

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 & Forec.**

TONNAGE under Tonnage Deck ... **9498**

Do. of space or spaces between Tonnage Dk. and Upper Dk. **none**

Total Tonnage **10712**

Net 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) } **L 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) }

Proportions—Depth to Length—Uppermost continuous deck to top of keel } **12.8**

Do. Long Bridge to top of keel }

Draught Moulded **Low** } **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.**

Residence **London**

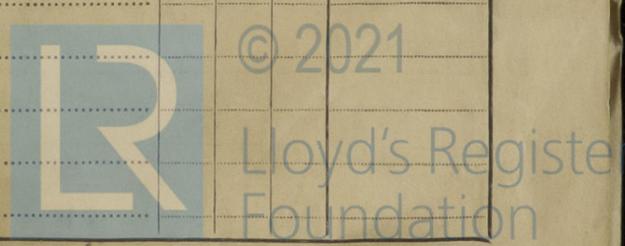
Port of Registry **London**

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.
FRAMES, Spacing amidships			Bracket Floors, Frame		
" " from 2/3 length amidships to Collision bulkhead			" " Reversed Frame		
" " in peaks			" " Vertical Struts		
FRAMING.			Centre Girder, depth and thickness amidships		
Frame Amidships, Angle, [or [" " 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 1/4 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, [or [" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area		
" " Second 'tween Decks, Angle, [or [" " Gussets, spacing and scantling abaft 1/4 len. from stem		
" " Third " " " "			" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area		
" " from 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 [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.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, [or [
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, [or [
Height of Brackets at side above base line at toe of frame			" " Spacing		
Middle Line Keelson, on Floors, Angles, [or [Second Deck, amidships, Angle, [or [
" " Through Plate or Inter-costal Plate			" " Spacing		
" " Foundation Plate on Floors			Third Deck, amidships, Angle, [or [
" " Flat Plate Keel Angles			" " Spacing		
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, [or [
" " thickness of Inter-costal Plate			" " Spacing		
" " Angles			" " Angle, [or [
DOUBLE BOTTOM.			" " Spacing		
Solid Floors, thickness and spacing			Bridge		
" " Are Frame and Reversed Frame joggled?			Forecastle		
Bracket Floors, breadth and thickness at middle line			" " [or [
" " breadth and thickness at margin plate			" " Spacing		



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	10.5				
Thickness of Stringer Plate in way of Wells	1.0				
Thickness of Plating abreast Deck opening in way of Bridge	1.0				
Thickness of Plating within line of openings	1.0				
If Sheathed, material and thickness					
Third Deck. Stringer Plate, breadth and thickness	10.0				
If Plated, state thickness					
Fourth Deck. Stringer Plate, breadth and thickness	10.0				
If Plated, state thickness					
Poop Deck. Stringer Plate, breadth and thickness	10.0				
Plating, Sheathing, material and thickness					
Bridge Deck. Stringer Plate, breadth and thickness	10.0				
Plating, Sheathing, material and thickness					
Forecastle Deck. Stringer Plate, breadth and thickness	10.0				
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. Diam. Spacing cr. to cr.	No. of Rows of Rivets.	Rivets. Diam. Spacing cr. to cr.
Flat Plate Keel									
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	

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

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 Bow	11	20	11	20	152288 lbs				
2nd Bow	11	20	11	20	152288 lbs				
3rd	11	20	11	20	152288 lbs				
Collective weight					42201 lbs				
Stream					42201 lbs				

CHAIN CABLES. HAWSERS 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.	
	Length.	Diam.	Supplied.	Per Rule.						Length.	Diam.		Length.	Ins.
147	270	2 1/8	303320 lbs	303320 lbs	270	2 1/8	DILOK Baldt AC & F.Co.	Phil. 27.1.44	TOWLINE	120	2"	208000 lbs. (6x24)	120	2"
			424630 lbs	424630 lbs					HAWSERS & 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 American Hoist & Derrick Co.

ing in Holds, thickness and material none Cargo Battens, thickness, material and spacing none

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 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 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 suctions 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,	
Special Survey Fee	£	:	:	Received by me,	
Travelling Expenses, if any	£	:	:		

I am of opinion the Vessel should be Classed 100A1

Signature: *H. P. Reditch*
Surveyor to Lloyd's Register of Shipping.

Date of issue: 2/2/49

Committee's Minute 1 FEB 1949

Character assigned 100A1 subject (2 endorsement)

Delete *Chn contemplated*

Carrying Petroleum in bulk

Fitted for oil fuel FP above 150°F

Classed 12 48 11.48 Am 5.5 Am 12.48

2WTB 500 lb (Sp. 46 lb) FD

Write *Am*

2021

Lloyd's Register of Shipping

2075 2/2

