

Received at _____ Office _____
INVESTIGATION SECTION
 No. 860
 No. 3412

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 Newcastle Office*

Date of completion of report 23 June 1947 Port of Sunderland No. 3412
 Survey held at Sunderland Date First Survey 11 March 1946 Last Survey 20 June 1947

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

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Complete Superstructure with Tonnage Opening State Type of Erections Fo'c'sle on C.S.S.

CLASS +100A.1. with State if with freeboard } Yes
freeboard as condition of Class }

Built at.....Sunderland

Length from fore part of stem to after part of stern } L 351.00 ✓
post on summer L.W.L. See Sec. 3 (1a)

Launched 24th October, 1946 Yard No. 649

Builders J. L. Thompson & Sons, Ltd.

Owners *Ellerman & Papayanni Lines Ltd.*

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

Residence ✓

Port of Registry..... *Liverpool.*

If surveyed while building, afloat, [&] ~~in~~ in dry dock

Geo

WRECK
SECTION

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.....	29 ✓		Bracket Floors, Frame	6 3/4 .30 ✓	
" " from 1/2 length amidships to Collision bulkhead.....	27 ✓		" " Reversed Frame.....	5 1/2 3 .30 ✓	
" " in peaks	24 ✓		" " Vertical Struts	8 x 3 1/2 x 3 1/2 x .42 ✓	side girder
SIDE FRAMING.			Centre Girder, depth and thickness amidships	39 1/2 x .50 ✓	
Frame Amidships, Angle [] ✓	11 3 1/2 .46 ✓		" " top Angles	3 1/2 3 1/2 .44 ✓	
" " Extends up to.....	2 nd Deck ✓		" " bottom Angles.....	4 4 .49 ✓	
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness.....	One, .36 ✓	
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	34 x .49 ✓	
Depth of Framing Girder.....	11		" " Vertical Angle to Tank side Bracket abaft 1 st lon. from stem FR. 124 TOP	6 6 .50 Tee bar	Tank top extended to ship's side
Frames in Uppermost Continuous 'tween Decks, Angle [] ✓	6 3 1/2 .28 ✓		" " Vertical Angle to Tank side Bracket from forward FR. 125 TOP	6 6 .50 O.A. (Double) ✓	Continuous
" " Second 'tween Decks, Angle, [] or []	✓		" " Gussets, spacing and scantling abaft FR. 125 TOP	28 x .38 (R. 2") ✓	
" " Third	11 3 1/2 .54 (AFT FR. 123) E		" " Gussets, spacing and scantling from forward FR. 125 TOP	.47 Tank top extended to ship's side	
" " from 1/2 len. for'd. to 15% len. from Stem	12 3 1/2 .46 with 5 x 3 x .25 ap. 4 x 3 x .25 ap. rev. in way N ^o 1 Hold ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	45 x .38 (R. 4 1/2") ✓	
" " in Peaks, Angle [] F.P.	7 3 3 1/2 .34 (T.O. Owners) ✓		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 6 dia. apart ✓		Breadth and thickness of Middle Line Strake...	50 x .49 ✓	
State if Frame Joggled.....	Yes ✓		Thickness of remainder in Holds41 E 1/4 IN WAY HATCHWAYS (Plating transverse) ✓	
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?	Yes ✓	
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 Wells, Angle, [] or []	8 3 .36 E as approved ✓	
Floors, Depth and thickness at mid-line in Holds.....			" " in way of Bridge, Angle, [] or []	✓	
Height of Brackets at side above base line at toe of frame.....		Spacing	Every frame ✓		
Middle Line Keelson, on Floors, Angles, [] or []		Second Deck, amidships, Angle, [] or [] ✓	8 3 .52 E as approved ✓		
" " Through Plate or Inter-costal Plate		Spacing	Every frame ✓		
" " Foundation Plate on Floors		Third Deck, amidships, Angle, [] or []			
" " Flat Plate Keel Angles		Spacing			
Side Keelsons, No. each side.....			Fourth Deck, amidships, Angle, [] or []		
" " thickness of Intercoastal Plate.....			Spacing.....		
" " Angles			Poop Deck, Angle, [] or []		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	38 @ alternate floors. Frames joggled Rev. fr. not joggled 34 x .38 with 3" flange at intermediate floors		Bridge Deck, Angle, [] or []		
" " Are Frame and Reversed Frame joggled?	80 x .38 with 3" flange at intermediate floors		Spacing.....		
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, [] or [] (ON C.S.)	6 3 .46 E as approved ✓	
" " breadth and thickness at margin plate.....			Spacing.....	Every frame ✓	

