

RECEIVED

- 5 MAR 1947

## STEEL STEAMER or MOTORSHIP.

Received at London Office

3 - MAR 1947

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 February 25, 1947 Port of Saint John, N. B. No. 1036

Survey held at Saint John, N. B. Date First Survey May 24th, 1945 Last Survey January 29 1947

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) single screw motorship "MARY SWEENEY" (launched as Ottawa Maybeech)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Machinery fitted aft. Complete Superstructure with tonnage opening closed State Type of Erections -

TONNAGE under 476.96  
Tonnage Deck....

CLASS 100A1

State if with freeboard as condition of Class Yes

Built at Saint John, N. B.

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

Length from fore part of stem to after part of stern post, on summer L.W.L. See Sec. 3 (1a) L 140.0

Launched Dec. 9th, 1946. Yard No. 23

Breadth (greatest moulded) B 27.0

Builders St. John Drydock &amp; Shipbuilding Co. Ltd.

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 17.5

Owners W. Lawrence Sweeney, Esq.

1st Longitudinal Number (L x D) = 2450

Managers -  
(Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D) = 6230

Residence Yarmouth, N.S.

REGISTERED DIMENSIONS.  
FEET.

Framing Depth "d," at middle of length. See Sec. 3 (1d) 8

Port of Registry Saint John, N.B.

Length 144.3

Proportions—Depth to Length — Uppermost continuous deck to top of keel 8

If surveyed while building, afloat, or in dry dock

Breadth 27.1

Do. Long Bridge to top of keel

While building.

Depth 8.0

Draught Moulded

## 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.
MES, Spacing amidships	24			✓	Bracket Floors, Frame	4	3 5/16		✓
" " from 1/2 length amidships to Collision bulkhead	21			✓	" " Reversed Frame	4	3 5/16		✓
" " in peaks Fore Peak	21			✓	" " Vertical Struts	-	-		-
Aft Peak	24			✓	Centre Girder, depth and thickness amidships	30	5/16		✓
FRAMING.					" " top Angles	-	-		-
Same Amidships, Angle, <del>Correct</del>	5	3 5/16		✓	" " bottom Angles	-	-		-
" " Extends up to 2nd Dk.	alternate frs. to			✓	Side Girders, No. each side and thickness	One	1/4		✓
Reversed Frame Amidships, Angle	-	-		-	Margin Plate depth (excl. of flange) and thickness				
" " Extends up to	-	-		-	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem				
of Framing Girder	5	3 5/16		✓	" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area				
es in Uppermost Continuous 'tween Decks, Angle <del>Correct</del>	3	2 1/4		✓	" " 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	5	3 5/16		✓	INNER BOTTOM PLATING.				
in Peaks, Angle <del>Correct</del>	5	3 5/16		✓	Breadth and thickness of Middle Line Strake	48	5/16		✓
ster and Spacing of Rivets through Frame and Shell Plating amidships	5/8	4 3/8		✓	Thickness of remainder in Holds	5/16 & 1/4			✓
of Frame Joggled	No			✓	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?	As approved			✓
scantlings and arrangements in the ing Area in accordance with the Rules or as approved?	As approved			✓	BEAMS.				
scantlings and arrangements in way of the tom Forward in accordance with the Rules or as approved?	As approved			✓	Uppermost Continuous Deck, amidships in Wells, Angle <del>Correct</del>	5	3 5/16		✓
DOUBLE BOTTOM.					" " in way of Bridge, Angle, [ or [	-	-		-
ors, Depth and thickness at mid-line in Holds	2 1/2	3/8		Between longitudinal girders of main engine settings	Spacing	24			✓
Height of Brackets at side above base line at toe of frame	3 3/4	3/8		Outboard of long. girder	Second Deck, amidships, Angle, [ or [	4	3 1/4		✓
dle Line Keelson, on Floors, Angles, [ or [	2 1/2	5/16		See letter 23-7-47	Spacing	24			✓
" " Through Plate or Intercoastal Plate	-	-		-	Third Deck, amidships, Angle, [ or [				
" " Foundation Plate on Floors	-	-		-	Spacing				
" " Flat Plate Keel Angles	-	-		-	Fourth Deck, amidships, Angle, [ or [				
Side Keelsons, No. each side continuous	2 7/16	(see 8.25)			Spacing				
" " thickness of Intercoastal Plate	-	-		-	Poop Deck, Angle, [ or [				
" " Angles	-	-		-	Spacing				
DOUBLE BOTTOM.					Bridge Deck, Angle, [ or [				
Solid Floors, thickness and spacing	1/4	24		✓	Spacing				
" " Are Frame and Reversed Frame joggled?	No			✓	Forecastle Deck, Angle, [ or [				
Bracket Floors, breadth and thickness at middle line	18	1/4		✓	Spacing				
" " breadth and thickness at margin plate	24	1/4		✓					



PILLARS AND DECKS.
PILLARS, No. of Rows..... One
in 'tween Decks, Size and Spacing.....
Centre Line Bulkhead.
Stringers and Decks.
Uppermost Continuous Deck.
Second Deck.

