

**WRECK SECTION**  
No 875

# STEEL ~~STEAMER~~ OR MOTORSHIP.

**WRECK SECTION**

Received at London Office

22nd Oct '56

State if Report has been sent on the Freeboard of the Vessel. YES. — PLEASE SEE SLD. FREEBOARD NO. 36737

State if Report is sent on the Machinery of the Vessel. YES - FROM NEWCASTLE ON TYNE

Date of completion of report 17th OCTOBER 1956. Port of SUNDERLAND. No. 36741

Survey held at SUNDERLAND. Date First Survey NOVEMBER 21st 1955 Last Survey OCTOBER 5th 1956

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SINGLE SCREW MOTOR VESSEL "TRITONICA" (MACHINERY FITTED AFT.)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING. State Type of Erections POOP, BRIDGE HOUSE AND FORECASTLE.

TONNAGE under Tonnage Deck 11,357.26 CLASS +100 A1 State if with freeboard as condition of Class No

Do. of space or spaces between Tonnage Dk. and Upper Dk. ✓ Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 500.0

Total 11,357.26 Breadth (greatest moulded) B 70.5

Gross Tonnage 12,713.72 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 44.75

Register Tonnage 7711.53 1st Longitudinal Number (L x D) = ✓

REGISTERED DIMENSIONS. FEET 2nd Numeral L x (B + D) = ✓

Length 508.4 Framing Depth "d," at middle of length. See Sec. 3 (1d) ✓

Breadth 70.8 Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.29

Depth 39.7 Draught Moulded 31.75 Do. Long Bridge to top of keel ✓

Built at SUNDERLAND.

Launched 24th MAY 1956. Yard No. 811.

Builders SIR JAS. LAING & SONS LTD.

Owners DINGWALL SHIPPING CO.

Managers PHILIP MANN & CO. ?

(Where necessary to be entered in Reg. Book)

Residence LONDON.

Port of Registry LONDON.

If surveyed while building, afloat, or in dry dock

BUILDING, AFLOAT AND IN DRY DOCK. LAST SEEN IN DRY DOCK 5th SEPT. 1956.

## 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.
Spacing amidships. TRANSVERSES SPACED 12'-0" APART. SEE RPT. 1*			Bracket Floors, Frame	✓	
" TRANS. FR. NO. 40 TO 208 FROM 15'-0" TO 32'-3" ABOVE BASE = 24"			" " Reversed Frame	✓	
" from 2 length amidships to Collision bulkhead			" " Vertical Struts	✓	
" MACHINERY SPACE.	36"		Centre Girder, depth and thickness amidships	72" x 56"	
" in peaks	24"		" " top Angles	WELDED.	
AMING.			" " bottom Angles	WELDED.	
Amidships, Angle, [ or ]			Side Girders, No. each side and thickness	TWO AT 40"	
" Extends up to	TRANS. SIDE FRAMES 7' x 3 1/2" x 38" I.A. 24"		Margin Plate depth (excl. of flange) and thickness	✓	
d Frame Amidships, Angle	APART, FROM FR. 40 TO FRAME 208,		" " Vertical Angle to Tank side	✓	
" Extends up to	EXTENDING FROM GIRDER 15'-0" ABOVE BASE TO		" " Bracket abaft 1/4 len. from stem	✓	
of Framing Girder	W.T. FLAT 32'-3" ABOVE BASE.		" " Vertical Angle to Tank side	✓	
in Uppermost Continuous 'tween Decks, Angle, [ or ]	FOR DETAILS OF LONG. FRAMING SEE RPT. 1*		" " Gussets, spacing and scantling abaft 1/4 len. from stem	✓	
" Second 'tween Decks, Angle, [ or ]			" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	✓	
" Third			Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
from 1/2 len. for'd. to 15% len. from Stem	10' x 3 1/2" x 46" B.A. WITH INTER. FR. 5' x 3" x 32" I.A. IN FORE PEAK ONLY.		INNER BOTTOM PLATING.		
in Peaks, Angle or [	TRANS. FR. WELDED.		Breadth and thickness of Middle Line Strake	18 mm.	
ter and Spacing of Rivets through Frame and Shell Plating amidships	No.		Thickness of remainder in Holds		
f Frame Joggled	AS APPROVED.		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.	
ie scantlings and arrangements in the Ring Area in accordance with the Rules or as approved?	AS APPROVED.		BEAMS.		
ie scantlings and arrangements in way the Bottom Forward in accordance with Rules and/or as approved?	AS APPROVED.		Uppermost Continuous Deck, amidships in Wells, Angle, [ or ]		
BOTTOM.			" " in way of Bridge, Angle, [ or ]		
Depth and thickness at mid-line in Holds	✓		Spacing	LONG. BEAMS. SEE RPT. 1*	
Height of Brackets at side above base line at toe of frame	✓		Second Deck, amidships, Angle, [ or ]	✓	
Line Keelson, on Floors, Angles, [ or ]	✓		Spacing	✓	
" " Through Plate or Inter-costal Plate	✓		Third Deck, amidships, Angle, [ or ]	✓	
" " Foundation Plate on Floors	✓		Spacing	✓	
" " Flat Plate Keel Angles	✓		Fourth Deck, amidships, Angle, [ or ]	✓	
Keelsons, No. each side	✓		Spacing	✓	
" thickness of Inter-costal Plate	✓		Poop Deck, Angle, [ or ]	6' x 3 1/2" x 30 I.A. 7' x 3 1/2" x 37 I.A.	
" Angles	✓		Spacing	24" To 36"	
E BOTTOM.			Bridge Deck, Angle, [ or ]	✓	
Floors, thickness and spacing	48" 6'-0" APART.		Spacing	✓	
" " Are Frame and Reversed Frame joggled?	WELDED.		Forecastle Deck, Angle, [ or ]	7' x 3 1/2" x 36 To 41 I.A. 8' x 3" x 38 To 46 B.A. AT SEAMS.	
Bracket Floors, breadth and thickness at middle line	✓		Spacing	24" To 27"	
" " breadth and thickness at margin plate	✓				



