

STEEL STEAMER OR MOTORSHIP.

Received at London Office

State if Report has been sent on the Freeboard of the Vessel

State if Report is sent on the Machinery of the Vessel **Yes**Date of completion of report **20th December, 1948.** Port of **BRISTOL** No. **17177**Survey held at **Avonmouth** Date First Survey **6th October, 1948** Last Survey **18th December, 19 48**On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) **single screw turbo electric "ESSO MANCHESTER" (Machinery aft).**State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) **T. 2 Tanker** State Type of Erections **Poop, Bridge & Forele.**TONNAGE under Tonnage Deck ... **9498**Do. of space or spaces between Tonnage Dk. and Upper Dk. **none**Total **-**Tonnage **10712**r Tonnage **6301**

REGISTERED DIMENSIONS.

FEET

506.5**68.2****39.2**CLASS **100A1**

(Class contemplated)

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) **503'**Breadth (greatest moulded) **B 68'**Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 39.25'**1st Longitudinal Number (L x D) **34204**2nd Numeral L x (B + D) **53946**Framing Depth "d," at middle of length. See Sec. 3 (1d) **12.8**Proportions—Depth to Length—Uppermost continuous deck to top of keel **12.8**Do. Long Bridge to top of keel **30.1'**Draught Moulded **30.1'**Built at **Chester, Pa.**Launched **1944** Yard No. **-**Builders **Sun S.B. & Drydock Co.**Owners **Angle American Oil Co., Ltd.**Managers **Esso Transportation Co., Ltd.**
(Where necessary to be entered in Reg. Book)Residence **London**Port of Registry **London**

If surveyed while building, afloat, or in dry dock

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.
AMES, Spacing amidships			Bracket Floors, Frame		
" " from $\frac{3}{8}$ length amidships to Collision bulkhead			" " Reversed Frame		
" " in peaks			" " Vertical Struts		
E FRAMING.			Centre Girder, depth and thickness amidships		
Frame Amidships, Angle, C or C			" " 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 Bracket abaft $\frac{1}{4}$ len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, C or C			" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area		
" " Second 'tween Decks, Angle, C or C			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		
" " Third			" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area		
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem			Tank Side Brackets, height above base line at toe of Frame and thickness		
" " in Peaks, Angle or C			INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			Breadth and thickness of Middle Line Strake		
State if Frame Joggled			Thickness of remainder in Holds		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or 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?		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?			BEAMS.		
GLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, C or C		
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, C or C		
Height of Brackets at side above base line at toe of frame			Spacing		
Middle Line Keelson, on Floors, Angles, C or C			Second Deck, amidships, Angle, C or C		
" " Through Plate or Inter-costal Plate			Spacing		
" " Foundation Plate on Floors			Third Deck, amidships, Angle, C or C		
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, C or C		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Angle, C or C		
DOUBLE BOTTOM.			spacing		
Solid Floors, thickness and spacing			Bridge		
" " Are Frame and Reversed Frame joggled?			Forecastle		
Bracket Floors, breadth and thickness at middle line			Spacing		
" " breadth and thickness at margin plate					

PILLARS AND DECKS.

PILLARS, No. of Rows	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.			
Stringer Plate, breadth and thickness in way of Bridge					
Thickness of Plating 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.

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETING.			
	AMIDSHIPS.		FORWARD.			EDGES.		BUTTS.	
	Breadth.	Thickness.	Thickness.	Thickness.		Single or Double.	Rivets.	No. of Rows of Rivets.	Rivets.
Flat Plate Keel									
" Dblg. (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) **14**

" Deck next below **1**

As per Rule

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

FORGINGS AND CASTINGS.

	Castings or Forgings.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM				
STERN FRAME				
Propeller Post			C.S. varying	
Rudder			C.S. varying	
Speed of Vessel			15.5 knots	
RUDDER—Type			Contra guide	
" A x D				
" Diam.			14 1/2"	
" Mainpiece at top pintle				
" " heel				
" how constructed				
" double or single plate coupling, vertical or horizontal			double	
			Horizontal	

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

STEEL

Has the Steel been tested as required by the Rules?

