

State if Report is sent on the Machinery of the Vessel. YES

Port of NEWCASTLE-ON-TYNE

No. 102524

Date First Survey (1943) Mar. 11th

Last Survey Dec. 4th 1944

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

State Type (Full Spooling, Complete Spooling, or without Tonnage)

State Type of Erections FORECASTLE

CLASS *PETROLEUM IN BULK*. State if with freeboard *N_o*

Built at *HEBBURN-ON-TYNE*

Length from fore part of stem to after part of stern } L 460.
post on summer L.W.L. See Sec. 3 (1a)

Launched 4th August 1944 Yard No. 663

Breadth (greatest moulded) B. 59.1
Depth, at middle of length from top of keel to top] 36.1

Builders R & W HAWTHORN LESLIE & Co. LD

Owners ANGLO SAXON PETROLEUM CO. LD

Managers

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

Residence

Port of Registry LONDON

If surveyed while building, afloat, or in dry dock

BUILDING AFLOAT & IN DRY DOCK

FRAMES, DOUBLE BOTTOM AND BEAMS.

50	42	24
7	3	42
31 1/2		
30	36	
29	33	
28	32	
27	24	

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	2 LONGITUDINAL BULKHEADS (IP, IS)	✓				Stringer Plate, breadth and thickness in way of Bridge	FOR'D	✓	36	✓	
"	11'-0" FROM CENTRE	✓				Thickness of Plating abreast Deck openings in way of Wells	AFT	✓	36	✓	
"	" " " " " "					Thickness of Plating abreast Deck openings in way of Bridge	FOR'D	✓	34	✓	
"	in Holds " " " "					Thickness of Plating within line of openings	AFT	✓	40 to 34	✓	
"	" " " " " "					If Sheathed, material and thickness		✓			
LONGITUDINAL Centre Line Bulkheads	(IP, IS)	✓				Third Deck.					
Stiffeners and Spacing	@ 31 1/2" { 10 3 1/2 .44 TMS 1 to 6 11 3 1/2 .44 " 7 & 8 11 3 1/2 .53 " 2 OF 8 & 9	✓				Stringer Plate, breadth and thickness					
Plating, thickness of	.42	✓				If Plated, state thickness					
STRINGERS AND DECKS.						Fourth Deck.					
Uppermost Continuous Deck.						Stringer Plate, breadth and thickness					
Stringer Plate, breadth and thickness in Wells	90 3/4 x .77	✓				If Plated, state thickness					
" " " " in way of Bridge	90 3/4 x .74/84	✓				POOP Deck.					
" Angle in Wells	7 7 .70	✓				Stringer Plate, breadth and thickness			37	✓	
Thickness of Plating abreast Deck openings in way of Wells	{ 72 CENTRE ST. 58, 74, 58 PORT 74, 74, 58 STBD	✓				Plating, Sheathing, material and thickness	PLATING .40-30 SHEATHING COMP. 1" MIN.	✓			
Thickness of Plating abreast Deck openings in way of Bridge	{ 85, 72 CENTRE ST. 58, 74, 58 PORT 74, 74, 58 STBD	✓				Bridge Deck.					
Thickness of Plating within line of openings	AFT .68 to .36	✓				Stringer Plate, breadth and thickness	4 1/2 x .43	✓			
If Sheathed, material and thickness	✓					Plating, Sheathing, material and thickness	34 COMP 1" MIN.	✓			
Second Deck.						Forecastle Deck.					
Stringer Plate, breadth and thickness in Wells	AFT .44 to .36	✓				Stringer Plate, breadth and thickness	.38	✓			
						Plating, Sheathing, material and thickness	.36 (50 WINDLASS)	✓			

SHELL PLATING.

