

STEEL STEAMER OR MOTORSHIP.

23 DEC 1946

Received at London Office

RECEIVED WRECK SECTION

IN D.O. No. 994

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

19/12/46

Port of

Belfast

No. 14,303

Survey held at

Belfast

Date First Survey

3rd*August 1945*

Last Survey

10th December 1946

1946

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

M.V. "PATELLA" Single Screw motor Tanker.

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

*Full Scantling*State Type of Erections *poop, Bridge & Forecastle.*

TONNAGE under Tonnage Deck ...

*7252.41*CLASS **100 A1 carrying Petroleum in Bulk* State if with freeboard as condition of Class *yes*

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

460.0'

Breadth (greatest moulded)

59.0'

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

34.0'

1st Longitudinal Number (L x D)

15640.

2nd Numeral L x (B + D)

42780.

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

13.52.

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

13.52.

Do. Long Bridge to top of keel

27.4'

Draught Moulded

*27'-4 7/8"**27.4'*Built at *Belfast*Launched *28th June 1946* Yard No. *1316*Builders *Harland & Wolff Ltd;*Owners *Anglo-Saxon Petroleum Co;*

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 drydock.

REGISTERED DIMENSIONS.

FEET

Length *466.0'*Breadth *59.5'*Depth *34.0'*

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>33"</i> ✓		Bracket Floors, Frame	✓	
<i>FOR OF CARGO TANKS</i>			Reversed Frame.....	✓	
from <i>length amidships to</i>	<i>27"</i> ✓		Vertical Struts	✓	
Collision bulkhead.....			Centre Girder, depth and thickness <i>AFT.</i>	<i>60" x .54"</i> ✓	
in peaks	<i>24"</i> ✓		top Angles	<i>WELDED TO T. TOP</i> ✓	
IN MACHINERY SPACE	<i>30 3/4"</i> ✓		bottom Angles.....	<i>DOUBLE 4 4 .54</i> ✓	
SIDE FRAMING.			Side Girders, No. each side and thickness.....	<i>2 @ .60"</i> ✓	
Frame Amidships, <i>11 3 1/2 .42</i> ✓			Margin Plate depth (excl. of flange) and thickness <i>T. TOP STRAIGHT</i>	<i>2 @ .60"</i> ✓	
FORWARD IN CARGO TANKS	<i>11 3 1/2 .49</i> ✓		HORIZTLY <i>Angle to Tank side</i>	<i>1 part @ .60"</i> ✓	
Extends up to.....	<i>upper Deck.</i> ✓		Bracket abaft 1/4 len. from stem	<i>1 " .42"</i> ✓	
Reversed Frame Amidships, Angle	✓		Vertical Angle to Tank side	<i>.54"</i> ✓	
Extends up to	✓		Bracket from forward 1/4 len. from stem to Panting Area	✓	
Depth of Framing Girder.....	<i>11"</i> ✓		Gussets, spacing and scantling abaft 1/4 len. from stem.....	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	✓		Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area <i>T. TOP.</i>	✓	
Second 'tween Decks, Angle, [or]	✓		Tank Side Brackets, height above <i>T. TOP.</i>	<i>33" flg 3", .46</i> ✓	
Third	✓		at toe of Frame and thickness		
FOR OF CARGO TANKS TO COLLIS. BKH. <i>11 3 1/2 .49 BA.</i> ✓			INNER BOTTOM PLATING.		
from 1/4 len. for'd. to 15% len. from Stem <i>B.A.</i>	<i>9 3 1/2 .44</i> ✓		Breadth and thickness of Middle Line Strake.....	<i>78" x .62"</i> ✓	
in Peaks, <i>Angle []</i>	<i>7 3 3/8 BA. ABOVE U. DK.</i> ✓		T. TOP INWAY OF HOLDING DOWN BOLTS	<i>1.25"</i> ✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>8 3 1/2 .44</i> ✓		Thickness of remainder in <i>ENG. ROOM.</i>	<i>.54"</i> ✓	
State if Frame Joggled.....	<i>yes.</i> ✓		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. <i>space and framing in Bunkers and Bulk. Room?</i>	<i>WELDED CONSTRUCTION UNDER ENGINES AS APPR. YES.</i> ✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>as appr.</i> ✓		BEAMS.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>as appr.</i> ✓		Uppermost Continuous Deck, amidships in SIDE TANKS <i>W. []</i>	<i>8 3 1/2 .40 @ 33" SPACING.</i> ✓	
SINGLE BOTTOM.			in way of <i>POOP</i>	<i>8 3 1/2 .35 @ 30 3/4"</i> ✓	
Floors, Depth and thickness at mid-line in Holds.....	<i>See</i>		<i>[] FORECASTLE</i>	<i>8 3 1/2 .44 @ 27"</i> ✓	
Height of Brackets at side above base line at toe of frame.....	<i>Longitudinal</i>		Spacing <i>Every.</i>	<i>7 3 .38 @ 24"</i> ✓	
Middle Line Keelson, on Floors, Angles, [or]	<i>framing</i>		LONGITUDINALLY FRAMED IN CENTRE CARGO TANKS.		
Through Plate or Inter-costal Plate	<i>plan</i>		Second Deck, <i>Angle [] AFT.</i>	<i>8 3 1/2 .44</i> ✓	
Foundation Plate on Floors			" <i>FORWARD OF COLL. BHD. BA</i>	<i>8 3 1/2 .44</i> ✓	
Flat Plate Keel Angles			Spacing	<i>Every.</i> ✓	
Side Keelsons, No. each side.....	✓		Third Deck, amidships, Angle, [or] <i>BIR. FLAT</i>	<i>8 3 1/2 .44</i> ✓	
thickness of Inter-costal Plate.....	✓		" <i>FOR OF DEEP TANK TOP</i>	<i>8 3 1/2 .44</i> ✓	
Angles	✓		Spacing.....	<i>every</i> ✓	
DOUBLE BOTTOM. IN MOTOR SPACE			Fourth Deck, amidships, Angle, [or]	✓	
Solid Floors, thickness and spacing	<i>.46" @ 30 3/4"</i> ✓		Spacing.....	✓	
Are Frame and Reversed Frame joggled? <i>REV. FR. AT WINGS</i>	<i>yes</i> ✓		Poop Deck, Angle, <i>[]</i>	<i>8 3 1/2 .35</i> ✓	
Bracket Floors, breadth and thickness at middle line	✓		Spacing.....	<i>every</i> ✓	
breadth and thickness at margin plate	✓		Bridge Deck, Angle, <i>[]</i>	<i>7 3 .34</i> ✓	
			Spacing.....	<i>every</i> ✓	
			Forecastle Deck, Angle, <i>[]</i>	<i>9 3 1/2 .44</i> ✓	
			Spacing.....	<i>every</i> ✓	

