

STEEL STEAMER OR MOTORSHIP.

Received at London Office

RECEIVED

21 MAY 1947

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 *8th MAY 1947* Port of *Greenock* No. *23493*Survey held at *GREENOCK* Date First Survey *5th MARCH 1946* Last Survey *29. 4. 1947*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *MOTOR VESSEL "TEDDY"* *Machinery fitted aft. Single screw.*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling* State Type of Erections *Prop. R.O. Beck, Fife*TONNAGE under Tonnage Deck ... *502.41* CLASS *+100 A.I.* State if with freeboard as condition of Class *No.* Built at *Greenock*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) *190.0* Launched *12th Dec 1946* Yard No. *241*Total *789.58* Breadth (greatest moulded) *32.5* Builders *Geo. Brown & Co. (Marine) Ltd.*Gross Tonnage *454.30* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *13.0* Owners *HANS SVENNINGSEN*Register Tonnage *454.30* 1st Longitudinal Number (L x D) *2470* Managers *✓* (Where necessary to be entered in Reg. Book)REGISTERED DIMENSIONS. FEET *195.55* Framing Depth "d," at middle of length. See Sec. 3 (1d) *10.5* Residence *GRÖNNINGEN 15.*Proportions—Depth to Length—Uppermost continuous deck to top of keel *14.62* Port of Registry *COPENHAGEN. K.*Do. Long Bridge to top of keel *12'-6 3/4"* If surveyed while building, afloat, or in dry dock *Building & afloat.*

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.....	22 ✓		Bracket Floors, Frame O.A. 4 1/2 3 34 ✓	
" " from 1/2 length amidships to Collision bulkhead.....	18 ✓		" " Reversed Frame..... O.A. 4 3 34 ✓	
" " in peaks.....	F.P. 18 ✓ A.P. 22 ✓		" " Vertical Struts 6 3 3 36 ✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	30 x 38 ✓
Frame Amidships, Angle, [or].....	6 3 28 6.3 380 A. ✓		" " top Angles.....	3 3 33 ✓
" " Extends up to.....	R.O. 44. ✓		" " bottom Angles.....	3 3 38 ✓
Reversed Frame Amidships, Angle.....	-		" " FORD 1/2 L ONLY ✓	ONE 28 ✓
" " Extends up to.....	-		Side Girders, No. each side and thickness.....	27 1/2 x 32 ✓
Depth of Framing Girder.....	6 ✓		Margin Plate depth (excl. of flange) and thickness.....	E. WELDED 3 x 3 x 28 ✓
Frames in Uppermost Continuous 'tween Decks, Angle, [or].....	-		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem.....	E. WELDED 3 x 3 x 28 ✓
" " Second 'tween Decks, Angle, [or].....	-		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area.....	-
" " Third FROM 3/5 L to FR 88. ✓	6 3 28 5 1/2 3 400 A. ✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	-
" " from 1/2 len. for'd. to 15% len. from Stem.....	5 3 28 5 3 380 A. ✓		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area.....	30 x 29 ✓
" " in Peaks, Angle or [✓	5 3 28 4 1/2 3 360 A. ✓		Tank Side Brackets, height above base line at toe of Frame and thickness.....	31 INWAY R.O. ✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships.....	3/4 ✓ 5 1/4 ✓		INNER BOTTOM PLATING.	
State if Frame Joggled.....	No. ✓		Breadth and thickness of Middle Line Strake.....	66 x 40 37 UNDER HATCH ✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?.....	Yes. as approved. ✓		Thickness of remainder in Holds.....	40 32 29 ✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?.....	Yes. as approved. ✓		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?.....	SINGLE BOTTOM IN MOTOR ROOM. ✓
SINGLE BOTTOM. (IN MOTOR ROOM-AFT)			BEAMS.	
Floors, Depth and thickness at mid-line.....	25 x 40		Uppermost Continuous Deck, amidships in Wells, Angle, [or].....	4 3 32 ✓ Hall Beams
Height of Brackets at side above base line at toe of frame.....	36		" " in way of Bridge, Angle, [or].....	DEEP BKT. EVERY 4 th FRAME. ✓
Middle Line Keelson, on Floors, Angles, [or].....	34		Spacing.....	EVERY FRAME. ✓
" " Through Plate or Inter-costal Plate.....	-		Second Deck, amidships, Angle, [or].....	5 3 30 1/2 4 1/2 3 30 ✓
" " Foundation Plate on Floors.....	-		Spacing.....	EVERY FRAME. ✓
" " Flat Plate Keel Angles.....	3 1/2 3 1/2 42		Third Deck, amidships, Angle, [or].....	-
Side Keelsons, No. each side. UNDER ENGINE	ONE.		Spacing.....	-
" " thickness of Intercoastal Plate.....	60		Fourth Deck, amidships, Angle, [or].....	-
" " Angles.....	3 3 38		Spacing.....	-
DOUBLE BOTTOM.			Poop Deck, Angle, [or].....	5 3 32 ✓
Solid Floors, thickness and spacing.....	28 every 3 rd frame ✓		Spacing.....	EVERY FRAME. ✓
" " Are Frame and Reversed Frame joggled?.....	No. ✓		Bridge Deck, Angle, [or].....	-
Bracket Floors, breadth and thickness at middle line.....	23 x 28 ✓		Spacing.....	-
" " breadth and thickness at margin plate.....	23 x 28 ✓		Forecastle Deck, Angle, [or].....	5 3 34 etc. ✓
			Spacing.....	EVERY FRAME. ✓

