

REC-1
5 NOV 1948

STEEL ~~STEAMER~~ OR MOTORSHIP.

Received at London Office

IN 1

WRECK
SECTION

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

State if Report is sent on the Machinery of the Vessel *yes* *sure*

3 NOV 1948

Date of completion of report *924*

Port of *Sunderland*

No. 34993

Survey held at *Sunderland*

Date First Survey *April 21st - 1947*

Last Survey *25th October 1948*

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

M.V. "ATHELKNIGHT"

Machinery aft

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

Full Scantling

State Type of Erections *Ref., Bridge & Truss*

TONNAGE under Tonnage Deck ... *7986.07*

CLASS *100A1 Carrying Molasses or Petroleum in Bulk*

State if with freeboard *No*
Condition of Class *No*

Built at *Sunderland*

Launched *23rd April 1948* Yard No. *779*

Builders *Sir James Laing & Sons Ltd*

Owners *Athel Line Limited*

Managers

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry *LIVERPOOL*

If surveyed while building, afloat, or in dry dock

While building

No. of space or spaces between Tonnage Dk. and Upper Dk.

Gross Tonnage *9087.33*

Register Tonnage *5215.96*

REGISTERED DIMENSIONS.

FEET

Length *474.5*

Breadth *63.6*

Draught *34.65*

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 465.0*

Breadth (greatest moulded) *B 63.29*

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 34.58*

1st Longitudinal Number (L x D) *= 16080*

2nd Numeral L x (B + D) *= 45509*

Framing Depth "d," at middle of length. See Sec. 3 (1d) *22.33*

Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.45*

Do. Long Bridge to top of keel *✓*

Draught Moulded *28' 1/4*

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 <i>amidships MCHY SPACE BTM FR5</i>	<i>30</i> ✓		Bracket Floors, Frame	✓	
" " <i>IN FORD HOLD from 1/2 length amidships to Collision bulkhead</i>	<i>26</i> ✓		" " Reversed Frame	✓	
" " <i>in peaks</i>	<i>24</i> ✓		" " Vertical Struts	✓	
SIDE FRAMING. (LONGITUDINAL)			Centre Girder <i>IN MCHY SPACE AFT</i> depth and thickness amidships	<i>64 3/4 x 55</i>	
Frame Amidships, Angle, [or]			" " <i>do</i> top Angles <i>DOUBLE</i>	<i>3 1/2 x 3 1/2 x 44</i>	
" " Extends up to	<i>SEE</i>		" " <i>do</i> bottom Angles <i>DOUBLE</i>	<i>5 x 5 x 51</i>	
Reversed Frame Amidships, Angle	<i>ATTACHED RPT 1*</i>		Side Girders, No. each side and thickness	<i>2 @ 60</i>	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	✓	
Depth of Framing Girder			" " Vertical Angle to Tank side	✓	
Frames in <i>POOP</i> <i>Uppermost Continuous</i> <i>between</i> Decks, Angle, [or]	<i>7 x 3 x 38L</i>		" " Bracket abaft 1/4 len. from stem	✓	
" " Second 'tween Decks, Angle, [or]	✓		" " Vertical Angle to Tank side	✓	
" " Third	✓		" " Bracket from forward 1/4 len. from stem to Panting Area	✓	
" " from 1/2 len. for'd. to 15% len. from Stem	✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem	✓	
" " in Peaks, Angle or [<i>9 x 3 1/2 x 38L</i>		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>SEE RPT 1*</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
State if Frame Joggled	✓		INNER BOTTOM PLATING. IN MCHY SPACE		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>yes</i> ✓		Breadth and thickness of Middle Line Strake	<i>48 x 53</i>	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>yes</i> ✓		Thickness of remainder in Holds	<i>1 1/4 TO 43</i>	
SINGLE BOTTOM. FORWARD			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> ✓	
Floors, Depth and thickness at mid-line in <i>HOLD FOR'D. BALLAST TANK</i>	<i>39 x 40 6ft</i>		BEAMS. (LONGITUDINAL)		
Height of Brackets at side above base line at toe of frame	✓		Uppermost Continuous Deck, amidships in Wells, Angle, [or]		
Middle Line Keelson, on Floors, Angles, [or]	<i>CENTRELINE BULKHEAD</i> ✓		" " in way of Bridge, Angle, [or]		
" " Through Plate or Intercostal Plate	✓		Spacing		
" " Foundation Plate on Floors	✓		Second Deck, amidships, Angle, [or]	<i>SEE</i>	
" " Flat Plate Keel Angles	<i>6 x 6 x 50 SINGLE</i>		Spacing	<i>ATTACHED RPT 1*</i>	
Side Keelsons, No. each side	<i>TWO</i>		Third Deck, amidships, Angle, [or]		
" " thickness of Intercostal Plate	<i>40</i> ✓		Spacing		
" " Angles	<i>8 x 3 x 40L</i>		Fourth Deck, amidships, Angle, [or]		
DOUBLE BOTTOM. MCHY SPACE AFT			Spacing		
Solid Floors, thickness and spacing	<i>42 @ 30</i>		POOP Deck, Angle, [or]	<i>8 x 3 x 35L - 8 x 3 x 38L</i>	
" " Are Frame and Reversed Frame joggled?	<i>FRAME ONLY</i> ✓		Spacing	<i>EVERY FRAME</i> ✓	
Bracket Floors, breadth and thickness at middle line	✓		Bridge Deck, Angle, [or]	<i>8 x 3 x 48L - 7 x 3 x 40L</i>	
" " breadth and thickness at margin plate	✓		Spacing	<i>36 APART</i> ✓	
			Forecastle Deck, Angle, [or]	<i>8 x 3 x 35L</i>	
			Spacing	<i>EVERY FRAME</i> ✓	