SHELL PLATING.
SCANTLINGS.
STRAKES.
AS IN VESSEL.
ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.
RIVETING.
EDGES.
BUTTS.

WATERTIGHT BULKHEADS.
FORGINGS and CASTINGS.
STIFFENERS.
MIDSHIP BULKHEAD, Upper 'tween decks.
COLLISION.
AFTER PEAK.
STEEL.

EQUIPMENT No. 6382.25.
LETTER "g".
ANCHORS.
CHAIN CABLES.
HAWERS AND WARPS.
Builder's Signature.

GENERAL DECLARATION.
The vessel has been built in conformity with the Society's Rules and Regulations and the Montreal Office letters.
The scantlings and arrangements are in accordance with or equivalent to those shown on the approved plans.
The double bottom tanks, fore and aft peak tanks have been tested to Rule Requirements and the T. bulkheads and weather decks have been hose tested with satisfactory results.



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 List of the Plans should be embodied.)

Plan of Midship Section (as built) enclosed.

Casting certificates attached.

This vessel has been reinforced in accordance with Montreal Office letter dated 26th October, 1945 with a view to obtaining an increased draught.

One 12" web frame with 4"x3" face angle has been fitted in each hold, p&s, on frs. Nos. 34 and Brackets have been fitted to the intermediate tween deck frames to the second deck.

6 stiffeners on the after hold bulkhead at frame No. 25 have been reinforced with 3"x3/8" face bars.

The tonnage opening has been plates over, riveted to place and a new beam, 4"x3"x5/16" fitted underside together with a 9"x3"x5/16" girder at centreline.

The ship side doors have been permanently closed by veeing out and E.W. the doors to place.

The original overboard scuppers have been closed and led to the bilges and the discharges from accommodation spaces in the tween decks have been fitted with screw down automatic non-return valves controlled from the upper deck.

PARTICULARS OF ELECTRIC WELDING (if employed) Plate butts and seams of Bulkheads; Double Bottom Tank Tops. Plate butts of Upper Deck; 2nd Deck; Side and Bottom Shell. Stiffeners of Bulkheads. All connections to Double Bottom Tank Top; Centre and Side Girders and Floors to each other and inner bottom and shell. Hatch Side Coamings and Girders (part). Hold Bulkhead Boundaries. Ventilator coamings to Deck Plating. Other items of minor structural importance.

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

Fitted for oil fuel F.P. above 150°F. NOT FOR RECORDS

Overall length (Circ. 1703) 151.0 feet.

Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	11 -3- 9 (Head 8 - 1 - 16)	J.A.S. 4471	10th October, 1945
	2nd "	11 -3- 4 (Head 8 - 1 - 21)	J.A.S. 4472	10th October, 1945
	Stream	5 -2- 9 (Head 4 - 0 - 2)	J.A.S. 4499	21st September, 1945

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.

Official No. 177534 Signal Letters \_\_\_\_\_ Extreme Breadth over Belting 28'-6 1/2" Over-all Length 151'-0" (Circ. 1611) (Circ. 1703)

No. and Material of Decks 2 - steel

Parts of Bottom of Vessel coated with cement or approved composition Bottom plating under boiler coated with cement.

After peak, forepeak, trimming tanks, No. 1 D.B. Tank and Feed Water Tanks coated with bituminous solution

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.)

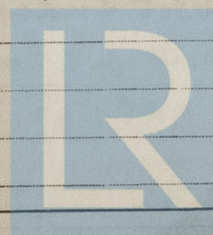
Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water
	Feet.	Tons.		Feet.	
Double bottom, aft,	—	—	Fore peak tank,	—	—
Double bottom, under Engines and Boilers,	—	—	After peak tank,	—	—
Double bottom, if under Engines only,	—	—	Deep tank, <del>xxx</del> Trimming Tank P. Fwd.	5'-0"	11
Double bottom, if under Boilers only,	—	—	Deep tank, forward, " " S. "	—	11
Double bottom, forward, Nos. 1, 2, 3, & C/dam	79.83	102.3	Other tanks, if fitted,	—	—
Total length (if continuous) and Capacity	79.83	102.3	(If necessary, furnish further information by sketch.)		
	71'-6"				

May 24th, 1945 - January 29, 1947 - constant attendance.

Order for Special Survey No. 215

Date March 14, 1945.

Dates of Surveys held while building



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