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Framing
Frames i
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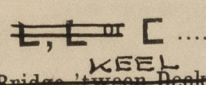
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11.42.

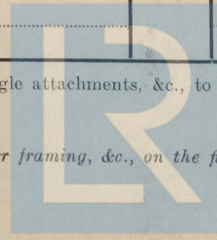
The Surveys are requested not
below the Committee's M

PARTICULARS OF LONGITUDINAL FRAMING.

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.	Speng.		Number.	Diameter.
Framing of 												
Uppermost Continuous CENTRE GIRDER No. 1							Plates 40" x 40", Keel bars 4" x 4" x 50 double, face bar 6" x 3 1/2" x 40" angle	7/8"	5 1/4"	3 1/2" for 9 rivets	Horizontal	
" 2							15" x 46" x 4" x 4" x 62" as amidships				Gussets	
" 3							- do -				Welded	
" 4							- do -					
" 5							- do -					
" 6							- do -					
" 7							- do -					
" 8							- do -					
" 9							Long tdl Bulkhd plating 43" vert, Stiffeners 11" x 3 1/2" x 42 B.A. sp. 33"					
" 10							Transversely framed in Wing tanks, FRAMES 11" x 3 1/2" x 42" B.A. spaced 33"					
" 11												
" 12												
" 13												
" 14												
" 15												
" 16												
Amidships		30"										
At Ends					30"							
Top Longitudinals												
Bottom												
Longitudinals												
At ends...												
Transverses.												
Depth and Thickness							At sides of vessel transverse framing, with 1/3" height					
Face Angles							vertical webs to side plating and Longitudinal bulkheads					
Lugs to Shell*							in way of bottom transverses, supported by 2 horizontal struts.					
Depth and Thickness												
Face Angles												
Lugs to Shell*												
Depth and Thickness							60" x 46" in centre					
Face Angles							33" x 42" in Wing tanks as amidships					
Lugs to Shell*							9" x 3 1/2" x 56 B.A. dble in Ctr.					
Depth and Thickness							4" x 3 1/2" x 42 O.A. in Wings					
Face Angles												
Lugs to Shell*							welded direct					
Back Bars												
Brackets							4" x 6" x 6" x 46" in Ctr tanks					
Spacing of Transverse							1/3" height webs in wing tanks at shell and Long tdl bulkhd.					
FLOORS.							8' 3" in centre wing tanks					
State if jogged or liners.							welded direct to shell.					
Longitudinal Beams of												
Bridge Deck												
Upper							8" x 3 1/2" x 40 B.A. in way of Oil cargo centre tanks	30"				
Second							8" x 3 1/2" x 40 B.A. transverse beams in way of Wing tanks	33"				
Third												
Transverse Beams.												
Plate.												
Face Angles.												
Any departure from Approved Plans to be Noted.												
33" x 40", 6 x 3 1/2" x 40" O.A. in Ctr tanks												
21" x 40", 5 x 3" x 40" O.A. in Wing tanks.												