EQUIPMENT No.

LETTER

ANCHORS.

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.	qrs.					
1st Bower	11	20	11	20	152233 lbs.	152233 lbs.	do	do	do
2nd Bower	11	20	11	20	152233 lbs.	152233 lbs.	do	do	do
3rd Bower	11	20	11	20	152233 lbs.	152233 lbs.	do	do	do
Collective weight					42201 lbs.	42201 lbs.	do	do	do
Stream					42201 lbs.	42201 lbs.	do	do	do

CHAIN CABLES.

HAWERS AND WARPS.

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.
	State.	Break.	Supplied.	Per Rule.								
147 270 216	5/8	5/8	303320 lbs.	424630 lbs.	216	DILOK	Baldt AC & P. Co.	Phil. 27.1.44	TOWLINE	120 2"	208000 lbs. (6x24)	
105 1 3	5/8	5/8	148000 lbs.	148000 lbs.	1 3				HAWERS & WARPS	450 10"	Manilla	
										540 9"	do	
										120 8 1/2"	do	

ring Gear, Type (Power **Opposed Ram. Electric Hydraulic** Alternative Means of Steering **Hand Hydraulic Heleshaw Pump**)

ring Chains (Size and Test) **none** Windlass **steam driven** Boats **steel**

ing in Holds, thickness and material **none** American Hoist & Derrick Co.

go Hatchways.—(Upper Deck) **oil tanks 48 inches dia.** Thickness of Hatches **.55 inch steel covers**

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

umber of Shifting Beams **none**

nd/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 and classed with that Society.

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

The Special Survey for Classification has now been held at Avonmouth (see Rpt. 8 No. 1716 and the vessel's condition, 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.

P. above 150°F.

The steering gear, windlass, bilge suction were examined under working conditions and found satisfactory.

Particulars of vessel's equipment, after verification, were taken from the endorsed test certificates issued by the American Bureau of Shipping.

Amount of Entry Fee £ : : Fees applied for, 19

Special Survey Fee £ : : Received by me, 19

Travelling Expenses, if any £ : : I am of opinion the Vessel should be Classed **100A1**

State whether the Vessel has been built under Special Survey. **No** Signature **H. R. Pritchard**

Certificate to be sent to Owners. Date of issue **21/2/49**

Committee's Minute **100A1 subject (2 endorsement)**

Character assigned **Garrying Petroleum in bulk**

Classed 12.48 11.48 Am 5.5 Am 12.48

2WTB 500 lb (Sp. 46 lb) F.D.

L.M.C. 12.48

2021

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 of the Plans should be embodied.)

Low temperature stress relieving of welded seams and butts of upper deck, bottom shell and side shell plating from forward bulkhead of after cofferdams to after bulkhead of forward cofferdam and fitting of rivetted straps (oil tight rivet spacing) dealt with under the supervision of the Surveyors to the American Bureau at New York, January, 1947.

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

D.F. E.S.D. Cy.C. Sub.Sig. Cruiser Stern

Longitudinal framing. Fitted for oil fuel F.P. above 150°F. and the

RADAR Equipment (State if fitted)

State Type or Pattern No.

State Maker

Name of Supplier

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

1st Bower no drop test certificates available.
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 not joined

Official No. 181584 Signal Letters G.W.D. Extreme Breadth over Belting (Circ. 1611) Over-all Length (Circ. 1703) 523.5

No. and Material of Decks one - steel

Parts of Bottom of Vessel coated with cement or approved composition not coated.

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,	41.375	314
Double bottom, under Engines and Boilers,			After peak tank,	19.25	56
Double bottom, if under Engines only, Frs. 11-45	81.5	228	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward, (Frs. 75 - 89)	31.5	745
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity	81.5	228	(If necessary furnish further information by sketch.)		

Order for Special Survey No.

Date

Dates of Surveys held while building



© 2021

Lloyd's Register Foundation
Total No. of Visits