

RECEIVED

31 JAN 1950

IN D.O.

STEEL STEAMER OR MOTORSHIP

Received at London Office

21 JAN 1950

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 *19th January 1950*

Port of *Middlesbrough*

No. *18954*

Survey held at *Middlesbrough*

Date First Survey *31st Dec 1948*

Last Survey *29th December 1949*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Twin Screw Tanker "GLESSULA" machinery fitted aft.*

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

State Type of Erections *Roof, Tank & forecastle combined. Bridge on main deck.*

TONNAGE under Tonnage Deck ...

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

Tonnage *5017.26*

Net Tonnage *2352.13*

REGISTERED DIMENSIONS.

FEET

383.79

62.8

19.09

CLASS *+100 A1.* State if with freeboard as condition of Class

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *382.0*

Breadth (greatest moulded) *62.5*

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *18.75*

1st Longitudinal Number (L x D) *7.162*

2nd Numeral L x (B + D) *31.037*

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel *14.1*

Do. Long Bridge to top of keel *✓*

Draught Moulded *✓*

Built at *Pockbank-on-Tees.*

Launched *August 9, 1949* Yard No. *1186.*

Builders *Messrs Smiths Dock Co. Ltd.*

Owners *N.V. Caracassche Scheepvaart Maatschappij Emmstad - CURACAO.*

Managers *✓*
(Where necessary to be entered in Reg. Book)

Residence *✓*

Port of Registry *Williams Ltd.*

If surveyed while building, afloat, or in dry dock *Building afloat and in dry dock.*

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	<i>28</i> ✓		Bracket Floors, Frame	<i>✓</i>	
" " from $\frac{1}{2}$ length amidships to Collision bulkhead	<i>28 and 27</i> ✓		" " Reversed Frame	<i>✓</i>	
" " in peaks	<i>24</i> ✓		" " Vertical Struts	<i>✓</i>	
DE FRAMING.			Centre Girder, depth and thickness <i>IN M.S. 56x55 in 85. 45 in 83.</i>	<i>✓</i>	
Frame Amidships, Angle, [or]	<i>7x3x36</i> ✓		" " top Angles	<i>3 1/2 x 3 1/2 x 49</i> ✓	
" " Extends up to	<i>Harbour and</i> ✓		" " bottom Angles	<i>3 1/2 x 3 1/2 x 49</i> ✓	
Reversed Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness	<i>3 @ 44</i> ✓	
" " Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder	<i>7</i> ✓		" " Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	<i>✓</i>		" " Bracket abaft $\frac{1}{2}$ len. from stem		
" " Second 'tween Decks, Angle, [or]	<i>✓</i>		" " Vertical Angle to Tank side		
" " Third " " " "	<i>✓</i>		" " Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area		
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	<i>7x3x36</i> ✓		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem		
" " in Peaks, Angle or [or]	<i>FORE PEAK 6x3x34 6x3x33</i> ✓		" " Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>3/4 @ 5 1/2 dia.</i> ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	
State if Frame Joggled	<i>Yes</i> ✓		INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and as approved?	<i>Yes</i> ✓		Breadth and thickness of Middle Line Strake	<i>.52 and .42</i> ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and as approved?	<i>Yes</i> ✓		Thickness of remainder in <i>M.S.</i>	<i>.52 and .42</i> ✓	
DOUBLE BOTTOM. IN FORE HOLD ONLY.			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?	<i>Yes</i> ✓	
Floors, Depth and thickness at mid-line in FORE Hold	<i>32 x 38</i> ✓		BEAMS.		
Height of Brackets at side above base line at toe of frame	<i>No Brackets</i> ✓		Uppermost Continuous Deck, amidships in Wells, Angle, [or]	<i>Longitudinal framing</i> ✓	
Middle Line Keelson, on Floors, Angles, [or]	<i>✓</i>		" " in way of Bridge, Angle, [or]	<i>See separate sheet.</i> ✓	
" " Through Plate or Inter-costal Plate	<i>32 x 40</i> ✓		Spacing	<i>✓</i>	
" " Foundation Plate on Floors	<i>36 x 40</i> ✓		Second Deck, amidships, Angle, [or]	<i>✓</i>	
" " Flat Plate Keel Angles	<i>4x4x48 DOUBLE.</i> ✓		Spacing	<i>✓</i>	
Side Keelsons, No. each side	<i>3</i> ✓		Third Deck, amidships, Angle, [or]	<i>✓</i>	
" " thickness of Inter-costal Plate	<i>.36</i> ✓		Spacing	<i>✓</i>	
" " Angles	<i>6x3x48 0.75 on floors.</i> ✓		Fourth Deck, amidships, Angle, [or]	<i>✓</i>	
DOUBLE BOTTOM. BELOW ENGINES & BOILERS			Spacing	<i>✓</i>	
Solid Floors, thickness and spacing	<i>.34 every 18 in E.S. 44 in 18.5.</i> ✓		Poop Deck, Angle, [or]	<i>8x3x42</i> ✓	
" " Are Frame and Reversed Frame joggled?	<i>Frame joggled.</i> ✓		Spacing	<i>Every frame</i> ✓	
Bracket Floors, breadth and thickness at middle line	<i>No reverse frame. Floor without direct.</i> ✓		Bridge Deck, Angle, [or]	<i>✓</i>	
" " breadth and thickness at margin plate	<i>✓</i>		Spacing	<i>✓</i>	
			Forecastle Deck, Angle, [or]	<i>8x3x40</i> ✓	
			Spacing	<i>Every frame</i> ✓	

PILLARS AND DECKS.