## 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.
PILLARS, No. of Rows .....	LONG. SHD. P. & S IN			Stringer Plate, breadth and thickness in way of Bridge .....	✓		
„ in 'tween Decks, Size and Spacing .....	HOLDS. TOP STRAKE 30"x18" <sup>m</sup> / <sub>m</sub> .			Thickness of Plating abreast Deck openings in way of Wells .....	✓		
„ „ „ „ „ 44	BOTTOM STRAKE 78"x18" <sup>m</sup> / <sub>m</sub> .			Thickness of Plating abreast Deck openings in way of Bridge.....	✓		
„ in Holds „ „ „	REMAINDER OF PLATING .375" TO .40" SUPPORTED			Thickness of Plating within line of openings...	✓		
„ „ „ „ „	BY TRANS. WEBS AND TRANS. AND HORIZONTAL			If Sheathed, material and thickness.....	✓		
Centre Line Bulkhead.	STIFFERS OF VARYING SIZES.			Third Deck.			
Stiffeners and Spacing .....	FOR WEBS SEE REPORT 1*			Stringer Plate, breadth and thickness.....	✓		
Plating, thickness of .....	TWO ROWS OF BUILT PILLARS IN ENGINE ROOM.			If Plated, state thickness .....	✓		
	12"x3 1/2"x3 1/2"x38/50 CHANNELS			Fourth Deck.			
	THUS [ ]			Stringer Plate, breadth and thickness.....	✓		
STRINGERS AND DECKS.				If Plated, state thickness.....	✓		
Uppermost Continuous Deck.				Poop Deck.			
Stringer Plate, breadth and thickness in Wells	105"x1-23"			Stringer Plate, breadth and thickness.....			
„ „ „ „ in way of Bridge	✓			Plating, Sheathing, material and thickness ...			
„ Angle in Wells	8"x8"x1-0"			Bridge Deck.			
Thickness of Plating abreast Deck openings in way of Wells	1-23"			Stringer Plate, breadth and thickness.....	✓		
Thickness of Plating abreast Deck openings in way of Bridge.....	✓			Plating, Sheathing, material and thickness ...	✓		
Thickness of Plating within line of openings...	.38"			Forecastle Deck.			
If Sheathed, material and thickness.....	✓			Stringer Plate, breadth and thickness.....			
Second Deck.				Plating, Sheathing, material and thickness...			
Stringer Plate, breadth and thickness in Wells	✓						