(MADE IN ENGLAND.)

004263-004274-0147 1/3

PILLARS AND DECKS.

PILLARS, No. of Rows	IN FOCLE TW DECKS	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	Stringer Plate, breadth and thickness in way of Bridge	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
25	DIA.	✓		78 x 46	✓	
in 'tween Decks, Size and Spacing POOP				Thickness of Plating abreast Deck openings in way of Wells	44	✓
FORE HOLD				Thickness of Plating abreast Deck openings in way of Bridge	✓	
in Holds				Thickness of Plating within line of openings	✓	
SUMMER TANK SIDE				If Sheathed, material and thickness	✓	
Centre Line Bulkhead.				Third Deck.		
Stiffeners and Spacing				Stringer Plate, breadth and thickness	✓	
Plating, thickness of				If Plated, state thickness	✓	
STRINGERS AND DECKS.				Fourth Deck.		
Uppermost Continuous Deck.				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				Stringer Plate, breadth and thickness	49 x 42 & 38	✓
Thickness of Plating abreast Deck openings in way of Wells				Plating, Sheathing, material and thickness	30 2 1/2 O.P. SHEATHING	✓
Thickness of Plating abreast Deck openings in way of Bridge				Bridge Deck.		
Thickness of Plating within line of openings				Stringer Plate, breadth and thickness	47 x 44	✓
If Sheathed, material and thickness				Plating, Sheathing, material and thickness	34 2 1/2 O.P. SHEATHING	✓
Second Deck. (IN SUMMER TANKS)				Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells				Stringer Plate, breadth and thickness	38	✓
				Plating, Sheathing, material and thickness	36-50 @ W.LASS	✓

