

Rpt. 1

17 APR 1950

WR

# STEEL STEAMER OR MOTORSHIP.

Received at London Office

14 APR 1950

IN D.O.

SECTION

No.

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

Port of **SUNDERLAND**

No. 35331

Survey held at..... **SUNDERLAND**

Date First Survey \_\_\_\_\_

Last Survey 3rd April

1950

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

# SINGLE SCREW STEAMSHIP

"SOYA CHRISTINA"

(MACHINERY AFT.)

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

## Full Scanning

(TANKER)

State Type of Erections POOP; BRIDGE; FOCLE

TONNAGE under } 6277.57  
Tonnage Deck ... }

CLASS 100 A1 

State if with freeboard } **NO**  
as condition of Class } .....  
FEET

Built at SUNDERLAND

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

Length from fore part of stem to after part of stern } L 440.0  
post on summer L.W.L. See Sec. 3 (1a)

Launched 21<sup>st</sup> Nov. 1949 Yard No. "507"

Total

Breadth (greatest moulded) ..... B. 58.75

Depth, at middle of length from top of keel to top  
of beam at side of uppermost continuous  
deck. See Sec. 3 (1c) ..... } D. 33.0

Builders MESSRS. SHORT BROTHERS

Owners REDER! A.B. SOYA

## Managers

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry.....**Stockholm.**

*If surveyed while building, afloat, or in dry dock*

WHILE BUILDING E' IN DRYDOCK.

## FRAMES, DOUBLE BOTTOM AND BEAMS.

[illegible]



## 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.
CR. LINE OK. GIRDER									
PILLARS, No. of Rows .....					66" x 44" WITH 6" x 3 1/2" x 44" ✓ FACE BAR ✓				
" in 'tween Decks, Size and Spacing IN MACHY SPACE. 6" x 6" x 50" QUAD TO DOUBLE FR. 31. DOUBLE ONLY FR. 27, 23. ✓									
" "									

## SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <b>No.</b>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		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.....	52"	93"	73"	73"	A.B.C. STRAKES FROM 1/2 L FORWARD TO C'DAM .67" AT TRANSV. FRAMING .70" STERNFRAME CONN. PLATE 1"  STERNFRAME CONN. PLATE .65" STERNFRAME CONN. PLATE .65" STERNFRAME CONN. PLATE .70"	DOUBLE ✓	1"	4"	WELDED ✓	✓	✓	BUTT. ✓
„ Dblg. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
Bottom Plating, No. of Strakes A.B.C.D.E.	A. 64" B. 64" C. 65" D. 72" E. 67"	61" 61" 61" 61" 65"	60" 49" 70" 46" 56"	49" 49" 57" 61" 49"		DOUBLE ✓	7/8"	3 1/2"	QUAD TREBLE	7/8"	3 1/2" 1 3/8"	LAPPED. ✓
Bilge Plating, No. of Strakes F.....	F. 72" G. 66" H. 72" J. 72"	65" 59" 59" 59"	50" 46" 46" 46"	48" 47" 47" 46"		DOUBLE ✓	7/8"	3 1/2"	QUAD TREBLE	7/8"	3 1/2" 3/8"	LAPPED. ✓
Side Plating, No. of Strakes G.H.I.J.....	G. 66" H. 72" I. 72"	59" 59" 59"	46" 46" 46"	47" 47" 46"		DOUBLE ✓	7/8"	3 1/2"	TREBLE ✓	7/8"	3 1/2" 3/8"	LAPPED. ✓
Upper Deck, Sheer- strake in Wells L.....	72"	82"	53"	46"	1.02" IN WAY OF POOP BREAK ✓ .70" IN WAY OF HANGSE ROPS.	DOUBLE ✓	7/8"	3 1/2"	QUINT. QUAD. QUAD. TREBLE.	1" 1" 1" 3/8"	4 1/2" 4" 4" 3/8"	LAPPED. ✓
Upper Deck, Sheer- strake in Bridge .....	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
Strake below Sheer- strake in Wells K.....	72"	72"	46"	46"		DOUBLE ✓	7/8"	3 1/2"	QUAD TREBLE	7/8"	3 1/2" 3/8"	LAPPED. ✓
Strake below Sheer- strake in Bridge .....	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
Poop Side Plating M.N..	M. SIDE PLATING N. SIDE PLATING	40" 40"	40" 40"	50"	IN WAY OF POOP BREAK.	SINGLE ✓	7/8"	3 1/8"	DOUBLE SINGLE	7/8"	3 1/2" 3/8"	LAPPED. ✓
Bridge Side Plating..... (SET IN BRIDGE)		42"	✓	✓		SINGLE ✓	3/4"	3 3/4"	WELDED			BUTT. ✓
Forecastle Side Plating	✓	✓	42"	✓		SINGLE ✓	7/8"	3 1/8"	SINGLE ✓	7/8"	3 1/8"	LAPPED. ✓