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					Stringer Plate, breadth and thickness in way of Bridge			
" <i>FILE</i> in 'tween Decks, Size and Spacing		2 3/8	all. frms.	✓	Thickness of Plating abreast Deck openings in way of Wells		26	✓
" " " " " "					Thickness of Plating abreast Deck openings in way of Bridge			
" in Holds					Thickness of Plating within line of openings		26	✓
" " " " " "					If Sheathed, material and thickness			
Centre Line Bulkhead, BETWEEN Nos 1 & 2 HATCHWAYS		5 1/2	3	360.A. ✓	Third Deck.			
Stiffeners and Spacing		SPACING	44"	✓	Stringer Plate, breadth and thickness			
Plating, thickness of			26	✓	If Plated, state thickness			
STRINGERS AND DECKS.					Fourth Deck.			
Uppermost Continuous Deck.		81	✓	44	Stringer Plate, breadth and thickness			
Stringer Plate, breadth and thickness in Wells					If Plated, state thickness			
" " " " in way of Bridge					Poop Deck.			
" Angle in Wells		3 1/2	3 1/2	44	Stringer Plate, breadth and thickness		34	✓
Thickness of Plating abreast Deck openings in way of Wells		81	✓	44	Plating, Sheathing, material and thickness		30	2 1/2" W.P. ✓
Thickness of Plating abreast Deck openings in way of Bridge					Bridge Deck.			
Thickness of Plating within line of openings				32	Stringer Plate, breadth and thickness			
If Sheathed, material and thickness					Plating, Sheathing, material and thickness			
Second Deck. (CABIN FLAT)				30	Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells				30	Stringer Plate, breadth and thickness		26	✓
					Plating, Sheathing, material and thickness		26	✓

