

RECEIVED

STEEL STEAMER OR ~~MOTORSHIP~~ TANKER

Received at London Office 18 OCT 1949

20 OCT 1949

State if Report has been sent on the Freeboard of the Vessel *Yes*State if Report is sent on the Machinery of the Vessel *from Middlesbrough Office*

IN D.O.

Date of completion of report

Port of *Sunderland*

No. 35211

Survey held at *Sunderland*Date First Survey *12 September 1948*Last Survey *6th October*

1949

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

T.S.S. "GEMMA" Machinery aft, Twin Screw

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

*Full Scantling*State Type of Erections *Pop. trunk & foils*

TONNAGE under Tonnage Deck ...

*356.62*CLASS *1100A1. Carrying Petroleum in Bulk* State if with freeboard as condition of Class *No*

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

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

L *383.00*

Total

Breadth (greatest moulded)

B *62.50*

Gross Tonnage

5165.44

Register Tonnage

2515.41

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

D *18.45*

1st Longitudinal Number (L x D)

7125

2nd Numeral L x (B + D)

*30780*Built at *Sunderland*Launched *14th May, 1949* Yard No. *663*Builders *Messrs J.L. Thompson & Sons, Ltd.*Owners *N.V. Curacaosche Scheepvaart Maatschappij, The Hague, Holland.*

Managers

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry *Willemstad*

If surveyed while building, afloat, or in dry dock (15.9.49)

Yes

REGISTERED DIMENSIONS.

	FEET	METRES
Length	<i>383.80</i>	<i>116.98</i>
Breadth	<i>62.40</i>	<i>19.11</i>
Depth	<i>19.10</i>	<i>5.82</i>

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

20.25

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

20.25

Do. Long Bridge to top of keel

Draught Moulded

16' 4 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	<i>28</i>	✓	Bracket Floors, Frame	✓	
" " <i>IN FORE HOLD</i>	<i>24</i>	✓	" " Reversed Frame	✓	
" " <i>from 1/2 length amidships to Collision bulkhead</i>	<i>24</i>	✓	" " Vertical Struts	✓	
" " in peaks	<i>24</i>	✓	Centre Girder, depth and thickness amidships	<i>56 x .55 & .45</i>	✓
SIDE FRAMING. <i>SEE ALSO LONG FRAMING RPT 1 * ATTACHED</i>	<i>9 3 1/2 .42</i>	✓	" " top Angles	<i>3 1/2 3 1/2 .49</i>	✓
Frame Amidships, <i>Angle, E or F</i>	<i>4 3 1/2 .36</i>	✓	" " bottom Angles	<i>3 1/2 3 1/2 .49</i>	✓
with side girder & tie beams as approved	<i>Harbour Deck</i>	✓	Side Girders, No. each side and thickness	<i>3 @ .44 & .34</i>	✓
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	✓	
Reversed Frame Amidships, Angle	✓		" " Vertical Angle to Tank side	✓	
" " Extends up to	✓		Bracket abaft 1/4 len. from stem	✓	
Depth of Framing Girder	<i>7</i>	✓	" " Vertical Angle to Tank side	✓	
AT TRUNK SIDE (LONG)			Bracket from forward 1/4 len. from stem to Panting Area	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	<i>8 3 1/2 .44</i>	✓	Gussets, spacing and scantling abaft 1/4 len. from stem	✓	
" " Second 'tween Decks, Angle, E or F	✓		Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	✓	
" " Third	✓		Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
<i>IN FORE HOLD (EX. TO TRUNK DK)</i>	<i>7 3 .40</i>	✓	INNER BOTTOM PLATING. (AFT)		
<i>from 1/2 len. for'd. to 15% len. from Stem</i>	<i>6 3 .34</i>	✓	Breadth and thickness of Middle Line Strake	<i>.52 & .42</i>	✓
" " in Peaks, Angle or F	<i>7 3 .33</i>	✓	Thickness of remainder in Hold	<i>.52, .42 & .38</i>	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>3/4 @ 4 1/8"</i>	✓	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>	✓
State if Frame Joggled	<i>Yes</i>	✓	BEAMS. (AFT)		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>Yes</i>	✓	Uppermost Continuous Deck, amidships in	<i>7 3 .40 & as approved</i>	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>Yes</i>	✓	" " <i>Wells, Angle, E or F</i>	<i>8 3 .36 & as approved</i>	✓
SINGLE BOTTOM.			" " <i>in way of Bridge, Angle, E or F</i>	<i>Every frame</i>	✓
Floors, Depth and thickness at mid-line in Hold	<i>56 x .48</i>	✓	Second Deck, amidships, Angle, E or F	✓	
<i>WITH FACE BARS</i>	<i>9 3 1/2 .50 (DOUBLE)</i>	✓	Spacing	✓	
<i>DEPTH & THKS. IN WING TANKS.</i>	<i>32 x .36 WITH</i>	✓	Third Deck, amidships, Angle, E or F	✓	
Height of Brackets at side above base line at toe of frame	<i>3 1/2 3 1/2 .36 FACE BAR</i>	✓	Spacing	✓	
Middle Line Keelson, on Floor, TOP	<i>6 3 .40</i>	✓	Fourth Deck, amidships, Angle, E or F	✓	
Through Plate or Inter-costal Plate	<i>36 x .40</i>	✓	Spacing	✓	
" " Foundation Plate on Floors	✓		Poop Deck, Angle, E or F	<i>8 3 .42 & as approved</i>	✓
" " Flat Plate Keel Angles	<i>4 4 .52 (DOUBLE)</i>	✓	Spacing	<i>Every frame</i>	✓
Side Keelsons, No. each side	✓		Bridge Deck, Angle, E or F	✓	
" " thickness of Inter-costal Plate	✓		Spacing	✓	
" " Angles	✓		Forecastle Deck, Angle, E or F	<i>8 3 .40 & as approved</i>	✓
DOUBLE BOTTOM. (AFT)			Spacing	<i>Every frame</i>	✓
Solid Floors, thickness and spacing	<i>.44 & .34 (EVERY FRAME)</i>	✓			
" " <i>Are Frame and Reversed Frame joggled?</i>	<i>Yes, Floors welded to tank top.</i>	✓			
Bracket Floors, breadth and thickness at middle line	✓				
" " breadth and thickness at margin plate	✓				