PILLARS AND		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>Twin Longitudinal Bulkheads.</i> ✓				
" in 'tween Decks, Size and Spacing	✓				
" " " " "	✓				
" in Holds " " " " "	✓				
" " " " "	✓				
Centre Line Bulkhead. Stiffeners and Spacing	✓				
Plating, thickness of	✓				
STRINGERS AND DECKS.					
Uppermost Continuous Deck. <i>TRUNK DECK.</i>					
Stringer Plate, breadth and thickness in Wells	<i>69 1/2 x .64</i> ✓				
<i>Beams and butts welded.</i> ✓	<i>70 in way of butts.</i> ✓				
" " " " " in way of Bridge	<i>do</i>				
" Angle in Wells	<i>6 x 6 x .50</i> ✓				
Thickness of Plating abreast Deck openings in way of Wells	<i>.64</i> ✓				
Thickness of Plating abreast Deck openings in way of Bridge	<i>.64</i> ✓				
Thickness of Plating within line of openings	<i>.64</i> ✓				
If Sheathed, material and thickness	✓				
Second Deck. <i>HARBOUR DECK.</i>					
Stringer Plate, breadth and thickness in Wells	<i>75 x .45</i> ✓				
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	<i>.64 and .44</i> ✓				
Plating, Sheathing, material and thickness	<i>Beams & butts welded.</i> ✓				
Bridge Deck.					
Stringer Plate, breadth and thickness					
Plating, Sheathing, material and thickness					
Forecastle Deck.					
Stringer Plate, breadth and thickness	<i>.34</i> ✓				
Plating, Sheathing, material and thickness	<i>.34. 4" thick in way windows.</i> ✓				

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	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	.52	.52		Double	7/8	3 1/2				
„ Dblg. (if any)	✓											
Bottom Plating, No. of Strakes 4. A.B.C.D.		A.B.C. .50 D. .52	.42	.42		Double	3/4	2 5/8				
Bilge Plating, No. of Strakes 1. E.		.52	.42	.42		Double	3/4	3				
Side Plating, No. of Strakes 2. F.G.H.	66	.48	.42	.42		Double	3/4	2 5/8				
Upper Deck, Sheer- strake in Wells.....	H = Cheerstrake											
Upper Deck, Sheer- strake in Bridge ...												
Strake below Sheer- strake in Wells.....												
Strake below Sheer- strake in Bridge ...				.38		Double in way oil. single elsewhere.	3/4	2 5/8			
Poop Side Plating.....												
Bridge Side Plating.....												
Forecastle Side Plating				.40		Single	3/4	2 5/8				

see butts of sheer plating electric 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 Depart from App't Plans to be
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				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture). *open steel*
Consett Iron, Dorman Longs, Shunningrove, Cargo Fleet, Appleby Frodingham

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

1*. Pressed Smiths Dock Co Ltd yard no 1186 T.S.S. "GLESSULA"

PARTICULARS OF LONGITUDINAL FRAMING. M_{DB}. R_{PT} N^o 18954.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		RIVETS IN BRACKETS TO BULKHEADS.	
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Spacing of Rivets on each side of Transverses and Bulkheads.		Number. Diameter.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.	Number.	Diameter.
of $\frac{1}{2}$, L or E	.....	Bulb angles.															
In Bridge 'tween Decks ...	.....															
from Uppermost Continuous	No. 1																
"	2																
"	3																
"	4																
"	5																
"	6																
"	7																
"	8																
"	9																
"	10	12 x 3 1/2 x 46 B.A.												3/4" 4 1/2"		15 1/8" to Sluff or welded to bulkhead.	
"	11	Do												" "			
"	12	Do												" "			
"	13	Do												" "			
"	14	Do												" "			
"	15	Do												" "			
"	16	Do												" "			
Longitudinals	.....															
At Ends	.....															
Tank Top Longitudinals	.....															
Bottom	.....															
Longitudinals	.....															
Transverses.	.....															
Depth and Thickness	.....															
Face Angles	.....															
Lugs to Shell*	.....															
Depth and Thickness	.....															
Face Angles	.....															
Lugs to Shell*	.....															
Depth and Thickness	.....															
Face Angles	.....															
Lugs to Shell*	.....															
Back Bars	.....															
Brackets	.....															
Transverse Frames	.....															
Final	.....															
Upper	.....															
Second	.....															
Third	.....															

Lloyd's Register
to be entered in their
Foundation
st page.