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				UPPER EDGES.				
	AMIDSHIPS.		FORWARD.	AFT.	State if jogged? NO ✓				
	Breadth.	Thickness.	Thickness.	Thickness.	SINGLE OR DOUBLE.		RIVETS.		BUTTS.
Flat Plate Keel	40	✓ 46	46	42	DOUBLE.		3/4	3/8	WELOED EDGE TO EDGE.
" Dblg. (if any)									
Bottom Plating, No. of Strakes		36	56	32	DOUBLE FOR ICE STRENGTHENING FORWARD.		3/4	3/8	OVERLAPPED & WELOED AS APPROV
Bilge Plating, No. of Strakes		36	56	32	0°		"	"	- 0° -
Side Plating, No. of Strakes		42	56	32	DOUBLE		7/8	3 1/2	- 0° -
Upper Deck, Sheer-strake in Wells	57	54	36	33					WELOED EDGE TO EDGE
Upper Deck, Sheer-strake in Bridge	✓	50	-	33	DOUBLE		7/8	3 1/2	- 0° -
Strake below Sheer-strake in Wells		42	56	32	0°		"	"	OVERLAPPED & WELOED AS APPROV
Strake below Sheer-strake in Bridge									
Poop Side Plating				34	SINGLE		3/4	3/8	WELOED EDGE TO EDGE.
Bridge Side Plating					(LOWER EDGE)				
Forecastle Side Plating		25			SINGLE		3/4	3/8	OVERLAPPED & WELOED AS APPROV

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	3
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		7 x 1 1/8		6 1/4 x 1 3/8
STERN FRAME	Propeller Post	Forging 6 x 3 3/4		
	Rudder			
Speed of Vessel		11 knots		
RUDDER—Type		Semi-balanced.		
" A x D.		85		
" Diam. of head		6 1/2" clear of swelling		
" Mainpiece at top pintle		5 1/2		
" heel				
" how constructed		Forged frame - riveted		
" double or single plate coupling, vertical or horizontal		Double 30 plates		
		Horizontal.		

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	✓				
" " Second	✓				
" " Third	✓				
" " Holds	FR 27	26 x 36	7 x 3 1/2	408.A.	30"
COLLISION (in Hold)		30 x 36	10 x 3 1/2	408.A.	24
AFTER PEAK		30 x 50	6 x 3	348.A.	24
				22" x	32

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
Steel Co. of Scotland: Dorman, Lang, & Co. Bobbiller, Stirling Iron Co. Ltd.
 Remarks line Steel Co.

Has the Steel been tested as required by the Rules? *Yes.* ✓

EQUIPMENT No. 9700 (NOT EXCEEDING) LETTER K												ANCHORS. 3 BOWER & 1 STREAM.		
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.				
48957	1st Bower	19	1	5	STOCKLESS			20	4	0	7	19	BYERS IMPROVED TYPE. NOT STATED.	SUNDERLAND-28/1/46. DUBEY
49202	2nd "	19	1	0	"			20	1	3	14	19	"	" 22/3/46 "
49541	3rd "	16	0	24	"			17	11	3	14	16 1/4	"	" 6/6/46 "
	Collective weight	54	3	1								54 1/4		
62420	Stream	5	1	0	✓	1	18	7	11	3	14	5 1/4	IRON STOCK. ORDINARY H. REECE. CRAOLEY. C. HEATH	26/6/46 NORMAN

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.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.		Length.	Diam.					Length.	Ins.		Length.	Ins.
71880	210	6	31	46 1/2	194.2.23	185 1/2		210	1 1/16	STUD LINK	H. REECE. CRAOLEY.	C. HEATH. 8/7/46. NORMAN	TOWLINE	90	3	18.6	90	3
													HAWSERS & WARPS	90	2 1/4	10.8	90	2 1/4
														90	1 3/4	6.4	90	1 3/4
Iron Stream	60	3 1/4						60	3 1/4									

Steering Gear, Type (Power or hand) Dunkin's electric hydraulic. Alternative Means of Steering Hand hydraulic.

Steering Chains (Size and Test) ✓ Windlass Raidi electric. Boats 2 @ 18 ft.

Ceiling in Holds, thickness and material ✓ Cargo Battens, thickness, material and spacing 2" W.P. 9" apart.

Cargo Hatchways.—(Upper Deck) steel plates and angles. Thickness of Hatches 2 1/2" wood covers.

Size of Hatchways No. 1 (Fwd.) 42'-2" x 17' No. 2 44' x 17' No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams 7 : 7 : ✓ For and on behalf of **GEORGE BROWN & CO. (MARINE) LTD.**

Builder's Signature Geo H Brown 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).