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. 44750.										LETTER C†				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.					
49026	1st Bower	74	1	24	Stockless			56	0	0	0	Byers Improved Type, CS. Lead.	not stated	Sunderland 8/2/46		
49077	2nd "	73	3	21	✓	"		55	15	0	0	Shank, forged open	per W.L. Byers	do. 20/2/46		
48976	3rd "	73	3	11	✓	"		55	15	0	0	hearth ingot steel.	Sunderland	do. 29/1/46		
	Collective weight	222	1	0	✓							219½				
61999	Stream	22	0	24	✓	5	2	20	22	11	1	0	Rodgers forged wrought iron anchor.	not stated	Bradley Heath 4/4/46. W.W. NORMAN.	

CHAIN CABLES.												HAWERS 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.		Without Breaking Test of Steel Wire.	Length and Size per Table 53.		
	Length.	Diam.	Statu- tory.	Break- ing.	Supplied.			Per Rule.	Length.	Diam.					Fathoms.	Ins.		Fathoms.	Ins.	Length.
6630	300	2 7/16	106 9/10	149 5/8	900: 1: 21			890 1/4	300	2 7/16	Stud Link	not stated	Netherton J.A. Relf. 21 June 1946. ✓	TOWLINE	130	5 3/4	91.8	130	5 1/4	
(includes 2 joining shackles spare 2 1/4 cwt.)												6 2/4			6 2/4					
This certificate endorsed at Belfast 13/12/46. One end shackle and one spare joining shackle forwarded to "M/V MACUBA" in REG. BOOK.												HAWERS & WARPS }	200	3 1/4	23.9	200	2 3/4	6/12		
7801d (Rutch flag) "✓"													6/12		6/12					
Non-Stream Chain on Steel Wire	120	4 3/4		65.8					120	5	Galv S.W.R.	JOHN I HOPPER LTD THORNABY-ON TEES.	makers Certificate	"	200	3 1/4	23.9	200	2 3/4	6/12
		6/24		(WITHOUT)						6/12				"	6/12					

Steering Gear, Type (Power or hand) Hastie's Steam Hydraulic Alternative Means of Steering block & tackle to winch

Steering Chains (Size and Test) telemotor control Windlass Emmerson Walker Patent direct grip Steam 2 @ 24"-0" Steel Boats 2 @ 24"-0" Steel Motors.

Ceiling in Holds, thickness and material none Cargo Battens, thickness, material and spacing none

Cargo Hatchways. (Upper Deck) { 9 off Main Oiltight steel Hatches 4'-0" dia x 2'-7" coams x 4'-0" Thickness of Hatches 50" Steel O.T. covers hinged. 18 " Side Tanks " " 25" dia x 6" coam x 4'-0" " " 40" Steel O.T. covers Bolted.

Size of Hatchways No. 1 (Forehold) 8' x 8' 2'-6 1/2" x 4' No. 2 and 9 off O.T. No. 3 4'-0" dia, 18 No. 4 off O.T. 25" dia No. 5 fabricated No. 6 hatches.

Number of Shifting Beams and/or Fore and Afters } None.

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).

Oil fuel is carried in bunkers situated at the fore side of motor space, in deep tank forward of the forward cofferdam and in the double bottom under engines. The ship is designed primarily for carriage of bitumen in a liquid state. This cargo is to be carried in the 9 cargo centre tanks and the 9 wing tanks & s. are buoyancy or ballast tanks acting as insulating spaces when hot Bitumen is carried in the centre tanks. The plans for this ship were approved for 100A1 "Carrying Petroleum in bulk." It is stated that the wing tanks are at present water ballast tanks and for tonnage purposes recognized as such, and some of the wing tanks within the limits allowed, are exempt from tonnage, but classification, oil can be carried in the 27 compartments between forward and after cofferdams separated into two groups by one pumproom. This vessel has been built in conformity with the Society's Rules & Regulations and the Secretary's orders. The scantlings and arrangements are in accordance with or equivalent to those shown on the approved plans. The materials and workmanship are good. All cargo tanks, oil fuel tanks, settling tanks, lub. oil tanks, deep tank forward, fore & after peak tanks, fresh water tanks, double bottom compartments in machinery space, and cofferdams have been water tested to Rule requirements and found satisfactory. Steering gear & windlass have been tested under working conditions and found satisfactory. Weather decks and W.T. bulkheads have been satisfactorily hose tested, Bilge pumping & steam smothering tried and found in order. Freeboards verified & cut in.

