

STEEL ~~STEAMER~~ MOTORSHIP.

MAR -9 1939

Received at London Office

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 *7th of March 1939* Port of *Rotterdam* No. *27943a*Survey held at *Kinderdijk* Date First Survey *14th of January 1938* Last Survey *4th of March 1939*On the *(State if Machinery Fitted Aft and if Single, Twin or Triple Screw)* *Single screw motor tanker "B. P. SPIRIT"* Machinery fitted aft. *✓*State Type *(Full Scantling, Complete Superstructure with or without Tonnage Openings)* *Flush deck. A Class.* State Type of Erections *none*TONNAGE under Tonnage Deck... *346.91* CLASS *A 1.* *✓* State if with freeboard as condition of Class *no.* Built at *Kinderdijk*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 157.0* Launched *12th of January 1939* Yard No. *892*Total Breadth (greatest moulded) *B 32.0* Builders *G. Smit & Zoon's Scheep & Werktuigbouw N.V.*Gross Tonnage *440.48* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 10.25* Owners *Union Lighterage Company Ltd.*Register Tonnage *234.02* 1st Longitudinal Number (L x D) *= 1609.25* Managers *✓* (Where necessary to be entered in Reg. Book.)REGISTERED DIMENSIONS. FEET. 2nd Numeral L x (B + D) *= 6633.25* Framing Depth "d," at middle of length. See Sec. 3 (1d) *15.33* Residence *London*Length *157.5* Proportions—Depth to Length—Uppermost continuous deck to top of keel *15.33* Port of Registry *London*Breadth *32.15* Do. Long Bridge to top of keel *8' 6 3/8"* If surveyed while building, afloat, or in dry dockDepth *8.95* Draught Moulded *8' 6 3/8"* Building *✓*

FRAMES, DOUBLE BOTTOM AND BEAMS.

| | INCHES IN SHIP. m/m | Any Departure from Approved Plans to be Noted. | | INCHES IN SHIP. m/m | Any Departure from Approved Plans to be Noted. |
|--|-------------------------------------|--|--|------------------------|--|
| FRAMES, Spacing amidships | 483 | ✓ | Bracket Floors, Frame | 100 75 8 | ✓ |
| " " from $\frac{3}{8}$ length to Collision bulkhead | 508 | ✓ | " " Reversed Frame | 100 65 8 | ✓ |
| " " in peaks | 508 | ✓ | " " Vertical Struts | 120 80 10 | ✓ |
| " " <i>FP.</i> | 508 | ✓ | " " <i>Vertical Struts</i> | 304 x 7 | ✓ |
| " " <i>AP.</i> | 459.5 | ✓ | Centre Girder, depth and thickness amidships | 610 x 7.5 | ✓ |
| SIDE FRAMING. | | | " " top Angle | 65 65 7 | ✓ |
| Frame Amidships, Angle, $\frac{1}{2}$ or $\frac{3}{4}$ | 100 75 8 | ✓ | " " bottom Angle | 65 65 7 | ✓ |
| " " Extends up to | deck | ✓ | Side Girders, No. each side and thickness | none | ✓ |
| Reversed Frame Amidships, Angle | ✓ | | Margin Plate depth (excl. of flange) and thickness | ✓ | |
| " " Extends up to | | | " " Vertical Angle to Tank side | ✓ | |
| Depth of Framing Girder | ✓ | | " " Bracket abaft $\frac{1}{4}$ len. from stem | ✓ | |
| Frames in Uppermost Continuous 'tween Decks, Angle, $\frac{1}{2}$ or $\frac{3}{4}$ | ✓ | | " " Vertical Angle to Tank side | ✓ | |
| " " Second 'tween Decks, Angle, $\frac{1}{2}$ or $\frac{3}{4}$ | ✓ | | " " Bracket forward $\frac{1}{4}$ len. from stem | ✓ | |
| " " Third <i>IN "STOREROOM" FORW.</i> | 115 75 8 | ✓ | " " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem | ✓ | |
| Framing in Peaks, Angle $\frac{1}{2}$ or $\frac{3}{4}$ | 90 65 8 | ✓ | " " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem | ✓ | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 16 $\frac{1}{2}$ - 96 $\frac{1}{2}$ | ✓ | Tank Side Brackets, height above base line at toe of Frame and thickness | ✓ | |
| State if Frame Joggled | and as approved. not joggled | ✓ | INNER BOTTOM PLATING. OF CARGO TANKS | | |
| PANTING ARRANGEMENTS (Sec. 7), state system and particulars | as per plan. | ✓ | Breadth and thickness of Middle Line Strake | ✓ | |
| STRENGTHENING OF BOTTOM FORWARD. State Particulars | as per plan. | ✓ | Thickness of remainder in Holds | 7.5 | ✓ |
| SINGLE BOTTOM. | | | 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? | ✓ | |
| Floors, Depth and thickness at mid-line in FORE Holds | 510 x 7.5 | ✓ | BEAMS. | | |
| Height of Brackets at side above base line at toe of frame | shaught floors | ✓ | Uppermost Continuous Deck, amidships in Wells, Angle, $\frac{1}{2}$ or $\frac{3}{4}$ | 330 x 7 | ✓ |
| Middle Line Keelson, on Floors, Angles, $\frac{1}{2}$ or $\frac{3}{4}$ | 65 65 7 | ✓ | " " in way of Bridge, Angle, $\frac{1}{2}$ or $\frac{3}{4}$ | changed 65 | ✓ |
| " " Through Plate or Intercoastal Plate | 7-6.5 | ✓ | Spacing | 483 | ✓ |
| " " Foundation Plate on Floors | ✓ | | TANK | | |
| " " Flat Plate Keel Angles | 65 65 8 | ✓ | Second Deck, amidships, Angle, $\frac{1}{2}$ or $\frac{3}{4}$ | 90 65 8 | ✓ |
| Side Keelsons, No. each side | one | ✓ | THROUGH BEAMS AT ALT. FRAMES. Spacing | 483 | ✓ |
| " " thickness of Intercoastal Plate | 6.5 | ✓ | Third Deck, amidships, Angle, $\frac{1}{2}$ or $\frac{3}{4}$ | ✓ | |
| " " Angles | 65 65 7 | ✓ | Spacing | | |
| DOUBLE BOTTOM. | | | Fourth Deck, amidships, Angle, $\frac{1}{2}$ or $\frac{3}{4}$ | ✓ | |
| Solid Floors, thickness and spacing | 7 $\frac{1}{2}$ as per plan | ✓ | Spacing | | |
| " " Are Frame and Reversed Frame joggled? | no | ✓ | AFTER | | |
| Bracket Floors, breadth and thickness at middle line | 457 x 7 | ✓ | Peep Deck, Angle, $\frac{1}{2}$ or $\frac{3}{4}$ | 115 65 8 | ✓ |
| " " breadth and thickness at margin plate | 1065 x 7 | ✓ | Spacing | 508.533 | ✓ |
| | | | Bridge Deck, Angle, $\frac{1}{2}$ or $\frac{3}{4}$ | ✓ | |
| | | | Spacing | | |
| | | | FORE | | |
| | | | Forecastle Deck, Angle, $\frac{1}{2}$ or $\frac{3}{4}$ | 115 65 8 | ✓ |
| | | | Spacing | 508 | ✓ |