SCANTLINGS.						RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.						
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	No	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
Flat Plate Keel	87	.86	.78	.78										
" Dblg. (if any)	NONE					DOUBLE	✓	1	4					
Bottom Plating, No. of Strakes	3	{ A .67 B .66 C .64	.74	.58	STRAKES A & C DOUBLED IN WAY OF TRANS. BHDS. 5'-0" x 60" AS APPROVED.	DOUBLE	✓	7/8	3 1/2					
Bilge Plating, No. of Strakes	1	D .64	.54	.64		"	✓	7/8	3 1/2					
Side Plating, No. of Strakes	4	{ E .64 F .64 G .64 H .64	.50	.52/64		"	✓	7/8	3 1/2					
Upper Deck, Sheer-strake in Wells	K	56 (1/20 at bridge end or prop. point)			See letter 2.1.45									
Upper Deck, Sheer-strake in Bridge	L	62 1/2	.90			DOUBLE	✓	1	4					
Strake below Sheer-strake in Wells	M	83 3/4	.76	.50		"	✓	1	4					
Strake below Sheer-strake in Bridge	N	83 3/4	.76			"	✓	1	4					
POOP Side Plating				.44/40		SINGLE	✓	3/4	3					
Bridge Side Plating		.43												
Forecastle Side Plating			.43			SINGLE	✓	3/4	3					

WATERTIGHT BULKHEADS.

STIFFENERS.					
	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks					
" " Second					
" " Third					
" " Holds		CENTRE .52, .57, .44, .41 WINGS .51, .50, .44, .42	.40	7/8 x 3 1/2 x 40	{ .33 .30 } 2 GIRDERS AS APPROVED
COLLISION (in Hold)		.48-30		8 x 3 x .60 8 x 3 x .35	.24
AFTER PEAK		.62-30		8 x 3 x .50 10 x 3 x .25	.24


FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM	PLATE CONSTRUCTION	50 to .64		
STERN FRAME	{ Propeller Post Rudder			CASTING AS APPROVED
Speed of Vessel	12 KNOTS			
RUDDER Type	SIMPLEX BALANCED			
" A x D.	38 T			
" Diam. of head	11"			
" Mainpiece at top pintle	STEEL FORGING	12"		
" " heel	"	11"		
" how constructed				
" double or single plate	AS APPROVED ELECT. WELDED			
" coupling, vertical or horizontal	HORIZONTAL			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open Hearth Process*
Appley Endingham Steel Co. Consett Iron Co. Dorman Long & Co. South Durham Steel & Iron Co.
Thinninggrave Iron Co. Cargo Fleet Iron Co. Colville & Son, Steel Co. of Scotland, Lanarkshire Steel Co.
 Has the Steel been tested as required by the Rules? *Yes*

PARTICULARS OF LONGITUDINAL FRAMING.

BOTTOM FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.					
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Inches.	Number.	Diameter.
BOTTOM Framing of 																			
Frames in Bridge 'tween Decks ...																			
Frames from Uppermost Continuous Deck No. 1																			
" 2																			
" 3																			
" 4																			
" 5																			
" 6																			
" 7																			
" 8																			
WING TANKS																			
" 9		17x	4x4x	52/68	17x	4x4x	52/68								7/8	5/4	3 3/8" FOR 11 RIVETS	18	7/8
" 10		"	"	"	"	"	"							"	"	EACH SIDE OF	TO BULKHEAD		
" 11		"	"	"	"	"	"							"	"	TRANSVERSES	TEE BAR		
" 12		"	"	"	"	"	"							"	"	O.T. BHDS.	18	7/8	
" 13																		GUSSET TO LONGITUDINAL	
CENTRE TANKS																		10x9 EACH LEG	
" 14		17x	4x4x	52/68	17x	4x4x	52/68							7/8	5/4	3 3/8" FOR 11 RIVETS	OF BRACKET FROM GUSSET		
" 15		"	"	"	"	"	"							"	"	EACH SIDE OF	TO BHD		
" 16		"	"	"	"	"	"							"	"	O.T. BHDS.	STIFFENER		
Spacing of Longitudinal Frames		Amidships AND At Ends			CENTRE TANKS 33"			WING TANKS 30"											
Double Bottoms L L or C		Tank Top Longitudinals																	
Bottom																			
Spacing of Longitudinals		Amidships At Ends...																	
Transverses.																			
In Bridge 'tween Decks		Depth and Thickness																	
		Face Angles																	
		Lugs to Shell																	
In Upper 'tween Decks		Depth and Thickness																	
		Face Angles																	
		Lugs to Shell																	
In Hold.		Depth and Thickness																	
		Face Angles																	
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EQUIPMENT No. 44787 ✓										LETTER CT ✓		ANCHORS.				
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 53. Cwts.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.					lbs.	
6198	1st Bower	74	-	18	✓	-	-	56	-	-	✓ 73.5	BYERS STOCKLESS	Not Stated	LPHS. 24.7.44 F.W. Dorey ✓		
6599	2nd "	73	3	9	✓	-	-	55	15	-	✓ 73.0	" "	" "	" 14.10.44 " " ✓		
	3rd "										73.0					
	Collective weight										219.5					
6451	Stream	22	2	14	✓	5	2	18	22	16	3	14	✓ 22.0	ROGERS IRON STOCK	Not Stated	LPHC 22.9.43 N.V. 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.	Diam.					Length.	Ins.	Tons.	Length.	Ins.
3835	240 3/4	2 7/16	106.9	149 5/8	721	1 7	890 1/4	300	2 7/16	2 7/16	Head link Not stated	LPHN 26.10.44 J.A. Ref		TOWLINE	SW 130	5 1/4	77.5	130	5 1/4
											Two lengths of this cable are in two parts of 10 fms. & 5 fms. each.			HAWSERS & WARPS	SW 200	3 1/4	21.7	40/100	2 3/4
														HAWSERS	British Ropes		Four line 6 strands of 24 wires		
														HAWSERS	British Ropes		" Certificate dated 5.11.43		
														HAWSERS	British Ropes		Four line 6 strands of 12 wires. Certificate dated 18.11.43.		
non-Stream Chain or Steel Wire	120	5	70.9	—	6 strands of 24 wires				120	5	British Ropes	Certificate dated 2.4.43							

