

Rpt. 1

RECEIVED STEEL STEAMER MOTORSHIP.

Received at London Office

24 NOV 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. YES

Date of completion of report 14-11-1949

Port of ROTTERDAM

No.

Survey held at HEUSDEN

Date First Survey 8-12-1948

Last Survey 26-10-

1949

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

SINGLE SCREW M.V. "ELIZABETH-B" (MACHINERY FITTED AFT)

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

FULL SCANTLING

State Type of Erections

TRUNK JOINING POOP & EXIE

TONNAGE under Tonnage Deck ...

215.89 RT

CLASS

100 A1

State if with freeboard as condition of Class

✓

Built at

HEUSDEN

Launched

22-7-1949 Yard No. 253.

Builders

DE HAAN & DERLEMAN'S SCHEEPSWERF, HEUSDEN HOLLAND.

Owners

GEBR. BROERE, N.V.

Managers

(Where necessary to be entered in Reg. Book)

Residence

DORDRECHT

Port of Registry

DORDRECHT

If surveyed while building, afloat, or in dry dock

WHILE BUILDING

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

Total 339.40 RT

Gross Tonnage 339.40 RT

Register Tonnage 160.37 RT

REGISTERED DIMENSIONS.

length 42.51 | 139.46
breadth 7.44 | 24.42
depth 2.99 | 9.84

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

137.5420

Breadth (greatest moulded)

24.28740

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

10.33315

1st Longitudinal Number (L x D)

ENGL 1423

2nd Numeral L x (B + D)

4767

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

9.52

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

13.3 13.3

Do. Long Bridge to top of keel

Draught Moulded

10.00

FRAMES, DOUBLE BOTTOM AND BEAMS.

	AS SHIP.	Any Departure from Approved Plans to be Noted.	AS SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	540		Bracket Floors, Frame	
" " from 1/2 length amidships to Collision bulkhead			" " Reversed Frame	
" " in peaks			" " Vertical Struts	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	1500 x 6 1/2 (WASH BHD)
Frame Amidships, Angle, \square or \square	115 x 65 x 7		" " top Angles	EW
" " Extends up to	UPPER DECK		" " bottom Angles	
WEB Reversed Frame Amidships, Angle	PLATE 250 x 7 FACE BAR 130		Side Girders, No. each side and thickness	NONE
" " Extends up to	UPPER DECK		Margin Plate depth (excl. of flange) and thickness	TOP DECK E.W.
Depth of Framing Girder	250 x 7, FL 75, 2.00 M FROM KEEL		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	TO SHELL PLATING
Frames in Uppermost Continuous 'tween Decks, Angle, \square or \square			" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	
" " Second 'tween Decks, Angle, \square or \square			" " 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 1/2 len. from Stem	100 x 65 x 8		Tank Side Brackets, height above base line at toe of Frame and thickness	
" " in Peaks, Angle \square or \square	100 x 65 x 8		INNER BOTTOM PLATING.	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	$\phi 16$ 88 C.T.C.		Breadth and thickness of Middle Line Strake	7
State if Frame Joggled	NOT JOGGLED		Thickness of remainder in Holds	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES		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?	YES		BEAMS.	
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in	FLAT BAR 100 x 8 E.W.
Floors, Depth and thickness at mid-line in	305 x 7, FL 75		" " in way of Tank	90 x 8
Height of Brackets at side above base line at toe of frame			" " Spacing	540
Middle Line Keelson, on Floors, Angles, \square or \square	ON \square 0.7 LONGT. BHD.		Second Deck, amidships, Angle, \square or \square	
" " Through Plate or Inter-costal Plate	STIFF. INK. 115 x 65 x 7		Spacing	
" " Foundation Plate on Floors	1/2 LEN. CARGO TANKS, WEB STIFF.		Third Deck, amidships, Angle, \square or \square	
" " Flat Plate Keel Angles	250 x 7, FACE BARS 130 x 8		Spacing	
Side Keelsons, No. each side	ONE KEELSON EACH SIDE 1332 FROM \square BHD.		Fourth Deck, amidships, Angle, \square or \square	
" " thickness of Inter-costal Plate	7 x 380		Spacing	
" " Angles	ON TRF SINGLE 130 x 75 x 7 1/2		Poop Deck, Angle, \square or \square	115 x 65 x 7 HALF BEAMS 140 x 65 x 7
DOUBLE BOTTOM. (FWD. BETW. FR. NO. 63 TO 70)			Spacing	540
Solid Floors, thickness and spacing	1/2 HEIGHT, 7 1/4 FL 65 EACH FRAME		Bridge Deck, Angle, \square or \square	
" " Are Frame and Reversed Frame joggled?	NOT JOGGLED		Spacing	
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, \square or \square	100 x 65 x 8
" " breadth and thickness at margin plate			Spacing	540