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <u>NO.</u>	RIVETS.		No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	RIVETS.		Diam.	Spacing cr. to cr.		
								Diam.					Spacing cr. to cr.
Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.			
Flat Plate Keel.....	60✓	96✓	84✓	83✓		DOUBLE ✓	1✓	4✓	WELDED	-	-	BUTT WELDS	
„ Dblg. (if any)	✓												
Bottom Plating, No. of Strakes A.B.C.....		78✓	51✓	79✓		do ✓	7/8✓	3 1/2✓	do	-	-	do	
Bilge Plating, No. of Strakes D.....		78✓	78✓	65✓		do ✓	7/8✓	3 1/2✓	do	-	-	do	
Side Plating, No. of Strakes E.....		65✓	51✓	63✓		do ✓	7/8✓	3 1/8✓	do	-	-	do	
Side Plating, No. of Strakes F.G.....		63✓	48✓	50✓		do ✓	7/8✓	3 1/8✓	do	-	-	do	
Upper Deck, Sheer- strake in Wells J.....	69✓	1.01✓	56✓	55✓		do ✓	1✓	3 1/2✓	do ✓	-	-	do ✓	
Upper Deck, Sheer- strake in Bridge J.....	1.16" AT BRIDGE & POOP FRONT ✓												
Strake below Sheer- strake in Wells H.....	90✓	81✓	48✓	53✓		do ✓	1✓	3 1/2✓	do	-	-	do	
Strake below Sheer- strake in Bridge H.....		81✓				do ✓	1✓	3 1/2✓	do	-	-	do	
Poop Side Plating...K..				42✓		SINGLE	7/8✓	3 1/8✓	do ✓	-	-	do ✓	
Bridge Side Plating..K.		44✓				LAPPED TO STRINGER ANGLE	do ✓		do ✓	-	-	do.	
Forecastle Side Plating			44✓			SINGLE	7/8✓	3 1/2✓	do.	-	-	do.	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	12 for Record.
Extending to Upper Deck (Sec. 3 c)	17 (clear of summer tanks)
Deck next below	-
As per Rule	7

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	✓			
STEM	M.S.	10 1/2 x 23 1/4	52	PLATE
STERN FRAME	Propeller Post	CAST WOLSHINGHAM STEEL	COLTD	
	Rudder	AS PER APPROVED PLAN		
Speed of Vessel		12 1/2 KNOTS	✓	
RUDDER—Type		ORDINARY WOLSHINGHAM STEEL	COLTD	
" A x D.		676	✓	
" Diam. of head		13 1/2	✓	
" Mainpiece at top pintle		14 1/2	✓	
" " heel		10	✓	
" how constructed		FABRICATED	per plan	
" double or single plate coupling, vertical or horizontal		DOUBLE	57	PLATE
		HORIZONTAL		

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	34 ✓	6x3x36 ✓	OA WELDED @ 31 ✓		✓
" " Second " "		✓			
" " Third " "		{	HORIZ. GIRDERS	10 24x40 3 1/2x3 1/2 40 FACE BAR	
" " Holds " "			10 30x40 7x3 1/2 48 L " "	10 33x40 7x3 1/2 56 L " "	
	51-39	12x42	P.O.B.S @ 31	WEB 60x46 7x3 1/2x57	DOBLE FACE BAR
			INCREASED FORD AS APPROVED		
COLLISION " (in Hold) FRE 25	52-30	6x4x32	OA WTD @ 31	3 S.B. BEAMS	1-6L HORIZ
AFTER PEAK " FRE 10	46-75	33x4x46	OA WTD @ 30	2 S.B. BEAMS	6

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open hearth*
Appleby Frodingham, Consett Iron Co. Cargo & Dorman Long Skinningrove
South Durham.

Has the Steel been tested as required by the Rules? *yes.*

Rpt. 1*

PARTICULARS OF LONGITUDINAL FRAMING.