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c) 16 IN WAY OF CR. TANKS 14 IN WAY OF WING TANKS.	
" Deck next below	
As per Rule	7

## STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks					
" " WING TANKS	49"-37"	10 x 3 1/2" x 46"	@ 30 3/4"	2 STRINGERS AS APPR	
" " CENTRE TANKS	50"-38"	10 x 3 1/2" x 46"	@ 30 3/4"	2 STRINGERS AS APPR	
" " Holds					
COLLISION " (in Hold) FR. 171	48"-28"	8 x 3 1/2" x 40"	@ 30 3/4"	2 S.B. BEAMS	
AFTER PEAK " FR. 12	80"-30"	9 x 3 1/2" x 46"	@ 30 3/4"	1 S.B. BEAM	

## FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM		10 x 2 1/8"	APPLEBY FRODINGHAM	
STERN FRAME	Propeller Post		FAB. BY DORMAN & LONG & CO. LTD.	
	Rudder		AS PER APP. PLAN.	
Speed of Vessel		12 KNOTS		
RUDDER—Type		ORDINARY	T.S. FOSTER & SONS LTD	
" A x D.		489		
" Diam. of head		11 1/2"		
" Mainpiece at top pintle				
" " heel				
" how constructed		FABRICATED		
" double or single plate coupling, vertical or horizontal		DOUBLE	50 THK.	

## 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; DORMAN &amp; LONG; CONSETT; SOUTH DURHAM; CARGO FLEET; SKINNINGHEVE

Has the Steel been tested as required by the Rules? YES.

Lloyd's Register  
Foundation



Rpt. 1\*.

## 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. Inches.	Rivets in Brackets to Bulkheads.	
										Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.
ning of L, L or C .....			Ins.	Ins.	Ins.	Ins.	Ins.	Ins.						
nes in Bridge 'tween Decks ...										SIDE FRAMES TRANSVERSE				
nes <del>from Upper most Continuous Deck</del> No. 1										BOTTOM FRAMES LONG?				
IN CENTRE TANKS.														
,, 2										7/8" 5/4" 10 @ 3/8" 19 7/8" To FR. WELD TO BHD.				
,, 3			15" x 4" x 4" x 48/62" ✓							7/8" 5/4" 10 @ 3/8" 19 ✓				
,, 4			15" x 4" x 4" x 48/62" ✓							7/8" 5/4" 10 @ 3/8" 19 ✓				
,, 5			15" x 4" x 4" x 48/62" ✓							7/8" 5/4" 10 @ 3/8" 19 ✓				
,, 6			15" x 4" x 4" x 48/62" ✓							7/8" 5/4" 10 @ 3/8" 19 ✓				
,, 7			15" x 4" x 4" x 48/62" ✓							7/8" 5/4" 10 @ 3/8" 19 ✓				
,, 8			15" x 4" x 4" x 48/62" ✓							7/8" 5/4" 10 @ 3/8" 19 ✓				
,, 9			15" x 4" x 4" x 48/62" ✓							7/8" 5/4" 10 @ 3/8" 19 ✓				
,, 10														
,, 11														
,, 12														
,, 13														
,, 14														
,, 15														
,, 16														
Spacing of Longitudinal Frames { Amidships ..... At Ends .....			30 3/4" ✓											
ble oms or [ Tank Top Longitudinals Bottom " Amidships ng of Longitudinals At ends...										TRANSVERSE FRAMING.				
Transverses.										Rivets in Lugs to Shell. Diam. Speng.				
Side between Decks) Depth and Thickness														
Face Angles .....			✓											
Lugs to Shell*.....														
Side in Hold) Depth and Thickness														
Face Angles .....			✓											
Lugs to Shell*.....														
Bottom Depth and Thickness			45" x .46"							7/8" 5/4"				
Face Angles .....			6" x 3 1/2" x .46" O.A.							7/8" 4"				
Lugs to Shell*.....			6" x 6" x .46" JOGGLED.											
,, , Back Bars			6" x 6" x .46" FORWARD 1/2".											
Brackets .....			.46" 5 FL AS APPROVED.											
Spacing of Transverse Frames... * State if jogged or liners.			9"-10" ✓											
Longitudinal Beams of [ or ]										Spacing.				
Bridge Deck ...			6" x 3" x .34" ✓							30 3/4" ✓				
CENTRE TANKS										30 3/4" ✓				
Upper " "			8" x 3 1/2" x .40" ✓							30 3/4" ✓				
DEEP TANK TOP FORWARD			7" x 3" x .36" ✓							30 3/4" ✓				
Poop.			6" x 3" x .34" ✓							30 3/4" ✓				
										Transverse Beams.				
										Plate. Face Angles. Any departure from Approved Plans to be Noted.				
										30" x .44" 6" FL.				
										18" x .40" 6" x 3 1/2" x .40" O.A.				
										10" x .38" 3 1/2" x 3 1/2" x .40" O.A.				
										E 6" x 3 1/2" x .40" B.A. Double Fr. 47.				