PILLARS AND DECKS.

		IN SHIP.	Any Departure from Approved Plans to be Noted.			IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	ONE ROW EACH SIDE	✓		Stringer Plate, breadth and thickness in way of Bridge		✓	
" in 'tween Decks, Size and Spacing				Thickness of Plating abreast Deck openings in way of Wells		✓	
" " " " "				Thickness of Plating abreast Deck openings in way of Bridge		✓	
" in HOLD CARGO TANKS	ANGLES 100 X 100 X 10 (UNDER TRUNK SIDES) AT 1/2 L OF CARGO TANKS	✓		Thickness of Plating within line of openings		✓	
" " " " "				If Sheathed, material and thickness		✓	
Centre Line Bulkhead. (CARGO TANKS)	INV. ANGLES 115 X 65 X 7 AT HALF LENGTH OF TANKS	✓		Third Deck.		✓	
Stiffeners and Spacing	WEB STIFF 250 X 7, FACE BAR 130 X 8 IN NOS 2+3 TANKS	✓		Stringer Plate, breadth and thickness		✓	
Plating, thickness of	8-7-7	✓		If Plated, state thickness		✓	
STRINGERS AND DECKS.				Fourth Deck.		✓	
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness		✓	
Stringer Plate, breadth and thickness in Wells	1700 X 8	✓		If Plated, state thickness		✓	
" " " " in way of Bridge				Poop Deck.		✓	
" Angle in Wells	100 X 100 X 9	✓		Stringer Plate, breadth and thickness	1120 X 7	✓	
Thickness of Plating abreast Deck openings in way of Wells				Plating, Sheathing, material and thickness	6, WOOD SHEATHED 65	✓	
Thickness of Plating abreast Deck openings in way of Bridge	7 1/2	✓		TRUNK Bridge Deck.			
Thickness of Plating within line of openings				Stringer Plate, breadth and thickness	1300 X 7 1/2	✓	
If Sheathed, material and thickness	NOT SHEATHED	✓		Plating, Sheathing, material and thickness	7 1/2, NOT SHEATHED	✓	
Second Deck.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells		✓		Stringer Plate, breadth and thickness	6	✓	
				Plating, Sheathing, material and thickness	6, NOT SHEATHED	✓	

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.	
Flat Plate Keel	1220	10 1/2	9 1/2	9 1/2		DOUBLE	19	6 7/8					
" Dblg. (if any)													
Bottom Plating, No. of Strakes	A 1530	8	8 1/2	7-8		DOUBLE	16	54					
Bilge Plating, No. of Strakes	B 1220	8	8 1/2	7 1/2		DOUBLE	16	54					
Side Plating, No. of Strakes	C 1300	8	7	7		DOUBLE	16	54					
Upper Deck, Sheer-strake in Wells	E 1220	9	8-7	8-7		DOUBLE	16	54					
Upper Deck, Sheer-strake in Wells way of BREAK POOP				11 1/2		DOUBLE	19	6 7/8					
Strake below Sheer-strake in Wells D.	1220	8	7 1/2	7		AFTER END SINGLE	19	6 7/8					
Strake below Sheer-strake in Bridge						DOUBLE	16	54					
Poop Side Plating				6		SINGLE	16	60					
Bridge Side Plating													
Forecastle Side Plating				6		SINGLE	16	60					