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	One, in way of transverse			GIRDER	FACE BAR (D.A.)		
" in 'tween Decks, Size and Spacing				Stringer Plate, breadth and thickness in way of Bridge		5 3 .36	
" " " " "				GIRDER PLATE CONNECTING ANGLE TO Thickness of Plating abreast Deck openings in way of Wells	TRUNK DK.	3 1/2 3 .36	
" " " " "				Thickness of Plating abreast Deck openings in way of Bridge			
" " " " "				Thickness of Plating within line of openings			
" " " " "				If Sheathed, material and thickness			
LONGITUDINAL Centre-Line Bulkhead	(2 OFF - 1 P & 1 S)	8 3 .44		Third Deck.			
Stiffeners and Spacing	AT TRUNK SIDE. BELOW HARBOUR DK. LEVEL	90 x .60		Stringer Plate, breadth and thickness			
Plating, thickness of		.40		If Plated, state thickness			
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck. (HARBOUR DK.)		7 1/2 x .48		Stringer Plate, breadth and thickness			
Stringer Plate, breadth and thickness in Wells				If Plated, state thickness			
" " " " " in way of Bridge				Poop Deck.			
" Angle in Wells		5 5 .48		Stringer Plate, breadth and thickness		.44	(NOT SHEATHED)
Thickness of Plating abreast Deck openings in way of Wells	HARBOUR DK.	.48		Plating, Sheathing, material and thickness		.50 TO .34	
Thickness of Plating abreast Deck openings in way of Bridge	TRUNK DK.	.64		Bridge Deck.			
Thickness of Plating within line of openings				Stringer Plate, breadth and thickness			
If Sheathed, material and thickness				Plating, Sheathing, material and thickness			
C.L. GIRDER UNDER TRUNK DK.				Forecastle Deck.			
Second Deck.				Stringer Plate, breadth and thickness		.34	
GIRDER Stringer Plate, breadth and thickness in Wells		54 x .36 (INTERCOSTAL)		Plating, Sheathing, material and thickness		.34	(NO SHEATHING)

