


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.
CENTRE LINE DECK GIRDER PILLARS, No. of Rows .DEPTH & THICKNESS....	54"x50-5" FL. WITH STIFFENERS	+ 10 OWNERS.		
" " " " " "	4"x40 FLATS @ 4'0" APART.			
" " " " " "	✓			
MACHY SPACE. in Holds " " " "	12"x50-3" FL. WITH 10"x50 FLAT & AS APPROVED			
" " " " " "	✓			
Centre Line Bulkhead, IN FORWARD DEEP TANK. Stiffeners and Spacing	{ PLATING .38 STIFFENERS 9"x4"x40 L.W.T.O. AT 27" SPACING AND WASH B.H.D. AS APPROVED	+ .02 BTM STRAKE + .10 VERT. STRAKE		
LONGITUDINAL BULKHEADS IN CARGO TANKS. { Plating thickness of STIFFENERS INCREASED FORWARD AND ADDITIONAL STRINGER AS APPROVED. {	PLATING .50 STIFFENERS 8"x3½"x38 L.W.T.O. SPACED .30" VERT. WEBS 21"x40 WITH 3½"x3½"x40 FACE ANGLE. & 2 STRINGERS AS APPROVED			
STRINGERS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells	73"x65 to 88 AT POOP BREAK.			
" " " " " " in way of Bridge	73"x65 to 81 AT BREAKS.			
" Angle in Wells	6"x6"x60			
Thickness of Plating abreast Deck openings } in way of Wells64-.72-.81-.88			
Thickness of Plating abreast Deck openings } in way of Bridge.....	✓			
Thickness of Plating within line of openings...	.50 ✓			
If Sheathed, material and thickness.....	✓			
Second Deck. FORWARD (DEEP TANK & PEAK TANK TOP) Stringer Plate, breadth and thickness in Wells	PLATED TRANSVERSELY .36 TO .34 ✓			
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.....	73"x34 .26 TO .30 ✓			
Plating, Sheathing, material and thickness ...	SHEATHED 2½" TEAK ✓			
Bridge Deck. Stringer Plate, breadth and thickness.....	67"x40 SHEATHED ✓			
Plating, Sheathing, material and thickness34 } 2½" TEAK ✓			
Forecastle Deck. PLATED TRANSVERSELY Stringer Plate, breadth and thickness.....	.34 ✓ .34 ✓			
Plating, Sheathing, material and thickness...	4" PITCH PINE UNDER WINDLASS.			

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		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	RIVETS.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
Flat Plate Keel.....	50	.88	.68	.68		DOUBLE	1	4				
„ Dblg. (if any)	✓	✓	✓	✓								
Bottom Plating, No. of Strakes (3). A, A, C.	A B C	.58 .60 .60	.46	.48	NOTE A STRAKE .64 FOR ² OF 1/2 L R .70 IN WAY OF FORE DEEP TANK WHERE FLOORS WELDED TO SHELL. B & C STRAKES .66 FOR ² OF 1/2 L R B .70 IN WAY OF FORE DEEP TANK.	DOUBLE	7/8	3 1/2				
Bilge Plating, No. of Strakes (1). D.		.58	.46	.48	PLATING IN WAY OF STERN FRAME INCREASED TO .60	DOUBLE	7/8	3 1/2				
Side Plating, No. of Strakes (2). E, & F.		.56	.44	.44		DOUBLE	7/8	3 1/2				
Upper Deck, Sheer-strake in Wells. H.	54	.80	.51	.44	APPROVED .44 FORWARD INCREASED TO .66 IN WAY OF HAWSE PIPES IN LIEU OF DOUBLINGS.	DOUBLE	1	4				
Upper Deck, Sheer-strake in Bridge96 AT BRIDGE BREAKS										
Strake below Sheer-strake in Wells. G.	90	.66	.44	.44	Approved at (Class plan 16 first)	DOUBLE	7/8	3 1/2				
Strake below Sheer-strake in Bridge ...	✓											
Poop Side Plating... J.			.50	.38		SINGLE	7/8	3 1/2				
Bridge Side Plating... J.		.42	.50	.70	APPROVED .50 AFT.	TREBLE	1	4				
Forecastle Side Plating	J		.41		INCREASED FORWARD .66 IN WAY OF HAWSE PIPE IN LIEU OF DOUBLING.	SINGLE	7/8	3 1/2				

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—						
Extending to Upper Deck (Sec. 3 c)		16				
Deck next below						
As per Rule		6				
		STIFFENERS.				
		Plating Thickness.	VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D,	IN CENTRE TANKS ✓	50	8" x 3 1/2" x 38	2	UPPER 26" x 50" FL.	
	Upper 'tween decks		O.A. W.T.O.	30	LOWER 30" x 50" FL.	
	IN WING TANKS ✓	50	8" x 3 1/2" x 38	2	UPPER 16" x 50" FL.	
	Second		O.A. W.T.O.	31 1/4	LOWER 20" x 50" FL.	
"	"					
"	Third					
"	Holds					
COLLISION	(in Hold) FR. 152	49 to 31	9" x 4" x 38 L W.T.O.	30	W.T. FLAT & 3 GIRDERS	
	FR. 8	43 to 30	8" x 4" x 37 1/2 L W.T.O.	30	18" x 34" - 3" FL.	
AFTER PEAK					24" x 34" - 3" FL.	
					24" x 34" - 3" FL.	
					2 W.T. FLATS AND	
					WELDED FLATS AS APPROVED	

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
KEEL, Bar		FLAT PLATE		
STEM	UPPER LOWER	M.S. FASHION PLATE ROLLED BAR. $9\frac{1}{2} \times 2\frac{1}{2}$		
STERN FRAME	Propeller Post Rudder	C.S.	AS	THE WOLSLINGHAM
		APPROVED	STEEL CO., LTD.	
Speed of Vessel		11 KNOTS		
RUDDER—Type		SIMPLEX		MESSRS PALMERS (HEBBURN) LTD.
" A x D.		273		
" Diam. of head		10		
" Mainpiece at top pintle		9		
" " heel		9		
" how constructed		FABRICATED AS PER PLAN		
" double or single plate		DOUBLE	50	
" coupling, vertical or horizontal		HORIZONTAL		

STEEL.