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? No. <input checked="" type="checkbox"/>	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.....	60	.94	.94	.94	✓								
„ Dblg. (if any)	✓	✓	✓	✓									
Bottom Plating, No. of	A 95	.74	.82	.54	✓	See Shell							
Strakes ..... 4	B 95	.74	1.00	✓	✓								
	C 95	.74	✓	✓	✓								
Bilge Plating, No. of	D 81 3/4	.74	✓	✓	✓	Expansion	BOTH EDGES OF	1"	4"	✓			
							D" STRAKE D.R.						
Strakes ..... 1	E 93	.74	✓	.56	✓								
	F 99	.66	1.00	.52	✓	for end							
Side Plating, No. of	G 92 1/2	.60	1.00	.51	✓								
Strakes ..... 4	H 92 1/2	.60	1.00	.50	✓	Thickness							
	J 95	.69	.50	.50	✓								
Upper Deck, Sheer- strake in Wells.....	72	1.00	.50	.50	✓			TOP EDGE D.R. TO	1 1/8"	6 3/16"	✓		
Upper Deck, Sheer- strake in Bridge ...	✓	✓	✓	✓			STRINGER BAR.						
							LOWER EDGE D.R.	7/8"	3 1/2"	✓			
Strake below Sheer- strake in Wells.....	✓	✓	✓	✓									
Strake below Sheer- strake in Bridge ...	✓	✓	✓	✓									
Poop Side Plating.....	✓	✓	✓	.41	✓								
Bridge Side Plating.....	✓	✓	✓	✓									
Forecastle Side Plating	✓	✓	.45	✓	✓								

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	7
„ 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, <del>Bar</del> FLAT. PLATE	✓	60" x 94"	✓	✓
STEM		6 1/4" SOLID ROUND BAR LOWER PORTION WITH 1:0 TO 50 PLATE STEM ABOVE.		
STERN	✓	FABRICATED MILD STEEL POST.		
FRAME		5" DIA. ROUND BAR WITH 1:30" SIDE PLATES. SOLE PIECE FORGED BY WOLSHINGHAM STEEL CO. LTD.		
		Rudder		
Speed of Vessel		14 KNOTS.		
RUDDER—Type		SIMPLEX.		
" A x D.		483		
" Diam. of head	✓	FORGING. 1 1/8"		
" BEARING				
" Mainpiece at top	✓	FORGING. 1 1/2" DIA.		
" LOWER BEARING				
" heel		FORGING 1 1/8" DIA.		
" how constructed		FABRICATED BY BUILDERS.		
" double or single plate		DOUBLE PLATE.		
" coupling, vertical or				
" horizontal		HORIZONTAL.		

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D,	Upper 'tween decks	}	18" x 42" VERTL. CORR. PLATING IN HOLD FROM TANK TOP TO 32' 3" ABOVE BASE.			
(FRAME 94)	Second		6" x 29" TO 5" x 26" HORZL. CORR. PLATING FROM 32' 3" ABOVE BASE TO UPPER DECK.			
"	"		BULKHEAD IN WAY OF SIDE TANKS .35 TO .54" PLATING STIFFENED HORIZONTALLY WITH FLATS AND INVERTED ANGLES.			
"	"		44" - 64" 6" I. A. AS APPROVED - THREE STRINGERS SUPPORTED BY W.T. FLAT.			
"	"		6" x 31" VERTL. CORR. PLATING ABOVE E.R. FLAT. .38 TO .51" FLAT PLATING WITH 6" x 3 1/2" x 32" I. A. TO			
COLLISION	"		44" - 64" 6" I. A. AS APPROVED - THREE STRINGERS SUPPORTED BY W.T. FLAT.			
AFTER PEAK	(IN ENGINE ROOM.)		6" x 31" VERTL. CORR. PLATING ABOVE E.R. FLAT. .38 TO .51" FLAT PLATING WITH 6" x 3 1/2" x 32" I. A. TO			

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

## STEEL.

APPLY - FRIDGINGHAM STEEL CO., CONSETT IRON CO., DORMAN LONG LTD., SKINNINGROVE IRON CO. LTD., SOUTH DURHAM

STEEL AND IRON CO., STEWARTS AND LLOYDS LTD.

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



Rpt. 1°.