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	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.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
Flat Plate Keel.....	55 ✓	.66 ✓	.55 ✓	.52 ✓		Double ✓	7/8 ✓	3/16 ✓					
„ Dblg. (if any)	✓	✓	✓	✓		✓							
Bottom Plating, No. of Strakes <i>(FOUR)</i> ...	4, 8, & C ✓	.50 ✓	.55 ✓	.42 ✓		} Double ✓	3/4 ✓	2 5/8 ✓					
Bilge Plating, No. of Strakes <i>(ONE)</i>52 ✓	.46 ✓	.45 ✓									
		.52 ✓	.48 ✓	.50 ✓									
Side Plating, No. of Strakes	✓	✓	✓	✓		✓							
Upper Deck, Sheer- strake in Wells	93 ✓	.48 ✓	.42 ✓	.42 ✓		Double ✓	3/4 ✓	2 5/8 ✓					
Upper Deck, Sheer- strake in Bridge ...	✓	✓	✓	✓		✓							
Strake below Sheer- strake in Wells	93 ✓	.48 ✓	.42 ✓	.42 ✓		Double ✓	3/4 ✓	2 5/8 ✓					
Strake below Sheer- strake in Bridge ...	✓	✓	✓	✓		✓							
Poop Side Plating.....	✓	✓	✓	.38 ✓		Single ✓	3/4 ✓	3 ✓					
Bridge Side Plating.....	✓	✓	✓	✓		✓							
Forecastle Side Plating	✓	✓	.40 ✓	✓		Single ✓	3/4 ✓	3 ✓					

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c)

Deck next below

As per Rule

Ten (10)

Six (6)

FORGINGS AND CASTINGS.

Casting or Forging.

Scantlings.

Maker's Name.

Any Departure from Approved Plans to be Noted.

KEEL, Bar	FLAT PLATE		
STEM	UPPER - M.S. FASHION PLATE		
	LOWER - ROLLED BAR	8" x 2 7/8"	
STERN FRAME	Propeller Post	c.s.	
	Rudder		
Speed of Vessel		12	
RUDDER—Type		Semi-balanced	
" A x D		30 1/2	
" Diam. of head		11 5/8	
" Mainpiece at top pintle		9 1/2	
" " heel		9"	
" how constructed		Fabricated & welded as per plan	
" double or single plate coupling, vertical or horizontal		.50	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	.38	8" x 3" x .46	28 3/4"	35" x 40" x .36	30"
" " Second	.38	8" x 3" x .40	28 3/4"	23" x 36" x 3 1/2" FL.	30"
" " Third					
" " Holds					
COLLISION	(in Hold) FR. 158	7 1/2" x 3 1/2" x .38	30"	Flat on Fore side	
AFTER PEAK	FR. 9	7 1/2" x 3 1/2" x .38	30"	W.T. flat	

STEEL.

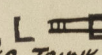
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens Open Hearth*
Appleby - Frodingham Steel Co., Ltd.; Skinningrove Iron Co., Ltd.; Dorman Long & Co., Ltd.; Carrs Fleet Iron Co., Ltd.; South Durham Steel & Iron Co., Ltd.; Consett Iron Co., Ltd.; & Colvill's, Ltd.
Has the Steel been tested as required by the Rules? *Yes.*

Rpt. 1*.

T.S.S. "GEMMA"

SUNDERLAND RPT. NO 35211

PARTICULARS OF LONGITUDINAL FRAMING.
(AT BOTTOM IN CENTRE TANKS, UPPER DECK & TRUNK DECK & SIDES)

FRAMING.	AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.				
	In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.
aming of E, L 												
ames in Bridge 'tween Decks												
ames from Uppermost Continuous Deck												
No. 1	8	3½	.44	✓				7/8	5/4	throughout.	As approved.	
" 2												
" 3												
" 4												
" 5												
" 6												
" 7												
" 8												
" 9												
" 10												
" 11												
" 12												
" 13												
" 14												
" 15												
" 16												
Spacing of Longitudinal Frames												
Amidships	30	✓										
At Ends	✓											
TRUNK SIDES												
Tank Top Longitudinals												
(C/T TANK)	12	3½	.46	✓				3/4	4½	10 Rivets @ 3"		
Bottom								EXCEPTING IN FOR TANK (NOT) WHERE				
Amidships	28¾	✓						3/4	3/8			
At ends...	✓											
Transverses.												
Side												
Depth and Thickness	21 x .40	✓										
Face Angles	3½ 3½ .40	✓										
BULKHEAD												
Lugs to Shell	6 4 .50 (TEE BAR)	✓										
Side												
in Hold												
Depth and Thickness	✓											
Face Angles	✓											
Lugs to Shell	✓											
CENTRE TANK	50 x .48	✓										
WING TANK	32 x .36	✓										
Depth and Thickness	9 3½ .50 BA	✓										
Face Angles	3½ 3½ .36	✓										
(DOUBLE)												
(SINGLE)												
Lugs to Shell	5/16 DOUBLE FILLET WELDS	✓										
3 3 .36 (CONTS)	✓											
Bottom												
Lugs to Shell	✓											
Back Bars	✓											
Brackets	✓											
Spacing of Transverse Frames	11'8" & 9'4"	✓										
* State if joggled or liners.	SHELL FRAME IN WING TANK JOGGLED	✓										
Longitudinal												
Beams of												
TRUNK												
Bridge Deck	8 1½ .40	✓						28¾	✓			
Upper	7 3 .36	✓						28¾	✓			
CHAMBER DECK												
Second	✓											
Third	✓											
Transverse Beams.												
Plate.	34½ x 28½	✓										
Face Angles.	x .40 5 x 3½ x .40 (SINGLE)	✓										
Any departure from Approved Plans to be Noted.	25 x 15 x .36 5" FLANGE	✓										