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.

m. 11, 42. T.

0116 <sup>2</sup>/<sub>5</sub> 3

F.D. C.L.



ANCHORS.

## CHAIN CABLES.

## HAWSERS AND WARPS.

Steering Gear, Type (Power ~~or hand~~) STEAM STEERING GEAR (TELEOTOR) DONKIN & CO. LTD ✓ Alternative Means of Steering WIRE ROPE & SHEAVES TO WARPING WINCH DRUMS. ✓

Windlass 11" x 14" CLARKE CHAPMAN. Boats 2 @ 24" 27 PERSONS.  
(STEAM) (MOTOR)

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

Thickness of Hatches.....

*Builder's Signature.*

FOR SHORT BROTHERS, LIMITED.

April 13, 1950

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.....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).

HIP HAS BEEN BUILT IN CONFORMITY WITH THE SOCIETY'S RULES & REGULATIONS & THE SECRETARY'S LETTERS. THE

ARRANGEMENTS ARE IN ACCORDANCE WITH OR EQUIVALENT TO THAT SHOWN ON THE APPROVED PLANS.

MATERIAL & WORKMANSHIP ARE GOOD. ✓ OIL FUEL, FLASH POINT NOT LOWER THAN 150°F. IS CARRIED IN CROSS BUNKER

DOUBLE BOTTOM TANKS AT FORE END OF MACHINERY SPACE & IN DEEP TANK FORWARD. THE EQUIVALENTS

SECTION 20 OF THE RULES HAVE BEEN COMPLIED WITH. THE DOUBLE BOTTOM, PEAKS, DEEP OIL & CARGO TANKS

OFFERDAMS HAVE BEEN TESTED UNDER WATER PRESSURE & FOUND GOOD. THE DECKS, BULKHEADS & W.T.

5 HAVE BEEN HOSE TESTED & FOUND GOOD. ✓ THE STEERING ✓ GEAR & ✓ SECONDARY MEANS OF STEERING,

CLASS, BILGE SUCTIONS, & HAND PUMP HAVE BEEN TESTED & FOUND GOOD.

THE FREEBOARD MARKINGS HAVE BEEN VERIFIED & CUT IN THE VESSEL'S SIDES.

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

I am of opinion the Vessel should be Classed 100 A1  
CARRYING PETROLEUM IN BULK.

State whether the Vessel has been built under Special Survey YES

Signature James A. Young.  
Survivor to Lloyd's Register of Shipping.

Certificate to be sent to..... **SUNDERLAND**

Date of issue.....17/6/50

## Committee's Minute

FRI. 5 MAY 1950

*Character assigned*

+100A1 Carrying Petroleum in bulk

3.50 hwe.

Fitted for oil fuel 4.50 P.P. above 150° F

Lloyd's A & CP

+ LMC 4.50

F.D. C.L.

3 SB 22016

Sept

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Lloyd's Register  
Foundation

0116 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.)

SWEDISH TONNAGE  
SWEDISH TONNAGE.  
GROSS. 7510.33.  
NET. 5406.61.  
UNDER DK. 6277.57.  
DOCKING. VESSEL DOCKED IN WALLSEND SLIPWAY DRY DOCK WALLSEND.  
BOTTOM & RUDDER CLEANED, EXAMINED & RECOATED.  
VESSEL UNDOCKED FRI. 24<sup>TH</sup> MARCH, 1950.