M.V. "TRITONICA" SUNDERLAND RPT. NO. 36741

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. Ins.	Speng. Ins.		Number.	Diameter Inches.
Framing of L, L or C .....					AFT END IN WAY			FORE END IN WAY					
Frames in Bridge 'tween Decks ...		✓			OF ENGINE ROOM.			OF DEEP TANK.					
Frames from Uppermost Continuous Deck No. 1		11 x 3 1/2 x .46 B.A.			1. 8 x 3 1/2 x .36 B.A.			1A. 6 x 3 1/2 x .32 I.A.					
" 2		11 x 3 1/2 x .46 B.A.			2. 8 x 3 1/2 x .36 B.A.			2 " "					
" 3		11 x 3 1/2 x .46 B.A.			3. 8 x 3 1/2 x .36 B.A.			3A. 6 x 3 1/2 x .40 I.A.		7/8" 5/4" 3/8" FOR 3'-0" EACH SIDE OF BULKHEADS.			
" 4		9 x 4 x .43 I.A.			3A. 8 x 3 1/2 x .39 B.A.			3C. " "					
" 5		9 x 4 x .43 I.A.			3B. 9 x 3 1/2 x .38 B.A.			3E. " "					
" 6		10 x 3 1/2 x .42 B.A.			3C. 9 x 3 1/2 x .47 B.A.			3G. 7 x 3 1/2 x .38 I.A.					
" 7		10 x 3 1/2 x .44 B.A.			3D. 10 x 3 1/2 x .43 B.A.			3H. 6 x 3 1/2 x .42 I.A.					
" 8					3E. 11 x 3 1/2 x .46 B.A.			3J. 8 x 4 x .40 I.A.					
" 9					3F. 12 x 3 1/2 x .50 C			3K. 6 x 3 1/2 x .42 I.A.					
" 10					3G. 12 x 4 x .40 C			3L. 8 x 4 x .43 I.A.					
" 11		BOTTOM			4. 12 x 4 x .40 C			3M. 6 x 3 1/2 x .42 I.A.					
" 12		LONGITUDINALS			5. 12 x 4 x .40 C			3N. 9 x 4 x .43 I.A.					
" 13		10 x 3 1/2 x .30 C			6. 15 x 4 x .40 C			3P. 6 x 3 1/2 x .42 I.A.					
" 14					7. 15 x 4 x .40 C			4. 9 x 4 x .43 I.A.					
" 15					TRANS. FRAMING IN DOUBLE BOTTOM.			4A. 6 x 3 1/2 x .42 I.A.					
" 16								5. 9 x 4 x .43 I.A.					
Spacing of Longitudinal Frames		Amidships ... 36 1/2 To 34" ON SIDE & 36" ON BOTTOM AMIDSHIPS.						6A. 6 x 3 1/2 x .42 I.A.					
		At Ends ... ✓			✓			6. 10 x 3 1/2 x .42 B.A.					
Tank Top Longitudinals		8" x 4" x .38 I.A.			TRANS. FRAMING IN ENG. ROOM. SEE RPT. 1.			18" APART.		WELDED.			
Bottom		10 x 3 1/2 x .30 C			TRANS. FRAMING AT ENDS. SEE RPT. 1.			36" APART.		7/8" 5/4" AND 4 13/16" FORD. OF .75L FORD.			
ing of Longitudinals		Amidships ✓			✓								
		At ends... ✓			✓								
Transverses.		ON SHELL.			ON LONG. BHD.					Rivets in Lugs to Shell. Diam. Speng.			
Side		Depth and Thickness 24" x .38"			24" x .36"								
Face Angles		6" FL.			5" FL.								
Lugs to Shell* AND BULKHEAD.		WELDED.			WELDED.								
Depth and Thickness		18" x .34"			18" x .34"								
Side		Face Angles 5" FL.			5" FL.								
Lugs to Shell* AND BULKHEAD.		WELDED.			WELDED.								
Depth and Thickness		21" x .40"			27" x .38"								
Face Angles		4" FL.			3 1/2" FL.								
Lugs to Shell* AND BULKHEAD.		WELDED.			WELDED.								
Back Bars		✓			✓								
Brackets		.40" STIFFENED.			.40" STIFFENED.								
Spacing of Transverse Frames...		24" (15'-0" TO 32'-3" ABOVE BASE, FROM FR. 40 TO FR. 208.)											
Longitudinal		Bridge Deck...						Spacing.		Transverse Beams.			
Upper		12 x 3 1/2 x .47/50 C			12 x 3 1/2 x .47/50 C			36"		24" x .38" WITH 6" FLANGE, 12'-0" APART.			
Second		✓			✓			✓		✓			
Third		✓			✓			✓		✓			