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., to be entered in their respective places provided for on the Report Forms.

NOTE.—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, &c., on the first page.

EQUIPMENT No. 33476												LETTER 4	ANCHORS.			
Number of Certificate.	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.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.				
53043	1st Bower	60	2	21	✓	✓	✓	48	15	0	0	✓	60	Stockless	✓	LPH-S 28-10-48 J.H. ✓
52871	2nd "	60	0	0	✓	✓	✓	48	7	2	0	✓	60	do	✓	LPH-S 14-9-48 J.H. ✓
53044	3rd "	50	3	21	✓	✓	✓	43	0	0	0	✓	50 1/2	do	✓	LPH-S 28-10-48 J.H. ✓
	Collective weight	171	2	14									170 1/2			
53201	Stream	16	1	10	✓	✓	✓	14	14	0	7	✓	16 1/4	Steel Stock (RODGER TYPE)	✓	LPH-S 13-12-48 W.D.S. ✓

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.		
	Fathoms.	Ins.	Tons.	Break-ing.	Supplied.	Per Rule.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
78402	135	2 1/2	✓	✓	326-2-16	✓	645 3/4	270	2 1/2	Stud link	N. Hingley & Sons, Ltd.	LPH-CH, 7-2-49, HP	TOWLINE	120	4 3/4	47.0	120	4 3/4	✓
78403	135 1/2	2 3/4	✓	✓	328-1-14	✓						LPH-CH, 7-2-49, HP	HAWSERS & WARPS	40	3	18.6	2090	2 3/4	✓
	One length of this cable is in 2 parts - viz - 10 & 5 fms.																		
					655-0-2	✓								90			2090	2 1/2	✓
Stream Chain - Steel Wire	90	4 3/4	✓	✓	47.0 (6x12)			90	4 3/4	G.S.W.H. British Rope Co.				↑ Owners' requirements					

Steering Gear, Type (Power or hand) *J. Hasties - Steam Hydraulic with telemotor control.* Alternative Means of Steering *Efficient arrangement of blocks & tackle led to after warping winch.*

Steering Chains (Size and Test) *✓* Windlass *Steam 10" x 12 1/2"* *{ 2 Steel Boats 30.0' x 9.5' x 4.0' (One) 1 dumpy 18.0' x 5.75' }*

Cargo in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *✓*

Hatchways. (Upper Deck) *Steel coamings 4'-0" x .40" thk. welded to deck* Thickness of Hatches *40" Steel O.T. Covers.*

Hatchways No. 1 (Fwd.) *4'-0" dia.* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Shifting Beams *✓* or Fore and Afters *✓*

Builder's Signature *McLennan* GENERAL MANAGER

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. *Oil Tanker* 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, and the Secretary's letters. The scantlings and arrangements are in accordance with or equivalent to those shown on the approved plans. The materials and workmanship are of good quality. double bottom, peaks, deep oil fuel and fresh water tanks, the cargo oil & water ballast tanks (please see also General Remarks), cofferdams, decks, bulkheads, W.T. doors, steering gear, hand pump & windlass have been tested and found satisfactory. The freeboards assigned by the Committee have been verified and are in on the vessel's sides. Oil is carried as fuel in the oil fuel cross bunker (P.S.) forward of chimney space, and in double bottom tanks (P.S.) (for 25.40) under boilers. The flash point of oil not lower than 150°F. Section 20 of the Rules has been complied with.