3 NOV 1941 GUNDERLAND RPT. NO. 34993

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.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.
Between Decks ... Closest Continuous	No. 1	6 x 3 x 30L	✓		7 x 3 1/2 x 33L	✓	7 x 3 1/2 x 33L		3/4	4 1/2		7	7/8 To FR
	2	7 x 3 1/2 x 40L	✓		7 x 3 1/2 x 33L	✓	7 x 3 1/2 x 33L		1	6		do	WELD TO BHP
	3	7 x 3 1/2 x 40L	✓		7 x 3 1/2 x 33L	✓	7 x 3 1/2 x 33L		1	6		do	
	4	8 x 3 1/2 x 35L	✓		7 x 3 1/2 x 35L	✓	7 x 3 1/2 x 33L		7/8	5 1/4		8	7/8 To FR
	5	8 x 3 1/2 x 36L	✓		7 x 3 1/2 x 35L	✓	7 x 3 1/2 x 34L		do	✓		do	WELD TO BHP
	6	9 x 3 1/2 x 40L	✓		7 x 3 1/2 x 38L	✓	7 x 3 1/2 x 34L		do	✓	9 RIVS @ 4	9	7/8 To FR
	7	9 x 3 1/2 x 40L	✓		7 x 3 1/2 x 38L	✓	8 x 3 1/2 x 35L		do	✓	do	do	WELD TO BHP
	8	9 x 3 1/2 x 40L	✓		8 x 3 1/2 x 40L	✓	8 x 3 1/2 x 35L		do	✓	do	do	
	9	9 x 3 1/2 x 45L	✓		9 x 3 1/2 x 38L	✓	DEEP TANK TOP		do	✓	do	do	
	10	10 x 3 1/2 x 40L	✓		9 x 3 1/2 x 43L	✓	9 x 3 1/2 x 38L		do	✓	9 RIVS @ 3 1/8	10	7/8 To FR
	11	10 x 3 1/2 x 40L	✓		10 x 3 1/2 x 40L	✓	9 x 3 1/2 x 46L		do	✓	do	do	WELD TO BHP
	12	10 x 3 1/2 x 44L	✓		10 x 3 1/2 x 40L	✓	10 x 3 1/2 x 40L		do	✓	do	do	
	13	12 x 3 1/2 x 3 1/2 x 42L	✓		10 x 3 1/2 x 45L	✓	10 x 3 1/2 x 42L		do	✓	do	16	7/8 To FR
	14	15 x 4 x 4 x 42L	✓		10 x 3 1/2 x 45L	✓	10 x 3 1/2 x 46L		do	✓	do	18	7/8 To FR
	15	15 x 4 x 4 x 42L	✓		11 x 3 1/2 x 43L	✓	11 x 3 1/2 x 43L		do	✓	do	20	7/8 To FR
	16	BACK BARS			11 x 3 1/2 x 43L	✓	11 x 3 1/2 x 43L		do	✓	do	do	WELDED TO BHP
	17	do TO BOTTOM			11 x 3 1/2 x 43L	✓	11 x 3 1/2 x 43L		do	✓	do	do	
	18	LONGITUDINALS			11 x 3 1/2 x 43L	✓			do	✓	do	do	
	19	do FORD OF 1/2 L			11 x 3 1/2 x 43L	✓			do	✓	do	do	
	20	do 4 x 3 1/2 x 44			11 x 3 1/2 x 43L	✓			do	✓	do	do	
Amidships		SIDES 30" BTM 31"			11 x 3 1/2 x 43L	✓		LONGITUDINAL FRAMES OF BOTTOM WELDED	do	✓	do	do	
At Ends		do			do			FOR 2'-0" IN LIEU OF BACK BARS.	do	✓	do	do	
Top Longitudinals													
Bottom													
Longitudinals													
At ends...													
		Transverse framing in Mch space											
Transverses.									Rivets in Lugs to Shell.				
									Diam.	Speng.			
Between Decks	Depth and Thickness	19 x 40											
	Face Angles	3 1/2 x 3 1/2 x 40											
	Lugs to Shell*	Joggled 3 1/2 x 3 1/2 x 40							1	4 1/2			
Side Hold)	Depth and Thickness	35 x 46											
	Face Angles	6 x 3 1/2 x 60 OA											
	Lugs to Shell*	Joggled 6 x 6 x 46							7/8	4			
Bottom	Depth and Thickness	51 x 47											
	Face Angles	10 x 3 1/2 x 57											
	Lugs to Shell*	Joggled 6 x 6 x 47							7/8	4			
		Back Bars											
		TOP 54 x 42 5 PL 6 3 1/2 x 3 x 42 STIFFER											
		BTM 66 x 47 5 PL 6 3 1/2 x 3 x 46 STIFFER											
Spacing of Transverse Frames...		9'-4 1/2 & 8'-0"											
		* State if joggled or liners.											
Longitudinal	Bridge Deck	Transverse											
	Upper	7 x 3 1/2 x 40L											
	Second	7 x 3 x 44L											
	Third	5 1/2 x 3 x 30 BA app											
									Spacing.				