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. 58373

LETTER h.t

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, <del>IN SHORT</del> STOCKLESS.			WEIGHT OF <del>ANCHOR</del> SHANK.			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.				
34507	1st Bower	95	1	0	34	2	14	65	15	0	0	94 1/2	BYERS IMPROVED TYPE, STOCKLESS, CAST STEEL HEAD.	W.L. BYERS & CO. LTD.	LOW WALKER 3-11-55 R.J. VOGAN.	
34509	2nd "	95	2	0	35	2	0	65	15	0	0	94 1/2	- Do. -	- Do. -	" 8-11-55 " "	
34664	3rd "	94	2	0	34	0	21	65	7	2	0	94 1/2	- Do. -	- Do. -	" 27-1-56 " "	
	Collective weight 4th BOWER.	285	1	0								283 1/2				
35499	Stream	95	3	0	36	0	0	65	15	0	0		- Do. -	- Do. -	" 9-3-56 " "	

(ONE BOWER FITTED AT STEERN.)

## 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.	
	Length.	Diam.	Statu-tory.	Break-ing.	Supplied.	Per Rule.		Length.	Diam.					Length.	Clr.		Length.	Clr.
3900	605	2 3/8	14374	20208	51009	✓	279 1/2	330	2 3/8	SPECIAL STEEL	MESSES RAMNAS BRUKS.	RAMNAS 26-10-55 L. LJUNGS.	TOWLINE	130	6" 24	99.1	130	6" 24
3901	165	2 3/8	14374	20208	13840	✓		✓	✓	STUD LINK CABLE	MESSES RAMNAS BRUKS.	RAMNAS 26-10-55 L. LJUNGS.	HAWSERS & WARPS	5 AT 110	6" 24 3"	25.7	5 AT 110	6" 24 3"
29356	✓	✓	✓	✓	✓	✓	✓	✓	✓	INCLUDES JOINING & END SHACKLES + 2 SWIVELS.								
	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓ SHACKLE FOR 2 3/8 SQ. CABLE	S. TAYLOR & SONS	NETHERTON 70-6-56 H. MURPHY.						
Iron Stream Chain or Steel Wire																		

Steering Gear, Type (Power or hand) HASTIE ELECTRIC HYDRAULIC (2 PUMPS, 2 RAMS) Alternative Means of Steering HAND GEAR OPERATING MAIN GEAR.Steering Chains (Size and Test) ✓ Windlass ELECTRIC WINDLASS, 70 B.H.P. MOTOR BY THOMAS B. THRIKE ODENSE, DENMARK. Boats 2-ALUM. ALLOY LIFEBOATS EACH 76'-0" x 8'-6" x 3'-6 1/2" 1-MOTOR, FOR 50 PERSONS. 1-ROWING, FOR 53 PERSONS.Ceiling in Holds, thickness and material ✓ Cargo Battens, thickness, material and spacing ✓Cargo Hatchways.—(Upper Deck) STRONGLY CONSTRUCTED OF STEEL PLATES AND ANGLES. Thickness of Hatches MCCREGOR STEEL HATCH COVERS FITTED.Size of Hatchways No. 1 (Fwd.) 36'-0" x 40'-0" No. 2 48'-0" x 40'-0" No. 3 48'-0" x 40'-0" No. 4 36'-0" x 40'-0" No. 5 36'-0" x 40'-0" No. 6 48'-0" x 40'-0"  
HATCHWAY TO DRY CARGO HOLD FORWARD 9'-0" x 25'-0" WITH HINGED STEEL COVER.Number of Shifting Beams and/or Fore and Afters NO SHIFTING BEAMS OR FORE AND AFTERS FITTED.

