

9742. NIN "FRAN" TRADER"
STEEL STEAMER OR MOTORSHIP.

Received at London Office. 21 SEP. 1953

WRECK
SECTION

No. 911

Date of completion of report 12-9-53

Port of SINGAPORE

No. 9819

WRECK
SECTION
No. 911

Survey held at Singapore

Date First Survey 18-Aug-1953

Last Survey 8-SEPTEMBER 1953.

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

T.S.M.V. "NASSAU" (Machinery fitted a/r)

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

State Type of Erections Poles, Bridge

TONNAGE under
Tonnage Deck ...

CLASS

100 A1 for
Service in
East of M.S.W.State if with freeboard
as condition of Class

No

Built at

Rochester N.Y.

Launched

1944

Yard No.

Builders

Odenbach S.B. Co

Owners

The New Guinea Petroleum Products

Managers

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry

The Hague

If surveyed while building, afloat, or in dry dock

Yes.

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

Total

Gross Tonnage

Register Tonnage

REGISTERED DIMENSIONS.

FEET

Length 179.4

Breadth 30.0

Depth 12.0

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

L 182' 6"

Breadth (greatest moulded)

B 30' 0"

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

D 13' 6"

1st Longitudinal Number (L x D)

2nd Numeral L x (B + D)

Framing Depth "d," at middle of length. See
Sec. 3 (1d)Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keelDo. Long Bridge to
top of keel

Draught Moulded

11' 3 1/2"

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...	30" (2 welded channels 15" x 3.4" x .40")	✓	Bracket Floors, Frame	✓	
" " from 1/2 length amidships to Collision bulkhead			" " Reversed Frame	✓	
" " in peaks	30"	✓	" " Vertical Struts	✓	
DE FRAMING.			Centre Girder, depth and thickness amidships	38"	✓
Frame Amidships, Angle, [or]	30"	✓	" " top Angles	✓	
" " Extends up to	upper dk	✓	" " bottom Angles	✓	
Reversed Frame Amidships, Angle			INTERCOSTALS	2- 5/8"	✓
" " Extends up to			Side Girders, No. each side and thickness	1- 3/8"	✓
Depth of Framing Girder	18 x 3 3/8 flange	✓	Margin Plate depth (excl. of flange) and thickness	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	✓		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	✓	
" " Second 'tween Decks, Angle, [or]	✓		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	✓	
" " Third	✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
" " from 1/2 len. for'd. to 15% len. from Stem	30"	✓	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	✓	
" " in Peaks, Angle or [30"	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	all welded	✓	INNER BOTTOM PLATING. in DB Tk	Channel	
State if Frame Joggled	No	✓	Breadth and thickness of Middle Line Strake	.40.	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	✓		Thickness of remainder in Holds	✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	✓		Are Rule requirements complied with regard- ing increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	✓	
DOUBLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	22" x 3/8"	✓	Uppermost Continuous Deck, amidships in Wells, Angle, [or]	15"	✓
Height of Brackets at side above base line at toe of frame	56"	✓	" " in way of Bridge, Angle, [or]	✓	
Middle Line Keelson, on Floors, Angles, [or]	22" x .42	✓	Spacing	✓	
" " Through Plate or Inter- costal Plate	✓		Second Deck, amidships, Angle, [or]	✓	
" " Foundation Plate on Floors	✓		Spacing	✓	
" " Flat Plate Keel Angles	✓		Third Deck, amidships, Angle, [or]	✓	
Side Keelsons, No. each side	one each side	✓	Spacing	✓	
" " thickness of Intercostal Plate	.40	✓	Fourth Deck, amidships, Angle, [or]	✓	
" " Angles	✓		Spacing	✓	
DOUBLE BOTTOM.			Poop Deck, Angle, [or]	4" x 3" x 1/4	✓
Mid Floors, thickness and spacing	1/2" x 30"	✓	Spacing	24"	✓
" " Are Frame and Reversed Frame joggled?	No	✓	Bridge Deck, Angle, [or]	✓	
Bracket Floors, breadth and thickness at middle line	✓		Spacing	✓	
" " breadth and thickness at margin plate	✓		Forecastle Deck, Angle, [or]	4" x 3" x 1/4	✓
			Spacing	24"	✓

PILLARS AND DECKS.			
PILLARS, No. of Rows	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.
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			
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.			
SCANTLINGS.			
STRAKES.	AS IN VESSEL.		ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.
	BREADTH.	THICKNESS.	
Flat Plate Keel	40"		
Bottom Plating, No. of Strakes	40"		
Bilge Plating, No. of Strakes	40"		
Side Plating, No. of Strakes	40"		
Upper Deck, Sheer-strake in Wells	40"		
Upper Deck, Sheer-strake in Bridge	40"		
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)			
Deck next below			
As per Rule			
STIFFENERS.			
MIDSHIP BULKHEAD, Upper 'tween decks	Plating Thickness.	VERTICAL.	HORIZONTAL.
		Scantlings.	Scantlings.
Second			
Third			
Holds			
COLLISION (in Hold)			
AFTER PEAK			