| PILLARS AND DECKS. | | | |
|---|-----------------|--------------|--|
| | INCHES IN SHIP. | | Any Departure from Approved Plans to be Noted. |
| | | | |
| PILLARS, No. of Rows..... | two | | ✓ |
| " in 'tween Decks, Size and Spacing | | | |
| " " " " " " | | | |
| " in Holds <i>STOREROOM FORWARD</i> | 57 1/2 | 10 1/2 | ✓ |
| " " <i>MOTOR ROOM</i> | 57 1/2 | as per plan. | ✓ |
| Centre Line Bulkhead. | | | |
| Stiffeners and Spacing..... | 100 | 65 7/8 | ✓ |
| Plating, thickness of | | 6 | ✓ |
| STRINGERS AND DECKS. | | | |
| Uppermost Continuous Deck. | | | |
| Stringer Plate, breadth and thickness in Wells | 690 | x 8 1/2 | ✓ |
| " " " " in way of Bridge | | | |
| " Angle in Wells | 75 | 75 8 | ✓ |
| Thickness of Plating abreast Deck openings in way of Wells | ✓ Tankdeck | 7.5 | ✓ |
| Thickness of Plating abreast Deck openings in way of Bridge | ✓ Tankdeck | 7. | ✓ |
| Thickness of Plating within line of openings... | forward. 7 | 6.5 | ✓ |
| If Sheathed, material and thickness | not sheathed. | | ✓ |
| Second Deck. | | | |
| Stringer Plate, breadth and thickness in Wells... | ✓ | | |
| 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 | | | |