Builder's Signature

For and on behalf of  
SIR JAMES LING & SONS LIMITED

Managing Director

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 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 UNDER SPECIAL SURVEY IN CONFORMITY WITH THE SOCIETY'S RULES AND REGULATIONS AND SECRETARY'S LETTERS. THE SCANTLINGS AND ARRANGEMENTS OF THE SHIP ARE AS GIVEN IN THE REPORT AND AS SHOWN AND AMENDED ON THE APPROVED PLANS NOW FORWARDED. ALL MODIFICATIONS OR ADDITIONS TO THE ORIGINAL APPROVED ARRANGEMENTS MADE DURING CONSTRUCTION HAVE BEEN INDICATED ON THE PLANS AND HAVE BEEN APPROVED AS BEING IN ACCORDANCE WITH, OR BY STANDARDS EQUIVALENT TO, THE RULE REQUIREMENTS. THE PLANS OF MIDSHIP SECTION AND PROFILE AND DECKS SHOWING THE SHIP AS BUILT, NOW FORWARDED HERewith, HAVE BEEN CHECKED WITH THE APPROVED ARRANGEMENTS AND FOUND IN ORDER. THE MATERIALS AND WORKMANSHIP ARE GOOD. OIL FUEL, FLASH POINT ABOVE 150°F CAN BE CARRIED IN ENGINE ROOM DOUBLE BOTTOM TANKS, NOS. 1, 2, 3, 4 AND 5 LOWER TANKS AND DEEP TANK FORWARD. THE REQUIREMENTS OF SECTION 20 OF THE RULES HAVE BEEN COMPLIED WITH, SO FAR AS APPLICABLE. THE LOWER TANKS, PEAK TANKS, DEEP TANK, UPPER WING TANKS, SETTLING TANKS, ENGINE ROOM DOUBLE BOTTOM TANKS, COFFERDAMS, FEED AND F.W. TANKS HAVE BEEN SATISFACTORILY TESTED BY WATER PRESSURE. THE WEATHER DECKS AND BULKHEADS CLEAR OF TANKS, AND W.T. DORES HAVE BEEN HOSE TESTED AND FOUND SATISFACTORY. THE STEERING GEAR, WINDLASS, ANCHORS AND CABLES HAVE BEEN TESTED UNDER WORKING CONDITIONS AND FOUND SATISFACTORY. THE BILGE SUCTIONS AND HAND PUMPS HAVE BEEN TESTED AND FOUND IN ORDER. THE FREEBOARD MARKINGS ASSIGNED BY THE COMMITTEE HAVE BEEN MARKED ON THE VESSEL'S SIDES, VERIFIED, CUT IN AND PAINTED.

FEE AS PER SCALE.

The amount of Entry Fee.....	£ 1246-0-0	Fees applied for,
20% INCREASE FOR ORE CARRIER.	249-0-0	19.
	1495-0-0	
Special Survey Fee.....	£ :	
LESS SPECIAL REBATE OF 20%	299-0-0	Received by me,
ACTUAL CHARGE MADE.	£ 1196-0-0	19.
Travelling Expenses, if any .....	£ :	
LOAD LINE ASSIGNMENT FEE.	£ 50-0-0	

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

I am of opinion the Vessel should be Classed +100A1.

"STRENGTHENED FOR NAVIGATION IN ICE"

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 7/1/57Committee's Minute TUESDAY 4 DEC 1956Character assigned +100A1

LACP 9.56

Str. Nav. in Ice

+LMC 10.56 (With Tors. End!)

DB 100 lb.

CL

NOTED FOR  
POSTING  
279 DC

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Lloyd's Register

0176313



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.)

SISTER VESSEL: "KNOB LAKE" SIR JAS. LAING & SONS LTD. YARD NO 807. SUNDERLAND REPORT NO 36690.

THE FOLLOWING PLANS ARE FORWARDED:

MIDSHIP SECTION (AS FITTED)

PROFILE AND DECKS "

CAPACITY PLAN. "

MIDSHIP SECTION (AS APPROVED)

PROFILE AND DECKS. "

SHELL EXPANSION.

FORE END DETAIL SCANTLINGS.

AFTER END DETAIL SCANTLINGS.

RUDDER PLAN.

STERNFRAME.

SOFT NOSE STEM CONSTRUCTION.

PUMP ROOM STRUCTURE AND BULKHEADS.

MIDSHIP DECKHOUSE SCANTLINGS.

PILLARS AND LADDERS.

WATERTIGHT DOORS.

MAGGREGOR HATCH COVERS (2 SHEETS.)

MODIFICATIONS TO ENGINE ROOM FLAT.

HOLES IN SIDE TRANSVERSE WEBS FOR CABLES.

PUMPING ARRANGEMENT.

HOLD BILGE AND TANK PUMPING DIAGRAM.

CARGO PUMP ROOM ARRANGEMENT.

ALSO FORWARDED ARE:

CASTINGS AND FORGINGS CERTIFICATES.