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	O.T. or
Extending to Upper Deck (Sec. 3 c)	9
" Deck next below	✓
As per Rule	3

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, FLAT PLATE	✓			
STEM	SOFT NOSE, CONTOUR PLATE 12 1/4			
STERN FRAME	Propeller Post FORGING 140 X DE HAN 2			
	Rudder " OPEN STERN FRAME			
Speed of Vessel	9 KNOTS			
RUDDER—Type	SEMI-BALANCE			
" A x D.	X 100	95		
" Diam. of head		105		
" Mainpiece at top pintle		120		
" heel		100		
how constructed	2 V. ONE VERT WEB, 2 HORI WEBS, 12 1/4			
" double or single plate	DOUBLE PLATE, STREAMLINE			
" coupling, vertical or horizontal	HORIZONTAL			

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	M/M				
" " Second					
" " Third					
" " HOLD CARGO TANKS					
" " HOLD CARGO TANKS					
COLLISION " (in Hold)					
AFTER PEAK "					

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	KON. NED. HOOGOVENS, N.V. 's MUIDEN - NETHERLAND; CONSETT IRON WORKS, DURHAM, DORMAN LONG & CO LD. BRITANNIA WORKS.
	Has the Steel been tested as required by the Rules? YES

ANCHORS.

CHAIN CABLES.

HAWSERS AND WARPS.

Steering Gear, Type (Power or hand)

RIGHT & LEFT HAND THREAD SPINDLE,
HAND OPERATED

Alternative Means of Steering

TACKLES & BLOCKS OPERATED ON CAPSTAN.

Steering Chains (Size and Test)

Windlass **MOTOR DRIVEN**

Boats 2 LIFE BOATS

iling in Holds, thickness and material

Cargo Battens, thickness, material and spacing.....

Trunk Hatchways.—(Upper Deck) 8 O.T. STEEL HATCHES 1200x760 Thickness of Hatches 8mm STEEL HINGED O.T. COVERS

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

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

Builder's Signature

DE HAAN & OERLEMANS

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 AND THE SECRETARY'S LETTERS, THE SCANTLINGS AND ARRANGEMENTS ARE IN ACCORDANCE WITH, OR EQUIVALENT TO THOSE SHOWN ON THE APPROVED PLANS. THE F.P. TANK, A.P. TANK, F.W. TANK, BUNKER, D.B. TANK, COFFERDAM, ALL CARGO-TANKS, HAVE BEEN TESTED AS REQUIRED BY THE RULES AND FOUND SOUND & TIGHT. THE W.T. BHD'S, WEATHERDECKS AND SHELLPLATING (CLEAR OF TANKS) HAVE BEEN HOSE TESTED AND FOUND TIGHT. THE STEERING ARRANGEMENTS AND THE WINDLASS HAVE BEEN TRIED UNDER WORKING CONDITIONS AND FOUND SATISFACTORY. THE FREEBOARD MARKING HAS BEEN VERIFIED, FOUND CORRECT AND CUT IN IN THE VESSEL'S SIDES AS REQUIRED. THE VESSEL HAS NOT BEEN DRYDOCKED AFTER HER LAUNCHING.

The amount of Entry Fee.....~~£~~ :

Fees applied for,
21/11 1949

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

Special Survey Fee..... **FL. 1749**

Received by me,

Travelling Expenses, if any **R. 156,50**

19

I am of opinion the Vessel should be Classed

100A7

"CARRYING PETROLEUM IN BULK"

Signature

C. H. McEwen
Surveyor to Lloyd's Register of Shipping

Certificate to be sent to ROTTERDAM SURVEYORS Date of issue

Committee's Minute

Character assigned

+100A, Corrugated petroleum in bulk.

days A.F.C.P.