ERS 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	(Widely spaced tubular pillars in conjunction with girders as approved)	Two			
"	in 'tween Decks, Size and Spacing	8 1/2" dia x 3/8" (wide)			
"	"				
"	in Holds	15 1/2" dia x .50 (wide) & as approved			
"	"				
Centre Line Bulkhead.					
Stiffeners and Spacing					
Plating, thickness of					
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells		59" x .48	(+ .04" Owners)		
" " " " in way of Bridge					
" Angle in Wells		5 5 1/4			
Thickness of Plating abreast Deck openings in way of Wells		.44	(+ .04" Owners)		
Thickness of Plating abreast Deck openings in way of Bridge					
Thickness of Plating within line of openings		.38	(+ .04" Owners)		
If Sheathed, material and thickness					
Second Deck.					
Stringer Plate, breadth and thickness in Wells		59" x .42	(+ .04" Owners)		
		6 as approved amidships			
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.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	RIVETS.	No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing cr. to cr.	
Flat Plate Keel	50	.66	.65	.61	(+ .04" Forw. Owners)	Double	7/8	35/8	Butts welded		
" Dblg. (if any)											
Bottom Plating, No. of Strakes (THREE)	A, B, C	.53	.58	.46	(+ .04" Forw. Owners)						
Bilge Plating, No. of Strakes (ONE)	D	.53	.50	.46	(+ .04" " ")						
Side Plating, No. of Strakes (FOUR)	E, F, G, H	.63	.50	.44	(+ .04" " ")						
Upper Deck, Sheer-strake in Wells	I, J, K	.57	.44	.44	(+ .04" Midships " ")						
Upper Deck, Sheer-strake in Bridge	L	.62	.44	.44	(Approved plan 58 1/2")						
Strake below Sheer-strake in Wells	M	.66	.44	.44	(+ .04" " ")						
Strake below Sheer-strake in Bridge	N	.58 1/2	.65	.44	(+ .04" Midships, Owners)	Double	7/8	35/8	Butts welded		
Poop Side Plating	O										
Bridge Side Plating	P										
Forecastle Side Plating	Q		.40			Double	3/4	3	Butts welded		

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—					
Extending to Upper Deck (Sec. 3 c)		One (1), Collision			
" Deck next below		Seven (7) 6 for record			
As per Rule		Six.			
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	Not W.T.	5 x 3 x 30	30-34		
" " Second					
" " Third					
" " Holds (FR. 94)	.37	5 10 x 3 1/2 x 41	30		
" " (in Hold) (FR. 141)	.51	9 x 3 1/2 x 38	27		
COLLISION		5 x 3 x 26	27		
AFTER PEAK		5 x 3 x 30	27		

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM	Upper	Flat plate		
	Lower	M.S. Fashion Plate		
STERN FRAME	Propeller Post	Cast As	The Walsingham	
	Rudder	Steel	approved Steel Co., Ltd.	
Speed of Vessel		14 knots		
RUDDER—Type		Ordinary		
" A x D.		382		
" Diam. of head		10 1/2"		
" Mainpiece at top pintle		11" x 10"		
" " heel		12" x 10"		
" how constructed		Butt, riveted & welded		
" double or single plate coupling, vertical or horizontal		Double		
		Horizontal		

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

EQUIPMENT No. 80334

LETTER

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.	lbs.			
50087	1st Bower	56	2	21	✓	✓	✓	46	9	1	14	✓	56 1/4	Byers Stockless	✓	LPH-S, 24-10-46, F.W.D.
50086	2nd "	56	2	14	✓	✓	✓	46	7	3	7	✓	56 1/4	"	✓	LPH-S, 24-10-46, F.W.D.
49856	3rd "	47	1	17	✓	✓	✓	40	16	1	0	✓	47 1/2	"	✓	LPH-S, 16-8-46, F.W.D.
	Collective weight											160				
82	Stream	8	3	14	✓	✓	✓	19	15	1	7	✓	15	"	✓	LPH-S, 22-10-46, F.W.D.

CHAIN CABLES.

HAWSERS AND WARPS.