P. 403 STEEL MILL SHEETS. (FOR STERNFRAME)

ON RETURNING FROM SEA TRIALS ON OCTOBER 4<sup>th</sup> 1956,  
THE VESSEL SUSTAINED DAMAGE DUE TO CONTACT WITH  
CORPORATION QUAY, SUNDERLAND. FOR DETAILS SEE  
ATTACHED REPORT B.

PARTICULARS OF ELECTRIC WELDING (if employed) UPPER DECK PLATING WELDED EXCEPT SEAM OUTSIDE LINE OF HATCHES WHICH IS DOUBLE RIVETED. STRINGER ANGLE IS RIVETED. SHELL SEAMS AND BUTTS WELDED EXCEPT EDGES OF SHEERSTRAKE AND TWO SEAMS AT LOWER TURN OF BILGE. DECK AND BOTTOM LONGITUDINALS RIVETED AND SIDE LONGITUDINALS WELDED TO SHELL EXCEPT AT SHEERSTRAKE AND BILGE. TANK TOP AND DOUBLE BOTTOM STRUCTURE ALL WELDED. UPPER DECK HATCH GROUND BAR RIVETED BOTH FLANGES. BULKHEADS ALL WELDED. STRUCTURE INSIDE TANKS ALL WELDED. ALL WELDING CARRIED OUT WITH APPROVED ELECTRODES.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book  
STRENGTHENED FOR NAVIGATION IN ICE. LONGITUDINAL FRAMING. PART  
ELECTRIC WELDED. MACHINERY AFT. OIL ENGINE. LACP.  
E.S.D., D.F., G.Y.C., RADAR.

RADAR Equipment (State if fitted) YES.

State Type or Pattern No. TYPE 45.

State } Maker. DECCA RADAR LTD.  
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.	54-3-7	A.E.G.	5057	11-2-55	WT. INCLUDING PIN.	60-2-14
2nd "	54-0-22	A.E.G.	5954	10-6-55	"	60-0-0
3rd "	54-2-10	A.E.G.	5917	27-5-55	"	60-1-7
4 <sup>th</sup> "	54-0-12	A.E.G.	6183	9-9-55	"	59-3-0

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 107.0 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 40.75 ft.

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

Official No. 187463 Signal Letters G.V.T.D. Extreme Breadth over Belting 70.78' Over-all Length 527.87' (Circ. 1611) (Circ. 1703)

No. and Material of Decks ONE DECK—STEEL.

Parts of Bottom of Vessel coated with cement or approved composition BOTTOM OF FORE PEAK AND AFT PEAK CEMENTED FOR DRAINAGE.

REMAINDER OF FORE PEAK AND AFT PEAK CEMENT WASHED. COFFERDAM IN ENGINE ROOM COATED WITH BITUMINOUS SOLUTION.

Particulars of composition (if fitted) and of approval NOS. 1, 3 AND 4 LOWER TANKS COATED WITH GREASE PAINT.

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.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, NOS. 1 TO 5 LOWER TANKS.	336	5768.	Fore peak tank,	✓	269
Double bottom, under Engines and Boilers,	✓	✓	After peak tank, 5 also FW	✓	226
Double bottom, if under Engines only, 4FW	57	149	Deep tank, aft, 4FW	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	27	632
Double bottom, forward,	✓	✓	Other tanks, if fitted, UPPER WING TANKS P. & S.	336	2548
Total length (if continuous) and Capacity	✓	✓	(If necessary furnish further information by sketch.)	✓	✓

Order for Special Survey No. 6467

Date 25.5.55

Dates of Surveys  
held while building

(1955) NOV. 21. DEC. 1. 12. 19. 29. (1956) JAN. 4. 6. 12. 24. FEB. 4. 21. MAR. 2. 6. 12. 14. 15. 16. 19. 23. 24. APR. 3. 4. 5. 16. 18.  
24. 26. MAY. 1. 2. 3. 4. 7. 8. 9. 11. 14. 15. 16. 17. 18. 19. 23. 24. 30. JULY 10. 25. AUG. 15. 16. 20. 21. 23. 24. 29. 31. SEPT.  
4. 5. 4. 10. 11(2) 12(2) 13. 14. 18. 19. 20. 21. 24(2) 25. 26. 27. 28(2) OCT. 1. 2. 3. 4. 5(2)

Total No. of Visits 87

Lloyd's Register  
Foundation