STEEL WIRE AND BLOCKS OPERATED BY STEAM WINCH ON POOP DEK.

STEERING Gear, Type (Power or hand) STEAM-HYDRAULIC BY HASTIE & CO ✓ Alternative Means of Steering 2 MOTOR LIFEBOATS 28' x 9'5" x 4' FOR 4 PERSONS

STEERING Chains (Size and Test) TELENOTOR CONTROL ✓ Windlass STEAM (EMERSON WALKER) ✓ Boats 2 LIFEBOATS 21 TONS

Ceiling in Holds, thickness and material NONE ✓ Cargo Battens, thickness, material and spacing NONE ✓

Cargo Hatchways.—(Upper Deck) 27 @ 4'0" DIA OR TIGHT 1 ON FLE. TRUNKED TO HOLD 8'0" x 8'0" Thickness of Hatches OR TIGHT COAMINGS .75" COVERS .42" W.T.

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

Number of Shifting Beams and/or Fore and Afters } ✓

FOR B. & W. HAWTHORN, LESLIE & CO. LIMITED

Builder's Signature C. Stephenson

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. ✓
 (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 ship has been built in conformity with the Society's Rules & Regulations & the Secretary's letter. The scantlings and arrangements are in accordance with, or equivalent to those shown on the approved plans.

The materials and workmanship are good.

The weather decks clear of tanks & the W.T. bulkhead above the forepeak tank have been here tested & found satisfactory.

The cargo tanks, cofferdams, peaks, oil fuel bunkers, deep tank forward, lubricating oil tanks, F.W. tanks & double bottom tanks have been tested as required by the Rules and found satisfactory. The requirements of Section 20 of the Rules where applicable for carriage of oil fuel having a flash point above 150°F. have been complied with. The oil fuel is carried in the cross bunker forward of the machinery space, in the fore deep tank and in part of the double bottom under the engines.

The windlass, main & auxiliary steering gear & emergency control of steering gear have been tried under working conditions & found satisfactory.

The assigned freeboards have been marked on the sides of the vessel, verified, cut in & painted.

The amount of Entry Fee..... £ 11: - - } Fees applied for, 12 DEC 1944 19
 Special Survey Fee..... £ 609 11 9 } Received by me, 19
 FREEBOARD
 Travelling Expenses, if any £ : : : }
 State whether the Vessel has been built under Special Survey Yes. I am of opinion the Vessel should be Classed 100A1
 "Carrying Petroleum in Bulk"
 Signature R.L. Hunter
 Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to NEWCASTLE-ON-TYNE. Date of issue 3/1/45
 FRI. 5 JAN 1945

Committee's Minute
 Character assigned + 100A1 Carry? Petroleum in Bulk
Lloyd's act: + LMC 12.44 CL
Oil Eng: 2 DS-180lb.