Ship between the cofferdam forward & the pump room aft is divided into 15 cargo and water ballast tanks, viz:- 7 centre and 2 wing tanks (P.S.), Nos 2 & 3, for the carriage of petroleum in bulk, and two wing tanks (P.S.), Nos 1 & 4, suitable for the carriage of water ballast only. (P.T.O. for continuation)

Amount of Entry Fee..... £ : :	Fees applied for, OCT 17 1949	(Special notations, where part of class, to be stated.)
Special Survey Fee..... £ 924. 0. 0	Received by me, 19	
FREEBOARD 28. 0. 0		
Travelling Expenses, if any..... £ : :		
State whether the Vessel has been built under Special Survey <i>Yes</i>	I am of opinion the Vessel should be Classed <i>+100A.1.</i>	
	<i>Carrying Petroleum in Bulk</i>	
Certificate to be sent to <i>Manchester</i>	Signature <i>A. Forreth</i>	Surveyor to Lloyd's Register of Shipping.
Date of issue <i>24/1/50</i>		
Committee's Minute		
Character assigned <i>+100A.1</i>		
<i>Carrying Petroleum in Bulk</i>		
<i>Fitted for oil fuel 12.49 F.P. above 150°F</i>		
<i>Lloyd's 178CP + Line Q4920</i>		
<i>FD OG</i>		
<i>2 NTR</i>		

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.)

The cofferdam forward separates the No 4 cargo tank (c.) from the hold space, and the pump room is situated aft between the oil fuel cross bunker tanks, and the No 1 cargo oil tanks. Complete pumping arrangements have been fitted for dealing with the Cargo oil, also for dealing with the fore peak tank, hold & cofferdam forward, and the No 4 wing ballast tanks (P&S), and also the after peak tank D.B. tanks, well & tank top bilge keel at after end, and the No 1 wing ballast tanks (P&S). The chain locker & fore peak flat are drained by a manual pump.

This ship is the fourth of this type to be built by Messrs J.L. Thompson & Sons, Ltd., and is a sister ship to their Yard No 643 - "GALEOMMA" - (Sld. Rpt. No. 34479)
" - 645 - "GANESSELLA" - (Sld. Rpt. No. 34516)
" - 655 - "GOMPHINA" - (Sld. Rpt. No. 34861)

The following casting certificates are enclosed: Sternframe, Shaft brackets (P&S), Rudder head, main & spare tillers, and Certificate for Steering gear.

The vessel was also placed in drydock, shell plating and rudder cleaned, examined & coated. Note: Damage stated to have been caused by ship coming in contact with dock entrance whilst being drydocked at Smith's Drydock, North Shields, on the 15th September, 1949.

On examination it was found that shell plates "F" & "G" 1/6 (Starboard side fore) and fr. No 145 in way slightly set in over 2 frame spaces in way of seam.

Now done: Shell plates "F" & "G" 1/6 (S.S.F.) and fr. No 145 in way forced in place and rivets & caulked adjacent overhauled as necessary. On completion of these repairs some tests and found satisfactory.

Rudder Alteration

Satisfactory sea trials were carried out on the 19th & 20th September with the exception of the steering trials. Whilst the required times for putting the rudder hard over (Please see Cont. Sheet attached)

PARTICULARS OF ELECTRIC WELDING (if employed) Butts of keel & shell plating throughout & of the upper, trunk & poop deck plating (in way oil tanks) welded, upper deck at fore & after ends and F.P. tank top welded to shell & upper dk. also welded to trunk sides. Butts & seams of E.R. tank top plating, fore & after peak tank bds. & stiffeners thereto welded. Side girders in E.R. double bottom tanks & in fore hold welded. In cargo tanks transverse bds. welded to long. bds. & long. bds. to shell; horizontal girders welded to shell & bds., and transverse in Co. tanks welded to shell. Hatch & vent coamings, rudder & other items of minor importance welded. Electrodes complying with Sect. 4 of the Rules have been employed for manual welding; the Rules for the Application of Electric Arc Welding in Ship Construction have been complied with where applicable.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Carrying Petroleum in Bulk; Fitted for oil fuel 10,49, F.P. above 150°F.; Longitudinal Framing at bottom in Centre Tanks, and at Upper Deck and Trunk decks; Shell & Deck butts welded; Cruiser Stern; and Lloyd's A. & C.P.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	2nd "	3rd "	STREAM.
	38 - 1 - 14, A.E.G., 506, 29-6-48.	38 - 0 - 14, J.H.J., 9909, 2-7-48.	32 - 3 - 14, A.E.G., 9944, 16-1-48.	45 - 3 - 10, J.H.J., 9285, 1-10-47.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98.5 ft., R.Q.D. 62.90' ft., Forecastle 46.25 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated. Official No. (Antic.) 7838 Signal Letters PEIS Extreme Breadth over Moulding 62.90' Over-all Length 399.9' (Circ. 1611) (Circ. 1703) No. and Material of Decks One (1) Steel deck (Upper); Forecastle, Trunk & Poop decks, steel. Parts of Bottom of Vessel coated with cement or approved composition. Fore & After peak tanks cemented on bottom & cement washed down. All other tanks required to carry oil as fuel or cargo & D.B. feed water tank uncoated (Latter Owner's Requirement). Particulars of composition (if fitted) and of approval. Boiler room structure & seating below floor level, chain locker bottom, & in way domestic refng. chambers coated with Bitumastic Solution & Enamel.