+ LMC 10.49 oil Eng

DB. 100 lbs

66

Lonnie Rob. (Horn)

Note for SDC.

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0172 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 Li the Plans should be embodied.)

APPROVED PLANS:

MIDSHIP SECTION LONDON, A.S. 12-11-1948.
O.T. & W.T. BHD'S DO.
DECKS & PROFILES PLAN DO
SHELL EXPANSION ROTTERDAM, C.L. 6-11-48
RUDDER & STERNFRAME " C.L. 9-12-48
MOTORSEATING " C.L. 4-1-49

COPIES OF PLANS
RETAINED IN
R'DAM OFFICE
FOR RECORD

NOTE: THE FREEING PORTS IN THE BULWARK OF THE MAINDECK HAVE BEEN INCREASED AND BROUGHT UP TO RULE REQUIREMENTS.

ATTACHED TO THIS REPORT:

COPY OF FORGING REPORT STERNFRAME.

RPT. C12 (C).

COPY OF THE INTERIM CERTIFICATE "B" AS ISSUED

" " PROV. LOAD LINE AS ISSUED

PARTICULARS OF ELECTRIC WELDING (if employed) THE RULE REQUIREMENTS FOR THE APPLICATION OF ELECTRIC WELDING TO SHIP CONSTRUCTION HAVE BEEN COMPLIED WITH. THE ELECTRODES USED WERE OF THE APPROVED TYPE AND RECORDED IN THE SOCIETY'S LIST OF APPROVED ELECTRODES. PARTS ELECTRICALLY WELDED: BUTTS OF BOTTOM- AND SIDE SHELL PLATING, DECKS, ALL O.T. & W.T. BHD'S, FLOORS (SINGLE BOTTOM) TO BOTTOM PLATING, STRINGERS, MOTOR SEATING.

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

CRUISER STERN, DIRECTION FINDER.

WEIGHT OF HEAD: 5.0.22 ✓ See letter 3.1.50 ✓

RADAR Equipment (State if fitted)

State Type or Pattern No.

State } Maker
Name } and/or
of } Supplier

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

1st Bower 1835 Koz. A.E.G. 1835, 28-10-48
2nd " 5.0.2 CWT ✓ A.E.G. 866, 29-11-47 ✓
3rd " ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 44.0 ft., R.Q.D. — ft., Bridge — ft., Forecastle 27.0 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated TRUNK FROM POOP TO F'CASTLE 65.

Official No. ✓ Signal Letters P.D.W.Z. Extreme Breadth over Belting 24.3' (Circ. 1611) Over-all Length 150.9' (Circ. 1703)

No. and Material of Decks ONE CONTINUOUS STEEL DECK

Parts of Bottom of Vessel coated with cement or approved composition CEMENT FITTED IN F.P.T., A.P.T. AND SINGLE BOTTOM IN ENG. ROOM.

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.)

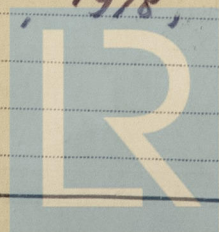
Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft, CARGO TANKS	69.3	535	Fore peak tank,	13.2	22.0
Double bottom, under Engines and Boilers,			After peak tank,	7.2	9.4
Double bottom, if under Engines only,			Deep tank, aft,	3.0	17.0
Double bottom, if under Boilers only,			Deep tank, forward,	12.4	41.2
Double bottom, forward, DTF	12.4	13.2	Other tanks, if fitted, F.W.T. (COUNTER SPACE)	7.5	4.5
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 1049

Date 29/11/48

Dates of Surveys held while building

1948: 8-15/12, 11-30/5, 1949: 4-20/1, 6-22/7, 4-22/2, 1-11-30/3, 21/4, 7-19-26/10, 8-15/9



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