[illegible]

| | |
|--|----------------------------------|
| Total No. of W.T. BULKHEADS in Vessel— | 8. ✓ |
| Extending to Upper Deck (Sec. 3 c) | 8. ✓ |
| " Deck next below ✓ | 6. O.T. Bulkheads in Cargo Lbrs. |
| As per Rule | |

| | Casting or Forging. | Scantlings. | Maker's Name. | Any departure from approved plans to be noted. | |
|------------------------------|----------------------------------|----------------------------|------------------|--|---|
| KEEL, Bar | | <i>flat plate keel</i> | ✓ | | |
| STEM | <i>forging</i> | <i>175 x 45</i> | <i>Builder's</i> | ✓ | |
| STERN FRAME { | Propeller Post | <i>Casting</i> | <i>146 x 76</i> | <i>Barker & Co.</i> | ✓ |
| | Rudder | | | | |
| Speed of Vessel | | <i>8 1/2 knots</i> | ✓ | | |
| RUDDER—Type | | <i>steam line</i> | | | |
| " | A x D | <i>balanced wooden</i> | ✓ | | |
| " | Diam. of head | <i>140 %</i> | <i>Builder's</i> | ✓ | |
| " | Mainpiece at top pintle | <i>145 %</i> | ✓ | | |
| " | " heel ... | <i>140 %</i> | ✓ | | |
| " | how constructed | <i>electrically welded</i> | ✓ | | |
| " | double or single plate | <i>double plates 9 %</i> | ✓ | | |
| " | coupling, vertical or horizontal | <i>no coupling</i> | ✓ | | |

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Carnegie Illinois Steel Corporation; Gute Hoffnungshütte, Dortmund Hoerder Lüttenverein;
Thyssenhütte; Hütte Ruhrort Mülheim.
Has the Steel been tested as required by the Rules? Yes, by Surveys at Steel Works.

| EQUIPMENT NO. | | | | LETTER | | | | | | | | | | ANCHORS. | | | |
|------------------------|--------------------|--------------------|------|--------|------------------|------|------|------------------------|-------|------|------------------------------|-------|------------------------|------------|--|--------------------------------|-------------------------------|
| Number of Certificate. | Anchors. | WEIGHT, EX. STOCK. | | | WEIGHT OF STOCK. | | | TEST, PER CERTIFICATE. | | | WEIGHT REQUIRED BY TABLE 33. | | Description of Anchor. | Makers. | Where and when tested and Superintended. | | |
| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons. | cwts. | qrs. | lbs. | Cwts. | | | | | |
| 51698 | 1st Bower ... | 8 | 2 | 4 | Stockless. | 10 | 12 | 2 | 0 | 8 | 2 | 0 | ✓ | Quick Grip | unknown. | Radley Heath 22.6.38 S.C. Paul | |
| 51697 | 2nd " " | 8 | 2 | 2 | Stockless. | 10 | 12 | 2 | 0 | 8 | 2 | 0 | ✓ | Quick Grip | unknown. | Radley Heath 22.6.38 S.C. Paul | |
| | 3rd " " | | | | | | | | | | | | | | | | |
| | Collective weight. | | | | | | | | | | | | | | | | |
| 51766 | Stream | 3 | 2 | 8 | 0 | 3 | 20 | 6 | 0 | 3 | 11 | 3 | 2 | 0 | Ordinary | unknown. | Radley Heath S.8.38 S.C. Paul |

| 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. | | Status-ory. | Break-ing. | Tons. | Owts. qrs. lbs. | Per Hule. | | | | | Owts. | Fathoms. | | Inch. | Fathoms. | Inch. | Fathoms. | Inch. |
| 57176 | 67½ | 1" | ✓ | 18 | 27 | 36 | - 1 - 12 | | | | Cradley Heath | 16.8.38 L.C.Paul | TOWLINE... | 75 | 2½ | ✓ | 13.2 | 75 | 2½ | ✓ |
| 57177 | 67½ | 1" | ✓ | 18 | 27 | 36 | 0 - 6 | | | | Hudd. Kendrick & Mole Co. | 16.8.38 L.C.Paul | HAWSEERS & WARPS | 95 | 5 | ✓ | 95 | 5 | ✓ | |
| | | Or, | | | | | | | | | for approval of equipment see letter M 16.11.38 | | " | | | | | | | |
| Irons-Steeple Chain-rope Steel Wire | 45 | 2½ | | 13.2 | | | | | | | | | " | | | | | | | |

Steering Gear, ~~Steam~~ *hand gear*
Boats *two boats.* *a pump gear will be fitted later.* Steering Gear, Hand *relieving tackle supplied.*
Steering Chains, Size and Test ☒ Windlass *Steel hand patent.*
Ceiling in Holds, thickness and material ☒ Cargo Battens, thickness, material and spacing ☒
Cargo Hatchways.--(Upper Deck) *C. I. circular patent hatches* ☒ Thickness of Hatches *Steel hinged screw down cover.* ☒
Size of No. 1 Hatchway (Forward) ☒ No. 2 ☒ No. 3 ☒ No. 4 ☒ No. 5 ☒ No. 6 ☒
Number of Shifting Beams and/or Fore and Afters ☒

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 *Yes in motor*
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *✓* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

The Workmanship was found good and the vessel has been built in accordance with the approved plans, copies of which are being retained in the London Office for record, in agreement with the instructions contained in Secretary's Letters respecting this case and in general conformity with the Society's Rules. ✓

Cargo tanks, cofferdams and fore and afterpeak tanks have been tested with a head of water as required by the Rules and found sound and tight. ✓

Freeboard has been marked on the vessel's sides, verified and cut in.