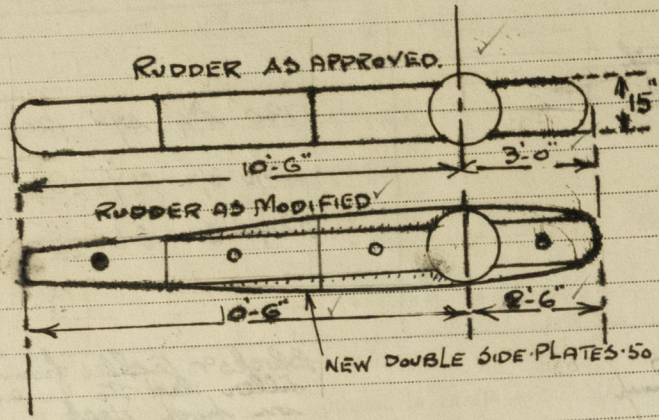
0256 $2/3$

HAWSERS AND WARPS.

0256 3/3

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.)

Sister Vessels: Messrs Smiths Dock Co. Ltd, South Bank-on-Tees: 101158 - "GEMMITRA" REPORT NO 18110
101159 - "GOULDIA" " 18176
101161 - "GENA" " 18293
101162 - "GARI" " 18387
101185 - "GASTRANA" " 18900



Rudder:—Consequent upon the trial trip of a sister ship T.S.S. "GEMMA" built by Messrs J.A. Thompson of Sunderland the rudder of T.S.S. "GESSULA" has been modified to an aerofoil section as per sketch, similar to T.S.S. "GEMMA" and as discussed in London by representatives of the Anglo Saxon Co. and approved for this latter vessel. A plan of the modification to rudder is attached to the original plan.

Vessel undocked. December 13th 1949.

PARTICULARS OF ELECTRIC WELDING (if employed) Transverse and longitudinal bulkheads together with stiffening in wing and main cargo tanks and O.F. bunkers. Horizontal girders to shell & bulkheads butts or seams of trunk and harbour deck plating. Harbour deck to trunk side Butts of trunk side beams & butts of poop deck shell seams in way of anchor, bulge keel to shell Butts and seams of tank top in machinery space and tank top to shell, floors and girders to underside of tank top in machinery space, stringers to shell in peak, floors to shell in after peak in way of lashing Rudder, Pump Room to trunk top all electrodes of approved make.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book
Cruiser stern - weldless - machinery aft - fitted for oil flush point
above 150°F - longitudinal framing at bottom in centre tank, upper deck and trunk deck - turn screw, part electrically welded.

RADAR Equipment (State if fitted)
State Type or Pattern No.
State Name of Maker and/or Supplier

Particulars of Drop Test of Cast Steel Anchors, viz.: Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	34 - 1 - 25	A.E.G.	507	29-6-48
	2nd "	34 - 1 - 0	A.E.G.	411	4-6-48
	3rd "	29 - 3 - 19	A.E.G.	105	9-3-48
	STREAM	15 - 2 - 6	J.H.J.	9414	14-11-47

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98.5 ft., R.Q.D. — TRUNK Bridge 241 ft., Forecastle 46 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated Poop, trunk & fore-castle joined
Official No. Signal Letters P.E.I.T. Extreme Breadth over Belting 62.98 Over-all Length 399.9 feet.
No. and Material of Decks One Deck - steel.
Parts of Bottom of Vessel coated with cement or approved composition Bottom shell of peaks cemented, remainder cement washed.
cement fillets in double bottom, feed & fresh water tanks - remainder cement washed.
Particulars of composition (if fitted) and of approval Walls Dove "Butumastic" on tank top in engine & boiler space.

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.	SALT Water Capacity. Tons.	Where Fitted.	Length. Feet.	SALT Water Capacity. Tons.
Double bottom, aft.			Fore peak tank, 10158-167.	18.00	46.9
Double bottom, under Engines and Boilers.			After peak tank, " 0-9	18.00	108.8
Double bottom, if under Engines only, 11-27	36	44	Deep tank, aft, 101 Wing tanks R.P. 48-62 *	32'-8"	411.8
Double bottom, if under Boilers only, 28-40	24	153.	Deep tank, forward, 104 Wing tanks R.P. 118-146 *	65'-4"	843.2
Double bottom, forward, COFFERDAM, 24-8	2.25	10	Other tanks, if fitted, Cofferdam 146-147.	3'-0"	98.5
Total length (if continuous) and Capacity	65.25	240.			1509.2

(If necessary furnish further information by sketch.)
* 101 & 104 wing tanks ballast only - not on oil cargo list

Order for Special Survey No. 593
Date 9-12-47
Dates of Surveys held while building
1948 Dec. 31, 1949 Jan. 5, 18, 19, Feb. 1, 28, Mar. 3, 4, 17, 14, 15, 18, 24, 25, 30, Apr. 1, 5, 12, 13, 22, 25, 27, 28, May, 4, 11, 13, 19, 20, 26, 29, June, 1, 3, 8, 10, 15, 22, 23, 27, 30, July, 3, 5, 7, 8, 11, 12, 13, 14, 15, 26, 27, 28, 29, Aug. 1, 3, 4, 18, 29, Nov. 6, 7, 10, 17, 21, 22, 29, 30, Dec. 2, 6, 12, 19, 20, 21, 22, 23, 29
Total No. of Visits 4