PARTICULARS OF ELECTRIC WELDING (if employed) KEEL BUTTS WELDED. SIDE GIRDERS WELDED TO SHELL & BULKHEADS.  
UPPER DK WELDED TO SHELL IN POOP & FO'LE. LONG<sup>T</sup> & TRANSVERSE BULKHEAD SEAMS & BUTTS WELDED.  
HATCHES WELDED TO DECK. STERNFRAME WELDED TO SHELL PLATING. BOTTOM & DECK LONG<sup>T</sup> BRACKETS WELDED AT BULKHEADS.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

CRUISER STERN. L.A.C.P. MACHINERY AFT. PART ELECTRIC WELDING  
LONG<sup>T</sup> FRAMING AT BOTTOM & DECK. CARRYING PETROLEUM IN BULK  
E.S.D. GYC D.F. RADAR. 1 DECK STEEL.

RADAR Equipment (State if fitted) YES.  
State Type or Pattern No. 615  
MARINERS PATHFINDER MODEL 1197 "S" BAND RADAR  
State } Maker RAYTHEON MANUFACTURING CO. NEW YORK.  
Name } and/or  
of } Supplier.  
EQUIPMENT NO CX 1197 C.

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

1st Bower	48. 0. 0.	C.P.	1108	3 <sup>RD</sup> OCT. 1949
2nd "	46. 3. 25	C.P.	1113	6 <sup>TH</sup> OCT. 1949
3rd "	38. 3. 14	C.P.	1106	3 <sup>RD</sup> OCT. 1949.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 118.7 ft., R.Q.D. — ft., Bridge 45 ft., Forecastle 55.6 ft.  
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. Signal Letters. Extreme Breadth over Belting Over-all Length  
(Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 DECK STEEL

Parts of Bottom of Vessel coated with cement or approved composition FORE PEAK; AFT PEAK; FEED WATER TANK: CEMENT. COFFERDAMS  
INCL. D.B. 1 COAT RED & WHITE LEAD MIXED. PUMP ROOM WINGS. 1 COAT RED LEAD 1 COAT GREY PAINT.  
PUMP ROOM CENTRE. 1 COAT RED LEAD.

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,	Feet. 95	Tons. 338	Fore peak tank,	Feet. 26	Tons. 71
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	18.375	170
Double bottom, if under Engines only,	✓	✓	Deep tank, FORWARD PORT.	29.25	185
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward, STARBOARD.	29.25	209
Double bottom, forward,	✓	✓	Other tanks, if fitted, FORWARD COFFERDAM.	3.0	123
Total length (if continuous) and Capacity	95	338	Other tanks, if fitted, AFT COFFERDAM.	3.0	161
			(If necessary furnish further information by sketch.)	✓	✓

Order for Special Survey No. 0303

Date 10-1-49

Dates of Surveys  
held while building

1948 Dec 22 / 1949 Jan 5, 12, 19, 21, 24, 25 Feb 1, 10, 14, 28 Mar 3, 4, 8, 9, 11, 14, 16, 18, 21, 22, 24, 28, 30, 31 Apr 1, 4, 6, 7, 12, 13, 14, 21, 26,  
28 May 2, 10, 11, 16, 25, 27, 30 Jun 2, 13, 14, 15, 16, 17, 20, 21, 22, 23, 24, 27, 28, 29, 30 Jul 1, 4, 5, 6, 7, 8, 11, 12, 13, 14, 18, 21, 22, 25,  
26, 27, 28, 29 Aug 2, 3, 4, 8, 9, 10, 11, 12, 16, 17, 18, 19, 25, 29 Sep 1, 4, 8, 9, 13, 14, 15, 16, 19, 20, 21, 22, 23, 26, 27, 28, 29, 30 Oct 3, 4, 5, 6, 7,  
10, 11, 12, 13, 14, 17, 18, 19, 20, 21, 24, 25, 26, 27, 28, 31 Nov 1, 2, 3, 4, 7, 8, 9, 10, 11, 14, 15, 17, 21, 22, 23, 24, 25, 28, 29, 30 Dec 1, 5, 6, 8, 9, 12, 13, 14, 15,  
16, 19, 20, 21, 23, 28, 30 / 1950 Jan 4, 10, 12, 19, 20, 23, 25, 26, 27, 30 Feb 3, 8, 12, 15, 16, 21, 22, 23, 24, 27,  
Mar 2, 6, 7, 8, 9, 10, 13, 14, 15, 16, 17, 20, 21, 23, 24, 26, 28 Apr 3

Total No. of Visits 204