EQUIPMENT No. 47645

LETTER at

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.					
52218	1st Bower	81	3	21	✓	✓		59	10	0	0	81 1/4	Byer's stockless	W.L. Byer 8/10	L.P.H-S 11-5-48 J.H.	
52226	2nd "	81	1	7	✓	✓		59	10	0	0	81 1/4	do	do	L.P.H-S 13-5-48 J.H.	
51740	3rd "	70	1	0	✓	✓		54	0	0	0	69 1/2	do	do	L.P.H-S 6-1-48 J.H.	
	Collective weight	233	2	0	✓							232 cwts 5				
51981	Stream	24	2	7	6	0	✓	20	24	8	1	21	23 cwts 2 qrs	Rodger's Steel stock	do	L.P.H-S 12-3-48 J.H.

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.	Diam.	Stations.	Break-ing.	Supplied.	Per Rule.	Cwts.	Fathoms.	Diam.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
8589	300 3/4	2 1/2	112 1/2	157 1/2	946-2-7	✓	940	300	2 1/2	Stud	✓	L.P.H. 5 12-5-48 W.U.N.	TOWLINE	130	5 1/2	84 1/4	130	5 1/2
8590	3 LINKS	3 3/4	112 1/2	157 1/2	7-3-0	✓				TWO ATTACHMENTS EACH CONSISTING OF 3 OPEN LINKS	✓	L.P.H. 5 12-5-48 W.U.N.	HAWSERS & WARPS	4e90	3 1/2	35.2	4e100	2 3/4
10740	1 SHACKLE		34	51	1-12	✓				KEDGE SHACKLE FOR 1 3/8" STUD CABLE	✓	L.P.H. 5 12-5-48 W.U.N.						
Stream	120	4 3/4		64.6														

Steering Gear, Type (Power or hand) *Brown Bros & Co Ltd Electro-Hydraulic* Alternative Means of Steering *Stand by Motor*

Steering Chains (Size and Test) *Electrically controlled by Sperry Self Synchronous Gyro Pilot Unit* Windlass *Emerson Walker Ltd (Steam)* 3 at 26 ft 43 persons Boats 1 at 26 ft 41 persons (motor)

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

Cargo Hatchways. (Upper Deck) *To Fore Hold - Steel plates & stiffeners welded to deck* Thickness of Hatches *Oil hatches 50" fore hold 34"*
To Cargo tanks. Centre tank hatches 16 off 7-9 x 5-3 Summer tanks 2 off 5-1 x 2-8 Hatch to fore hold 14-6 x 8-8

Size of Hatchways No. 1 (Fwd.) No. 2 *4 off 6-1 x 5-3* No. 3 No. 4 *2 off 5-1 x 2-8* No. 5 No. 6

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

For and on behalf of
SIR JAMES LAING & SONS LIMITED.
Managing Director.

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 *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 and 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 good. Oil fuel flash point not lower than 150°F is carried in cross bunker tanks at fore end of Mch space, in double bottom tanks at fore end of Mch space and in deep tank forward. The requirements of Section 20 of the Rules have been complied with. The double bottom, peaks, deep oil and cargo tanks and cofferdams have been tested under water pressure and found good. The decks, bulkheads, and w/t doors have been hose tested and found good. The steering gear, secondary means of steering, windlass, bilge suction, and hand pump have been tested and found good. The freeboard markings have been verified and cut in on the vessel's sides.

The amount of Entry Fee..... £ : : Fees applied for,
Special Survey Fee..... £ 791 0 0 NOV - 21 1948
FREEBOARD 36 0 0 Received by me,
Travelling Expenses, if any £ : : 19

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed ** 100A.1**Carrying Molasses or Petroleum in Bulk.*State whether the Vessel has been built under Special Survey *yes*Signature *R. Wilson*
Surveyor to Lloyd's Register of Shipping.Certificate to be sent to *SUNDERLAND - New - Mch* Date of issue *13/12/48*

Committee's Minute

Character assigned

*+ 100A.1 Carrying Molasses or Petroleum in bulk**10.48 Shl.**Haydon & Co.**+ LMC 10.48 Oil Eng.**C.L.**2 DB 180 lb.**W. White*