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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft, ONLY FRS. 28-40	21.00	153.0	Fore peak tank,	18.0	46.9
Double bottom, under Engines and Boilers	36.00	77.0	After peak tank,	18.0	108.8
COFFERDAM, FRS. 27-28	2.25	10.0	Deep tank, aft, No 1 WING TANKS (P&S) FRS. 48-62	32.67	411.8
Double bottom, if under Engines only,			Deep tank, forward, No 4 - (P&S) - 118-146	65.33	843.2
Double bottom, if under Boilers only,			Other tanks, if fitted, FOR COFFERDAM FRS. 146-147	3.00	98.5
Double bottom, forward,			(If necessary furnish further information by sketch.)		
Total length (if continuous) and Capacity	65.25	240.0			

Order for Special Survey No. 6265
Date 6-11-47
Dates of Surveys held while building
1948 Sep 7, 8, 17, 20, 28 Oct 1, 5, 6, 8, 11, 13, 15, 20, 27, 29 Nov 3, 9, 16, 24, 30 Dec 3, 6, 8, 13, 16, 21, 24, 29
1949 Jan 3, 6, 11, 14, 19, 18, 19, 21, 24, 26 Feb 1, 2, 4, 7, 8, 11, 14, 15, 16, 18, 22, 25 Mar 1, 3, 14, 17, 21, 23, 25, 31 Apr 4, 7, 11, 12, 13, 15, 20, 21, 22, 26, 27, 28, 29, 30 May 1, 3, 5, 6, 8, 9, 10, 11, 12, 14, 15, 16, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 Jun 1, 3, 5, 6, 8, 9, 10, 11, 12, 14, 15, 16, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 Jul 1, 3, 5, 6, 8, 9, 10, 11, 12, 14, 15, 16, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 Aug 1, 3, 5, 6, 8, 9, 10, 11, 12, 14, 15, 16, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 Sep 1, 3, 5, 6, 8, 9, 10, 11, 12, 14, 15, 16, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30
Total No. of Visits 128

Rpt. 9a.

T.S.S. "GEMMA"

Port of Sunderland

Continuation of Report No. 35211 dated OCT 17 1949

on the

Rudder Alteration Contd.

to hard over were obtained somewhat serious lateral jerking and vibration was observed on the rudder stock in the steering gear compartment, at revolutions varying from 70 upwards to full power. This was very pronounced when rudder moving between 10° & 25° of helm, but was not evident when the rudder was held hard over on a turning circle.

To remove any doubt concerning the efficient seating of the rudder carrier and the bottom bearing rings the rudder was lifted 1/32", the carrier and steering gear at tiller head opened out and examined, clearances checked, and all replaced in good order. On completion further sea trials were carried out on the 24th September when similar steering conditions were again manifest.

As a result it was decided that the rudder design required modification, and subsequently after discussion between the Owners and the Tank Authority the rudder was amended in design as per approved plan attached hereto.

Vessel drydocked as a result the original rudder removed, altered, and refitted satisfactorily, and all replaced in position. On completion the steering gear operated and rudder swung over in drydock.

Finally further sea trials for steering carried out on the 6th October, 1949, and found satisfactory, no undue vibration being apparent.

To enable the ship to proceed on her voyage to Antwerp in respect of the Dutch Authorities Clearances a Provisional Classification Certificate issued. Copy attached hereto.

[Signature]

This ship altered from a trunk decker to a flush decker at Stew. Jan. 1957
New Rpt No 108130, and
Service limits added.



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Lloyd's Register Foundation

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