No.	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.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.	
6	135	2 1/8	81-5-0-0	13-15-0-0	309-1-0	} 608 3/4	270	2 7/8	Steel link	N. Hingle & Sons, Ltd.	LPH-N, 6-7-46, JAR	TOWLINE	120	4 1/2	43.3	120	4 1/2	
7	135	2 1/8	81-5-0-0	13-15-0-0	311-3-14		270	2 7/8					HAWSERS & WARPS	2@90	3	18.6	2@90	2 1/2
					621-0-14									2@90	7 Steel		2@90	7 1/2
	90	4 1/2			43.3 (6x2)		90	4 1/2	G.F.S.W.	Hawkins & Tipson, Ltd.								

g Gear, Type (Power or hand) Wilson Pirrie Type Steam (J. Hastie & Co.) Efficient arrangement of blocks & tackle led to after warping winch with telemotor control ✓

g Chains (Size and Test) Windlass Steam 9 1/2 x 12 (Clarke) 3@24-0' x 7.5' x 3.2' ✓

in Holds, thickness and material Tank top plating increased - 08 under hatchways 3" W.W. in way of hatchways, and 2 1/2" W.W. in way of bilges ✓

Hatchways.—(Upper Deck) Steel plates & bulb angles (Recessed for T.E.B. rollers) Thickness of Hatches 3" ✓

Hatchways No. 1 (Fwd.) 13'-6" x 14'-6" No. 2 38'-6" x 18'-0" No. 3 19'-4" x 15'-0" at beam No. 4 26'-7" x 18'-0" No. 5 14'-6" x 18'-0" No. 6 4'-7" x 18'-1" ✓

of Shifting Beams } 2 ✓ 7 ✓ 3 ✓ 5 ✓ 2 ✓
Fore and Afters }

Builder's Signature.

JOSEPH L. THOMPSON & SONS, LIMITED.

JOINT MANAGING DIRECTOR

AL 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 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 built in conformity with the Society's Rules & Regulations, and the Secretary's letter. The scantlings & arrangements are in accordance with or equivalent to those shown on the approved plans. The materials and workmanship are of good quality. ✓
The double bottom, peaks, deep oil fuel & water ballast tanks, cofferdams, decks, bulkheads, tunnel, W.T. door, steering gear, hand pump & windlass have been tested & found satisfactory. ✓
The freeboards assigned by the Committee have been verified, and cut-in on the vessel's sides. ✓
Oil is carried as fuel in the oil fuel cross bunker (p.e.s.) forward of machinery space, in four wing deep oil fuel bunker tanks, and in two wing settling tanks at sides of boiler room, in the Nos. 1, 2, 3 and 6 double bottom tanks, and in the No. 7 deep tunnel side tanks (p.e.s.). ✓
The flash point of oil is not lower than 150°F. Section 20 of the Rules has been complied with. ✓

The amount of Entry Fee..... £ : : 358 - -
Special Survey Fee..... £ : : FREEBOARD 14 - -
Travelling Expenses, if any £ : : 19

Fees applied for,
JUN 24 1947

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

I am of opinion the Vessel should be Classed +100A.1. with Freeboard.State whether the Vessel has been built under Special Survey Yes

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to SUNDERLAND

Date of issue

12/8/47

Committee's Minute

FRI 25 JUL 1947

Character assigned

+100A1 "with freeboard"6.47 Sld. Fitted for oil fuel 6.47 F.P. above 150°FLloyd's A & C.P.+ LMC 6.47F.D. C.L.2 WTB 450lb (Sp 437lb)2 Aux. S.B. 160lb

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Lloyd's Register
Foundation

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 L the Plans should be embodied.)

This ship is the third of this type to be built by Messrs J. L. Thompson & Sons, Ltd., and is a sister ship to the S.S. EGYPTIAN (Yard No 647) & S.S. IONIAN (Yard No 648) by the same Builders, (See Sunderland Rpt. Nos 34621 & 34661 respectively).

The following casting certificates are enclosed:—Sternframe, rudder head & frame, Quadrant & Filler, also Certificate for Steam Steering Gear.

The vessel was also placed in drydock, shell plating and rudder cleaned, examined & coated. NOTE:—On examination it was noted that shell plate No 8 from forward in F stroke (p.s.) was very slightly indented. Nothing was done at this time, but being of a minor nature is not necessary in my opinion, to mark against the ship.