Interim certificate and certificate of Stowage and underhead attached herewith.

The amount of Entry Fee \$ 36.00 } Fees applied for,
Special Survey Fee.... \$ 792.00 } 8.3. 1939.
Travelling Expenses, if any \$ 45.00 } Received by me,
24.3.1939. *EP 24/3*

I am of opinion the Vessel should be Classed **+ A 1-**
"Carrying Petroleum in Bulk"
"For clearing Service *in* with to Done"

State whether the Vessel has been built under Special Survey *Yes*

Certificate to be sent to *Owner address* Date of issue *27/2/39*

Signature *RVW*
Surveyor to Lloyd's Register of Shipping.

Character assigned

+ A1
Carrying Petroleum in Bulk
for Coasting Service Ipswich & Dover
Lloyd's A.S.C. + LMC 3.39
Oil Eng. O.G.

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.)

Correspondance - Secretary's Letters M 14/5; 30/7; 24/11; 22/12 - 1937 -
M 10/1; 21/2; 1/3; 26/4; 26/9; 16/11 and 5 7/11 - 1938 -

Plans approved for this vessel :

| | |
|---|-------------------|
| Revised midship Section | approved 24-11-37 |
| Profile and Decks (general construction plan) | " 24-11-37 |
| Transverse Bulkheads. | " 24-11-37 |
| Motorsealing | " 22-12-37 |
| Manholes in Stringplates. | " 10-1-38 |
| Sternframe and Rudder. | " 21-2-38 |
| Profile and Decks (amended plan) | " 1-3-38 |
| Sternframe and Rudder (amended) | " 26-4-38 |

Sister vessel "SHELL SPIRIT II" Rotterdam Report No 27759.-

Particulars of Electric welding

Butts of deckstringplate and butts and seams of deckplating on fore and aft decks. ✓
Bottom, sides, deck and bulkplating of cargo tanks. - ✓
Seams of centre line and transverse bulkheads of cargo tanks. - ✓
Motorsealing connections. -

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

"Carrying Petroleum in Bulk" ✓ "For coasting service Ipswich to Dover." ✓
"Part Electrically Welded, including Trunk and Deck" "Deck & Trunk electrically welded"
"Centre line bulkhead now airtight." ✓

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

1st Bower 5 Cwt. 19rs. 8 lbs. ✓ J.F.R. No 2979 Antwerp 6-11-37.-
2nd " 5 Cwt. 19rs. 3 lbs. J.F.R. No 3076 Antwerp 27-11-37.-
3rd " "

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

Breadth over belting 33.16' ✓ Length over all 162.0' ✓

No. and Material of Decks

Official No. ? ; Signal Letters ? Is bottom of vessel coated with cement ✓ if not give

particulars of composition Fore and afterpeak tanks coated with composition, firehold, spaces under cargo tanks and motorroom painted. - ✓

PARTICULARS OF WATER BALLAST.—

| Where Fitted. | *Length. Feet. | Water Capacity. Tons. | Where Fitted. | *Length. Feet. | Water Capacity. Tons. |
|---|-------------------|---------------------------------|--|-------------------|--------------------------|
| Double bottom, aft, | | | Fore peak tank, | 10.2 | 22. ✓ |
| Double bottom, under Engines and Boilers, | | | After peak tank, | 9.0 | 26. ✓ |
| Double bottom, if under Engines only, | | | Deep tank, aft, Cofferdam | 3.1 | 33. ✓ |
| Double bottom, if under Boilers only, | | | Deep tank, forward, Cofferdam | 3.1 | 34. ✓ |
| Double bottom, forward, | | | Other tanks, if fitted, | | |
| | | Total capacity of double bottom | (If necessary, furnish further information by sketch.) | | |

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 911.

Date 31.8-1937

Dates of Surveys held while building

14/1; 14/2; 3-7-9-14/3; 22-25/4; 6-18-30/5; 9-20-24/6; 8-20-22/7; 1-26/8;
9-12-14-16-21-23-29/9; 11-21/10; 7-15-18-22-24-28/11; 1-7-21/12. 1938
6-12-19-24/1; 16-24/2; 1-4/3-1939

Total No. of Visits 45