Write Nwc.

0111 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 Nmc RPT N: 99593 MV DONOVANIA
" " 99860 " DIPLODAN
" " 100147 " SAN VENANCIO
" " 100491 " NICANIA
" " 100736 " NIKULANA
" " 101017 " NATICINA
" " 102182 " SAN VELINO

Copies of the approved plans (as per attached list) are enclosed. These should be returned as soon as possible for reference in building sister vessels.

Reports for stern frame, rudder coupling, upper & lower bearings & tiller are enclosed.

A lower anchor & 60 fms of 2 3/8" dia chain cable will require to be supplied at end of present emergency, to bring the equipment up to Rule requirements.

This vessel is fitted with a bronze propeller and without zinc anti-corrosion plates.

PARTICULARS OF ELECTRIC WELDING (if employed)

Rudder, butts of side & bottom shell plating, seams of ~~side~~ shell plating in wake of anchors, seams & butts of deckhouses & boat deck, side stringers in tanks & minor items. The electric welding has been carried out using electrodes approved for the purpose. Also welded, double bottom structure aft, & butts of upper deck plating. Electrodes used are in accordance with "Rules for the application of electric arc welding to ship construction".

See letter 2.1.45

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

"LONGITUDINAL FRAMING AT BOTTOM AND DECK" "RUDDER ELECTRICALLY WELDED" "LOYD'S A & C.P." "CRUISER STERN" "MACHINERY AFT" "SINGLE SCREW" "ECHO SOUNDING DEVICE" "DIRECTION FINDER" "BUTTS OF SHELL PLATING ELECTRICALLY WELDED"

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

1st Bower Wt. OF HEAD COMPLETE 48 CWTs 1 Q. 1126 (Wt. LESS PINS & 43 CWTs 2 Q. 2 LBS) J.H.J 6251 12.5.44
2nd " " " " 45 " 1 " 44 (" " " 41 " — —) " 6355 12.7.44
3rd " " " " 52.6 " 51 "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 93.69 ft., R.Q.D. — ft., Bridge 44.50 ft., Forecastle 48.04 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated —

Official No. 180014 Signal Letters Extreme Breadth over Belting — Over-all Length 483.29 ft. (Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 DECK (STEEL) 2ND DECK CLEAR OF CARGO TANKS AND FORE HOLD

Parts of Bottom of Vessel coated with cement or approved composition ✓

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,		138.3
Double bottom, under Engines and Boilers, OIL FUEL	46.46		After peak tank,		85.6
Double bottom, if under Engines only, LUB. OIL	10.25		Deep tank, aft,	24.75	265.6
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward, 2 COFFERDAMS	3.00 EACH		Other tanks, if fitted,		
Total length (if continuous) and Capacity	59.27		(If necessary furnish further information by sketch.)		

Order for Special Survey No. 5693

Date 11-6-43

Dates of Surveys held while building

1943 Jan. 11 April 5, 8, 19, 28 May 21, 27 June 1, 2, 4, 10, 17, 28, 30 July 14, 23, 28 Aug. 11, 19, 24
30 Sept. 3, 6, 10, 20, 27 Oct. 8, 19, 26 Nov. 4, 8, 10, 12, 18, 19, 29 Dec. 6, 7, 9, 10, 14, 16, 21, 28, 30, 1944
Jan. 5, 10, 13, 20, 26, 28 Feb. 4, 10, 25 Mar. 7, 15, 17, 23, 24, 29 Apr. 4, 6, 12, 18, 21 May 2, 12, 19, 26
June 2, 4, 6, 7, 8, 9, 13, 13, 14, 15, 16, 19, 20, 21, 22, 24, 26, 27, 29, 30 July 1, 11, 13, 14, 17, 19, 20
26, 30, 31 Aug. 1, 3, 4, 15, 16, 17, 22, 29 Sept. 1, 4, 21, 26 Oct. 3, 4, 6, 12, 20, 23, 26 Nov. 13, 14, 16, 21, 22, 29
Dec. 4, 25, 27, 31 Total No. of Visits 136