The amount of Entry Fee £ : : Fees applied for, 20/12/1946 (Special notations, where part of class, to be stated.)

Special Survey Fee £754-0-0 Received by me, 19

FREEBOARD 19-0-0

Travelling Expenses, if any £ : : 19

State whether the Vessel has been built under Special Survey. yes

Certificate to be sent to Belfast Date of issue 29/1/47

WE ARE of opinion the Vessel should be Classed 100A1 "Carrying Petroleum in bulk" Longitudinal framing at bottom and at decks" Butts of deck electrically welded

Signature A.S. Fletcher & J. M. Miller Surveyor to Lloyd's Register of Shipping.

Committee's Minute ✓

Character assigned + 100A1 Carrying petroleum in Bulk 12.46 Bel. Lloyds Arch. Kelly. aft.

+ L.M.C. 12.46

Oil Eng. C.L.

2. D.B. 180ch.

Write B.L. (H.M.)

8 ? fees

note + 12.46



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Lloyd's Register Foundation

0214 2/3

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.)

The following forging and casting reports are enclosed:—
C.S. Sternframe, Rudder upper part, Rudder stock, main piece pinle, tillers main & spare
Certificates for Built rudder, Hydraulic Steering Gear, Masts, derricks, derrick posts.
Midship Section (as fitted) together with 31 approved plans are forwarded (see attached list).
Steel invoice test sheets are also forwarded.

Interim Certificate issued, copy attached ✓

PARTICULARS OF ELECTRIC WELDING (if employed) butts of upper deck, seams and butts of deep tank top and fore & after peak tank tops, side stringers to shell throughout, horizontal girders to bulkheads, gussets & brackets part welded, Longitudinal and Transverse bulkheads welded to shell, Transverses welded to shell, Bilge keel to shell, The double bottom under main Engines is an all welded structure except shell attachments are part rivetted, Angle butts & corners for oil tightness, Rudder see page 2. ✓

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Oil Engine, Machinery aft, Sperry Gyro compass, D.F. E.S.D. ✓

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

1st Bower Weight of Anchor head & pins 46:1:14. J.H.J. 7265, 16:11:45.
2nd " " " " 46:2:14. J.H.J. 7267, 16:11:45.
3rd " " " " 48:1:11. A.E.G. 7903, 19:10:45.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 93.64 ft., R.Q.D. ✓ ft., Bridge 52.0 ft., Forecastle 51.75 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated. ✓
Official No. 181531 Signal Letters G.L.R.B. Extreme Breadth over Belting 59.5' Over-all Length 483'-0" (Circ. 1611) (Circ. 1703)
No. and Material of Decks One steel deck, second deck steel clear of oil fuel tanks and fore deep.
Parts of Bottom of Vessel coated with cement or approved composition bare steel in oil compartments, cemented in fore and after peaks
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,	24'-2"	153.9
Double bottom, under Engines and Boilers,			After peak tank,	16'-0"	88.4
Double bottom, if under Engines only,	59'-2 3/4	189.0	Deep tank, aft,	24'-9"	299.0
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 946

Date 20/4/45

Dates of Surveys held while building

1945
Aug. 3, 8, 9, 22, 29, Sept. 3, 4, 6, 7, 11, 12, 14, 17, 19, 25, Oct. 3, 11, 22, 23, Nov. 1, 7, 15, 20, Dec. 12, 19, Jan. 4, 8, 11, 18, 21, 29, 31, Feb. 13, 20, 25, 26, Mar. 5, 20, 27, Apr. 3, 9, 10, 11, 15, 17, 18, 25, 26, 29, 30, May 2, 3, 6, 7, 8, 10, 13, 17, 18, 22, 23, 24, 27, 28, 29, 30, 31, June 3, 6, 7, 11, 12, 13, 15, 18, 19, 21, 25, 28, July 22, 30, Aug. 2, 8, 10, 13, Sept. 7, 12, 19, 27, Oct. 9, 12, 17, 22, Nov. 1, 13, 20, 27, Dec. 2, 4, 10

Total No. of Visits 102

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