NOTE:—To improve the initial stability of the ship, the Builders, in accordance with the Owners' request have given effect to the following amendments:—

① An efficient full depth quarter washplate fitted each side in the deep oil fuel cross bunker forward of machinery space (at approx 10'-6" off centerline (port & starboard)).

② Approximately 225 tons of permanent ballast disposed as follows.

(a) 126 tons of scrap armour plate & pig iron on tank top in deep O.F. cross bunker (p.s.),

(b) 42 " " cement & punchings " " " under boilers,

(c) 28 " " " " " " " adjacent to main engines

(d) 24 " " " " " " " in tunnel.

and (e) 5 " " " on bottom shell in No 6 D.B. tank.

The various ballast maintained clear of tank top connections, piping, suction, etc., including drainage gutterways, and in addition the scrap armour plate & pig iron ballast in cross bunker secured in place by efficient retaining plates, bracketted & stiffened as necessary. On completion the deep O.F. cross bunker tank (p.s.) retested satisfactorily to Rule Requirements.

PARTICULARS OF ELECTRIC WELDING (if employed) Butts of keel, centre girder, shell, tank tops (except in way machy. space), & second decks, & fore'dk. plating welded; U.T. flat port, 2nd dk. plating & upper dk. plating inside forecabin welded to shell; after deep tank top plating welded to shell & bulkheads, and terminal bds. in way of welded construction. Deep O.F. cross & side bunker & settling tanks in machy. space of welded construction. Tunnel side plating & tank side welded to tank top. Deck girders welded to 2nd dk. plating in way of hatches; pillars welded at head & heel; sub. oil drawn in machy. space welded; machy. seatings of welded construction; rudder post welded; small hatches, & vent cramps, & 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 has been complied with where applicable.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Butts of Shell, Decks and Tank Top pt. Electrically welded; Cruiser stern; Fitted for oil 647, F.P. above 150°F; Echo Sounding; Gyro compass; Direction finding; Wireless & Radar (Type 268)

CNTR. QRS. - 685.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	34 - 3 - 24 ✓	A.E.G.	8464,	7-5-46
	2nd "	35 - 0 - 11 ✓	A.E.G.	8450,	3-5-46
	3rd "	30 - 2 - 3 ✓	A.E.G.	8529,	17-5-46
	STREAM	11 - 2 - 3 ✓	J.H.J.	7604,	15-3-46

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop. ✓ ft., R.Q.D. ✓ ft., Bridge. ✓ ft., Forecastle 29.4 ✓ (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 181087 Signal Letters GJGM Extreme Breadth over Belting No belting Over-all Length 373.0' ✓ (Circ. 1611) (Circ. 1703)

No. and Material of Decks Two (2) Steel decks, (Upper & Second) & Forecastle, steel.

Parts of Bottom of Vessel coated with cement or approved composition. F & A. peak tanks, Feed Water Tank (No 4), & Fresh Water tank (No 5) cemented on bottom shell, and elsewhere in these tanks cement washed. No 6 D.B. tank cemented on (bottom shell).

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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft, N°6	45.92	83.0	Fore peak tank,	19.33	27.0
Double bottom, under Engines and Boilers, N°5 (FRSH)	31.42	83.0	After peak tank,	16.00	63.0
Double bottom, if under Engines only, N°4 (FRSH)	19.33	65.0	Deep tank, aft, (N°7, AT TUNNEL SIDES)	33.75	211.0
Double bottom, if under Boilers only, C.D. (FRSH-72)	2.42	8.0	Deep tank, forward,	✓	✓
Double bottom, forward, N°1, 2 & 3	162.75	382.0	Other tanks, if fitted,	✓	✓
Total length (if continuous) and Capacity	264.26	631.0	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 6183

Date 5 July 1945

Dates of Surveys held while building

1946. Mar 11, 14, 21, 27 Apr 1, 11, 18, 26 May 7, 10, Jun 12, 18, 21, 25 Jul 4, 8, 10, 18, 19 Aug 14, 19, 21
Sep 10, 16, 20, 23, 24, 26, 27 Oct 1, 2, 3, 4, 7, 8, 9, 10, 11, 12, 14, 15, 16, 18, 21, 24, 26 Dec 3, 5, 13, 20
1947 Jan 6, 9, 14 Apr 21, May 1, 8, 9, 13, 14, 20, 22, 29, 30 Jun 3, 4, 5, 9, 10, 11, 16, 17, 18, 20

Total No. of Visits 15