EQUIPMENT No.				LETTER		ANCHORS.	
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.
PA 6348	1st Bower	575 lbs	12	35125	1/5	Salad Stockless	PA 6348
PA 6225	2nd	1575	12	35125	1/5	-do-	PA 6225
PA 6179	3rd	1330	12	31140	1/5	-do-	PA 6179
PA 9984	Collective weight	710	60	19585	1/5	-do-	PA 9984
PA 6203	Stream	330	3	12500	1/5	-do-	PA 6203

CHAIN CABLES.				HAWERS AND WARPS.			
Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length and size supplied.	Description.	Makers of Cables.	Where and when tested, and Superintendent.
22498	210 1 3/16	56848	16912 1/5	210 1 3/16	Slid	Same	Same
2240	360 1 3/8	20440		360 1 3/8	Slid	Same	Same
2241	360 1 3/8	20440		360 1 3/8	Slid	Same	Same

Steering Gear, Type (Power or hand) *Power electrical* Alternative Means of Steering *Hand*

Steering Chains (Size and Test) *2 1/4" C.W. steel flexible (6x24 strands)* Windlass *electric drive* Boats *2 - metal*

Ceiling in Holds, thickness and material *2 1/2" wood planking* Cargo Battens, thickness, material and spacing *same*

Cargo Hatchways—(Upper Deck) *3.* Thickness of Hatches *2 1/2"*

Size of Hatchways No. 1 (Fwd.) *10'6" x 4'6"* No. 2 *17'6" x 15'0"* No. 3 *15'0" x 15'0"* No. 4 *15'0" x 15'0"* No. 5 *15'0" x 15'0"* No. 6 *15'0" x 15'0"*

Number of Shifting Beams and/or Fore and Afters *3*

See General Rpt 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 *motorship*

(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 ship has been surveyed in accordance with rule require ments for vessels not built under survey. The scantlings and construction and equipment have been examined and found to be similar to the arrangements as shown on the approved plans. The vessel is in my opinion satisfactory for the restricted trade in which the vessel is to be engaged. The materials, workmanship and the quality of welding as seen are satisfactory and the vessel is in my opinion eligible for classification on the completion of the survey as stated in Report 8.

FORGINGS AND CASTINGS.		Fees applied for.	
Keel or Forging.	Scantlings.	Special Survey Fee.	Received by me.
KEEL, Bar	1 1/2"	19	Boasting Service M.S.W. Spec. welding
STEM	1 1/2"	19	Transverse channel construction
STERN FRAME	Propeller Post	19	I am of opinion the Vessel should be Classed 100 A1
	Rudder	19	for service as M.S.W. coast, when the survey has been completed.
Speed of Vessel	9 knots		Signature <i>J. V. Dunn</i>
RUDDERS—Type	Balanced		Surveyor to Lloyd's Register of Shipping.
	3/8"		
A x D	16"		
Diam. of head	16"		
Mainpiece at top pintle			
heel			
how constructed	all welded		
double or single plate	double		
coupling, vertical or horizontal	horizontal		

Committee's Minute *Deferred for Comp. Chn. Survey*

Character assigned *Deferred for Comp. Chn. Survey*

Signature *J. V. Dunn*

Surveyor to Lloyd's Register of Shipping.

17/2/57

1013 2/2

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.)

Plans herewith attached

294 etc

General scantling Plan No 1.

No 2

-do-

Modifications in way of new cargo hatches

Stent details

Rudders

Main Engine foundations

Super structure - deck plating and girders

Sheq details

Fuel Tank arrangement.

PARTICULARS OF ELECTRIC WELDING (if employed) The vessel is electrically welded throughout and particulars of electrodes used are not available. The welding was examined, specially in the channel formation and found to be satisfactory.

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

Electric welded - Transverse channel construction
Restricted service of N.S.W Coast.

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

1st Bower

2nd "

3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 1 ft., R.Q.D. 1 ft., Bridge 48.75 ft., Forecastle 21 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

Extreme Breadth over Belting 30' 0" (Circ. 1611)

Over-all Length 182' 6" (Circ. 1703)

No. and Material of Decks one deck - steel

Parts of Bottom of Vessel coated with cement or approved composition

Fore, aft Peak tanks cement coated

Particulars of composition (if fitted) and of approval

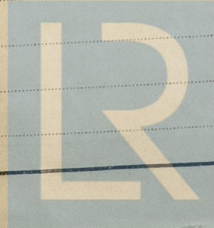
PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	✓		Fore peak tank,		
Double bottom, under Engines and Boilers,	✓		After peak tank,	✓	
Double bottom, if under Engines only,	✓		Deep tank, aft,	✓	
Double bottom, if under Boilers only,	✓		Deep tank, forward,	✓	
Double bottom, forward,	✓		Other tanks, if fitted,	✓	
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No.

Date

Dates of Surveys held while building



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Total No. of Visits