This vessel has been built in conformity with the Society's Rules and Regulations and the Secretary's letters. The scantlings and arrangements are in accordance with or equivalent to those shown on the approved plans. The materials and workmanship are of good quality. All the double bottom tanks and fore and after peak tanks were tested as required by the Rules and found satisfactory.

The weather decks and W.T. bulkheads were holed tested and found satisfactory. The pumps, steering gear, winches and bidge suction were tried and found efficient. (See note on next page.) The foreward has been verified and the marks cut in on the vessel's sides. Nos 3 and 4 double bottom tanks have been arranged to carry oil fuel F.P. above 150°F, and the requirements of Section 20 of the Rules complied with.

Amount of Entry Fee £ : : Fees applied for, 9th MAY 1947.

Special Survey Fee £ 119. - - Received by me, FREEBOARD £ 8.0.0

Travelling Expenses, if any £ : : 19

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

I am of opinion the Vessel should be Classed + 100.A.1.State whether the Vessel has been built under Special Survey yes.

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Glasgow Office.Date of issue 12/8/47Committee's Minute 1-100A1Character assigned subjectLloyd's AssocStrengthened for Navigation in Ice

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.)

list of plans as per attached sheet.

NOTE.

During the anchor trials it was noted that the chain cables were "jumping" over the windlass cable lifter and it was agreed to fit a more suitable type of cable lifter at the first opportunity.

PARTICULARS OF ELECTRIC WELDING (if employed)

Baths of keel plates and of F. G and H strakes of shell plating E.W.
Remainder of shell built overlapped and E.W.
Tank margin to shell. Tank margin built. Bilge brackets to margin.
Tank top seams and built E.W. ✓

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

Oil engine : Cruiser stern : Machinery aft : Well deck. E.S.D.
Fitted for oil fuel 4.47 F.P. above 150°F. Lloyd's A & C.P.
Strengthened for navigation in ice. Part welded.

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

1st Bower	13.0.5 (including pin)	J.H.I.	6680.	12/1/45
2nd "	12.3.7 ✓	A.E.G.	7710	10/8/45
3rd "	10.2.7 ✓	A.E.G.	7943	13/11/45.

50.5' du 1st Rpt ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 48 ft., R.Q.D. 62.33 ft., Bridge ✓ ft., Forecastle 34 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 OX MU. Extreme Breadth over Belting 32'-8 1/4" Over-all Length 203
No. and Material of Decks ONE - STEEL. & SECOND DECK - AFT. (Circ. 1611) 1 Dk for record (Circ. 1703)
Parts of Bottom of Vessel coated with cement or approved composition Peak Tanks and engine room
Nos 1 and 2 W.B. tanks cement worked.

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,	23	71 ✓
Double bottom, under Engines and Boilers,	✓		After peak tank,	21.	27 ✓
Double bottom, if under Engines only,	✓		Deep tank, aft,	✓	
Double bottom, if under Boilers only,	✓		Deep tank, forward,	✓	
Double bottom, forward, Nos 1, 2, 3, 4 tanks. 118.83	147	165	Other tanks, if fitted,	✓	
Total length (if continuous) and Capacity 118.83	147.	165	(If necessary furnish further information by sketch.)		

See letter 17.7.47

Order for Special Survey No. 355

Date 12th Dec. 1946

Dates of Surveys held while building

(1946) MAR. 5. 12. 21. APRIL 5. 10. 15. 23. 29. MAY 2. 4. 13. 15. 20. 21. 23. 24. 30. JUNE 4. 4. 14. 24.
JULY 2. 4. 15. 18. 23. 24. 31. AUG. 8. 24. SEPT. 4. 11. 13. 18. 19. 24. OCT. 2. 8. 10. 14. 15. 16. 22. 29. 31.
NOV. 5. 4. 12. 14. 19. DEC. 3. 4. 16. 24. (1947) JAN. 10. 21. FEB. 10. 24. 28. MAR. 3. 4. 14. 20. 24. 25.
APRIL 3. 4. 10. 12. 21. 25. 28. 29.

Total No. of Visits