				

STEEL.

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

Appleby, Frothingham Steel Co. Corbett Bros. Co. Dorman Long No. South Durham Steel Iron Co. Skirrow Bros. Co. Caiso Plate Iron Co. Colville Sons Steel Co. of Scotland. Lumberton Steel Co. Rain Co.

Has the Steel been tested as required by the Rules?

YES.

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 the Plans should be embodied.)

M. V. DONOVANIA + Empire Bridge

Copies of the approved plans are in the Head Office, and the Copies in the Office are being retained for reference in building sister vessels.

Reports of Steel Frame, Rudder, Couplings, Upper Floor Beams, & Stellers

PARTICULARS OF ELECTRIC WELDING (if employed) RUDDER ELECTRICALLY WELDED.

All welding carried out with electrodes approved for the purpose employed and in accordance with the Rules.

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

100 A.I. CARRYING PETROLEUM IN BULK

CRUISER STERN MACHINERY AFT LONGITUDINAL FRAMING AT BOTTOM AND DECK.

RUDDER ELECTRICALLY WELDED ECHO SOUNDING DEVICE DIRECTION FINDER LLOYD A & C.P.

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

1st Bower	43-2-8	J.O.	3241	18-9-40
2nd "	43-2-21	J.O.	3025	18-6-40
3rd "				

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 92.69 ft., R.Q.D. ✓ ft., Bridge 44.61 ft., Forecastle 50.17 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 168215 Signal Letters Extreme Breadth over Belting 59.13 ft. Over-all Length 489.89 ft.
No. and Material of Decks 1 DE (STEEL) and P. B. & F. 2nd deck clear of Cargo tanks
Parts of Bottom of Vessel coated with cement or approved composition Cement filler in piston cooling double bottom tanks only.

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,			Fore peak tank,	23.3	138.3
Double bottom, under Engines and Boilers, oil fuel only,	33.64		After peak tank,	16.0	83.14
Double bottom, under Engines only, oil fuel only,	7.68		Deep tank, (not on ballast line)	14.0	85.6
Double bottom, under Engines only, piston cooling water only,	23.06	22.6	Deep tank, forward,	24.75	270.6
Double bottom, forward,	5.12		Other tanks, if fitted,		
Total length (if continuous) and Capacity (if fitted)	69.52	22.6	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 5606

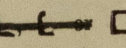
Date 27-3-40

Dates of Surveys held while building

1940
Mar. 14. May 28. June 10. July 2. 9. 24. 31. Aug. 7. 13. 27. Sep. 2. 9. 23. Oct. 2. 11. 21. 29.
Nov. 5. 7. 14. 19. Dec. 3. 13. 16. 17. 18. 19. 20. 23. 26. 1941
Jan. 6. 8. 13. 20. 30. Feb. 3. Mar. 7. 10. 12. 18. 19. 20. 27. 28.
Apr. 1. 3. 8. 15. 17. 22. 23. 24. 25. 29. 30. May 1. 5. 6. 8. 9. 12. 14. 15. 16. 19. 20. 21. 22. 24. 26. 28. 29. 30. June 4. 5.
7. 9. 10. 12. 13. 14. 16. 17. 18. 19. 20. 21. 23. 24. 25. 26. 27. 28. July 23. Aug. 6. Sep. 24. 26. Oct. 1. 4.
Total No. of Visits 102.

Rpt. 1*.

"DIPLODON" NEWCASTLE-ON-TYNE 99860.
PARTICULARS OF LONGITUDINAL FRAMING.

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.	Inches.	Number.	Diameter.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			Ins.	Ins.	Inches.		Inches.	
Bottom															
Framing of 															
Frames in Bridge between Decks ...															
Frames from Uppermost Continuous Deck No. 1															
Bottom ONLY.															
" 2		MIDDLE LINE INTCH													
" 3		FORE & AFT GIRDER													
" 4		PLATE 40 x .42													
" 5		TOP BARS 3 1/2 x 3 1/2 x .44 double													
" 6		BOT. " 4 x 4 x .50 "													
" 7		VERT " 6 x 6 x .42 "													
" 8		17	4 x 4	.52/.68	17	4 x 4	.52/.68			7/8	5/4	3 1/2 for 11 Rivets	18	7/8	
" 9			0°			0°				0°		each side of Transverse & O.T. Bulkheads		to Bulkheads & Longitudinals	
" 10			0°			0°				0°				.62 gusset	
" 11			0°			0°				0°					
" 12															
" 13															
" 14		17	4 x 4	.52/.68	17	4 x 4	.52/.68			7/8	5/4	3 1/2 for 11 Rivets	18	7/8	
" 15			0°			0°				0°		each side of Transverse & O.T. Bulkheads		to Bulkheads & Longitudinals	
" 16			0°			0°				0°				.62 gusset.	
Spacing of Longitudinal Frames															
Amidships		33" 6" Middle Tanks													
At Ends		30" Wing Tanks													
Double Bottoms															
L, C or C															
Tank Top Longitudinals															
Bottom															
Spacing of Longitudinals															
Amidships															
At Ends...															
Transverses.															
Side															
(in 'tween Decks)															
Depth and Thickness															
Face Angles															
Lugs to Shell*															
Bottom															
Side															
(in Hold)															
(WING TANKS)															
Depth and Thickness															
Face Angles (Single)...															
Lugs to Shell*...															
Middle Tanks															
Bottom															
Side															
(in Hold)															
(WING TANKS)															
Depth and Thickness															
Face Angles (double)...															
Lugs to Shell*...															
Back Bars ...															
MIDDLE TANKS															
Brackets															
WING TANKS															
Spacing of Transverse Frames															
* State if jogged or liners.															
Longitudinal Beams of															
D, L or C															
Bridge Deck ...															
Upper MIDDLE															
Second UPPER (WINGS)															
Third															
at Middle Line for top girder.															
60 x .40															
Fore bar 6 x 3 1/2 x .50															
Deck bar 3 1/2 x 3 1/2 x .40 double															
Stiffener 5 x 3 1/2 x .40 angle															
Spaced 3-6 apart															
Spacing.															
Transverse Beams.															
Plate.															
Face Angles (single)															
Any Departure from Approved Plans to be Noted.															
29															
42															
6 x 3 1/2															
x .43															
J.B. Johnson.															
October 1941															

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

Im, 2, 37. T.

NOTE:—*This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.*

0138 3/3