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Lloyd's Register
Foundation

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of an, Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

PARTICULARS OF ELECTRIC WELDING (if employed) *Shell and deck butts welded. Seams and butts of double bottom tank top welded; double bottom tank top welded to shell. Centre girder butts welded, floors aft welded to centre girder. Centreline bulkhead seams, butts, stiffeners and stiffener brackets welded. Transverse bulkhead seams, butts, girders, stiffeners and stiffener brackets welded. Longitudinal frame brackets welded at transverse bulkheads. Longitudinal girders welded to shell. Summer tank butts welded. Bottom lough welded at ends in lieu of back bars. Oil hatches welded to upper deck.*

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book *CRUISER STERN* *LOYD'S A&CP* ✓
MCHY AFT *OIL ENGINES* ✓ *CARRYING MOLASSES OR PETROLEUM IN BULK* ✓ *LONGITUDINAL FRAMING* ✓
BUTTS OF SHELL AND DECKS WELDED *E.S.D.* ✓ *D.F.* ✓ *G.Y.C.* ✓
pt. shell welded.

Including pin Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	<i>51-3-22</i> ✓	<i>C.S.P.</i>	<i>9760</i>	<i>2-9-47</i>
	2nd "	<i>51-1-21</i> ✓	<i>J.H.J.</i>	<i>9749</i>	<i>2-4-48</i>
	3rd "	<i>45-0-7</i> ✓	<i>C.P.</i>	<i>9772</i>	<i>12-9-47</i>
	STREAM	<i>23-1-22</i> ✓	<i>J.H.J.</i>	<i>9632</i>	<i>13-2-48</i>

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *114.5* ft., R.Q.D. ✓ ft., Bridge *39.5* ft., Forecastle *40.25* ft.

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

Official No. *182449* Signal Letters *M.T.F.N.* Extreme Breadth over Belting (Circ. 1611) ✓ Over-all Length (Circ. 1703) *493.5* Ft.

No. and Material of Decks *1 Deck (steel) and summer tank deck (steel). 2nd deck (steel) in dry cargo hold forward.*

Parts of Bottom of Vessel coated with cement or approved composition *Cement in fore and after peaks, fresh water and dry tank in double bottom, fresh water tank aft. Fore and after cofferdams, pump room & nos 2, 4, 7 & 9 cargo tanks.*

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,	<i>24.29</i>	<i>154</i>
Double bottom, under Engines and Boilers,	<i>77.5</i> ✓	<i>168</i>	After peak tank,	<i>38.33</i>	<i>234</i> } <i>3</i>
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,	<i>10.16</i> ✓	<i>138</i>
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	<i>34.66</i> ✓	<i>598</i>
Double bottom, forward,	✓	✓	Other tanks, if fitted, <i>FORD COFFERDAM P&S</i>	<i>4.00</i>	<i>138</i>
Total length (if continuous) and Capacity	<i>77.5</i> ✓	<i>168</i>	(If necessary furnish further information by sketch.)		

Order for Special Survey No. *6242*

Date *18-12-46*

Dates of Surveys held while building

1947 Apr 21.29 May 5.7.9.12. Jun 4.10. Jul 2.4.7.11.16.17.21.23.25.30 Aug 26.28 Sep 4.8.9.15.17.19.22.24.25.30
Oct 1.3.6.8.13.15.17.20.22.27.29. Nov 3.5.10.11.14.17.19.20.25 Dec 1.2.5.6.8.10.12.16.19.23.29.30
1948 Jan 12.13.14.19.20.28.2 Feb 2.3.4.12.16.18.19.23.24 Mar 1.3.5.8.9.10.11.12.15.16.17.18.19.22.23.24.25.30.31 Apr 1.2.5.6.7.8.9.12.13.14.15.16.19.20.
22.23.26.30 May 4.5.6.7.20.25 Jun 10.30 Jul 20 Aug 11.16.20.23.30 Sep 2.6.7.8.9.10.14.15.16.20.22.24.28.29.
Oct 1.4.8.11.12.22.25

Total No. of Visits *151*