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

THE APPELBY-FRODINGHAM STEEL CO., THE CONSETT IRON CO., LTD., COLVILLES LTD., CARGO FLEET IRON CO., LTD.,
DORMAN, LONG & CO., LTD., SKINNINGGROVE IRON CO., LTD., SOUTH DURHAM STEEL & IRON CO., LTD., STEEL CO. OF SCOTLAND LTD

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

EQUIPMENT No. 36528												LETTER Z				ANCHORS.		
P.	Any Departure from Approved Plans to be Noted.	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.
		30312	1st Bower	64	0	0	STOCKLESS	50	10	0	0	63 3/4	BYERS IMPROVED TYPE - STOCKLESS	✓	LPH-LW 11 th OCT. 1949 R.T.V.	✓		
		30326	2nd "	63	3	14	STOCKLESS	50	10	0	0	63 3/4	Do.	✓	LPH-LW 1 st OCT. 1949 R.T.V.	✓		
		0258	3rd "	55	1	0	STOCKLESS	45	10	2	14	54 1/2	Do	✓	LPH-LW 26 th SEPT. 1949 R.T.V.	✓		
			Collective weight	183	0	14						182						
		0422	Stream	18	1	0	4	3	0	19	4	1	14	17 1/2	RODGERS TYPE ELECTRICALLY WELDED	✓	LPH-LW 22 nd NOV. 1949 R.T.V.	✓

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.	Statically.	Breaking.	Supplied.	Per Rule.			Length.	Diam.					Length.	Cir.		Length.	Cir.
0425	270	2 1/4	91 1/2	127 1/2	694-0-14	682 1/4			270	2 1/4	STUD LINK	✓	LPH-CH. 24 th NOV 1949 H. PHILLIPS.	1/2" GSWH TOWLINE	120	5	70 1/10	120	5
	N.B. 2 LENGTHS OF THE ABOVE ARE DIVIDED INTO TWO PARTS VIZ. 10 AND 5 FATHOMS EACH.																		
														5/16" GSWH	120	8		90	8
														2" GSWH	20			20	FIBRE
														1/2" GSWH	100	3 1/2	35 3/10	90	7
														2" GSWH	20				
														1/2" GSWH	100	3	25 1/10		
Stream	90	1 3/4	✓	64 3/4	✓	✓			90	1 3/4	6/24 GSWH	BRITISH ROPES							

Steering Gear, Type (Power or hand) STEAM HYDRAULIC WITH TELEMOTOR CONTROL BY MESSRS. HASTIE. APPROVED SYSTEM OF BLOCKS AND TACKLE TO AFTER CAPSTAN.

Mains (Size and Test) ✓ Windlass STEAM BY EMERSON WALKER Boats 4 @ 26'0" x 8'5" x 3'5" (1 MOTOR DRIVEN)

Holds, thickness and material ✓ Cargo Battens, thickness, material and spacing ✓

Decks (Upper Deck) OIL TIGHT - STEEL PLATES & ANGLES. Thickness of Hatches TO FORE HOLD - STEEL 40 WITH 50 STIFFS.

Decks No. 1 (Fwd.) 7'0" x 10'0" No. 2 24 OFF EACH No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Shifting Beams ✓ FOR AND ON BEHALF OF

Fore and Afters ✓ JOSEPH L THOMPSON & SONS, LIMITED

Builder's Signature ✓ JOINT MANAGING DIRECTOR

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
 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).
 The ship has been built under special survey in conformity with the Society's Rules and Regulations and as per letter. The scantlings and arrangements of the ship are as given in the report and as shown and set out on the approved plans now forwarded. All modifications or additions to the original approved plans 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 Profile and Decks showing the ship as built, will be forwarded later. The materials and workmanship are good. Oil is carried as fuel in the oil fuel cross bunker forward of the machinery, in the double bottom tank aft (under the engines), and in the deep tank forward. The flash point of the oil is not less than 150°F. The requirements of Section 20 of the Rules have been complied with. The double bottom tanks, peak tanks, F.W. tank, oil fuel cross bunker and settling tanks, and cofferdams have been tested by water-pressure and found satisfactory. The weather decks clear of cargo tanks, water-tight doors, superstructure bulkheads etc., have been hose tested and the pump

Amount of Entry Fee..... £996.0.0 } Fees applied for, **FEB 12, 1951** (Special notations, where part of class, to be stated.)
 FREEBOARD Special Survey Fee..... £30.0.0 } Received by me, _____
 DAMAGE { £5-5-0 }
 Travelling Expenses, if any..... £15.15.0 } 19

Whether the Vessel has been built under Special Survey YES I am of opinion the Vessel should be Classed 100 A-1
 Certificate to be sent to SUNDERLAND **DUPLICATE** 14/3/51 Signature Alfred J. S. Elcheff
 Date of issue FRI. 2 MAR 1951 Surveyor to Lloyd's Register of Shipping.

Committee's Minute ✓ Character assigned +100A1 "Carrying petroleum in bulk"

12.50 Sld. Lloyd's A+C.P. + LMC 2.51 Oil Eng. C.L. 2 DB 150lb.
White Sld (m) CLASSIFICATION CERTIFICATES WRITTEN.

