

STEEL STEAMER OR MOTORSHIP.

Received at London Office

27 MAY 1948

State if Report has been sent on the Freeboard of the Vessel *No.*State if Report is sent on the Machinery of the Vessel *Yes.*Date of completion of report *21st May, 1948*Port of *Singapore*No. *7631*Survey held at *Singapore (Tanjong Pagar)*Date First Survey *25th November, 1947*Last Survey *22nd April*

1948

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

*Single Screw Motor Vessel "NORVEST"**(Machinery fitted aft)*

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

State Type of Erections *R.O.D.*

TONNAGE under Tonnage Deck ...

121.01

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

CLASS

100 R1 "Carrying Pet. in bulk"

State if with freeboard as condition of Class

No.

Length

Service in Malaya 2 feet longer than post on summer L.W.L. See Sec. 3 (1a)

FEET

95.60

Breadth (greatest moulded)

B *20.10*

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

D *9.54*

1st Longitudinal Number (L x D)

2nd Numeral L x (B + D)

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

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

Do. Long Bridge to top of keel

Draught Moulded

Built at *Trondheim - Norway*Launched *1946*Yard No. *32*Builders *M/S Sverdrup & Sorensen*Owners *Shell Co. of Straits Settlements, Ltd.*Managers *✓*

(Where necessary to be entered in Reg. Book)

Residence *✓*Port of Registry *Singapore*If surveyed *while building*, afloat, or in dry dock*afloat & on slipways (after building)*

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	<i>21 1/2"</i>	<i>on appd plan</i>	Bracket Floors, Frame	<i>✓</i>	
" from 3/8 length amidships to Collision bulkhead	<i>21 1/2"</i>	<i>550 mm = 21.65"</i>	" " Reversed Frame	<i>✓</i>	
" in peaks	<i>21 1/2"</i>		" " Vertical Struts	<i>✓</i>	
FRAMING.			Centre Girder, depth and thickness amidships	<i>✓</i>	
Amidships, Angle, <i>3 3 1/20</i>	<i>3 3 1/20</i>	<i>✓</i>	" " top Angles	<i>✓</i>	
Extends up to	<i>upper deck</i>		" " bottom Angles	<i>✓</i>	
Reversed Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness	<i>✓</i>	
Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>✓</i>	
Depth of Framing Girder	<i>✓</i>		" " Vertical Angle to Tank side	<i>✓</i>	
Angles in Uppermost Continuous 'tween Decks, Angle, <i>[]</i> or <i>[]</i>	<i>✓</i>		Bracket abaft 1/2 len. from stem	<i>✓</i>	
" Second 'tween Decks, Angle, <i>[]</i> or <i>[]</i>	<i>✓</i>		" " Vertical Angle to Tank side	<i>✓</i>	
" Third " " " "	<i>✓</i>		Bracket from forward 1/4 len. from stem to Panting Area	<i>✓</i>	
from 1/2 len. for'd. to 15% len. from Stem	<i>3 3 1/20</i>	<i>✓</i>	Gussets, spacing and scantling abaft 1/2 len. from stem	<i>✓</i>	
in Peaks, Angle <i>3 3 1/20</i>	<i>3 3 1/20</i>	<i>✓</i>	Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	<i>✓</i>	
Number and Spacing of Rivets through Frame and Shell Plating amidships	<i>all welded</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	
State if Frame Joggled	<i>No.</i>	<i>✓</i>	INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area <i>[]</i> as approved?	<i>Yes</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>✓</i>	
Are the scantlings and arrangements in way of the Bottom Forward <i>[]</i> as approved?	<i>Please see Page 4.</i>		Thickness of remainder in Holds	<i>✓</i>	
DOUBLE 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?	<i>✓</i>	
Keelsons, Depth and thickness at mid-line in Holds	<i>1 1/4" x 5/20</i>	<i>✓</i>	BEAMS.		
Height of <i>Floor</i> at side above base line at toe of frame	<i>1 1/4"</i>	<i>✓</i>	Uppermost Continuous Deck, amidships	<i>2 3/8" 2 3/8" 5/20</i>	<i>✓</i>
Middle Line Keelson, on Floors, Angles, <i>[]</i> or <i>[]</i>	<i>Bulkhead plate 1/20</i>	<i>✓</i>	" " in way of Bridge, Angle, <i>[]</i>	<i>2 3/8" 2 3/8" 5/20</i>	<i>Not fitted</i>
" " " Through Plate or Inter-costal Plate	<i>✓</i>		Spacing	<i>21 1/2"</i>	
" " " Foundation Plate on Floors	<i>✓</i>		Second Deck, amidships, Angle, <i>[]</i> or <i>[]</i>	<i>✓</i>	
" " " Flat Plate Keel Angles	<i>✓</i>		Spacing	<i>✓</i>	
Side Keelsons, No. each side	<i>One</i>	<i>✓</i>	Third Deck, amidships, Angle, <i>[]</i> or <i>[]</i>	<i>✓</i>	
" " thickness of Inter-costal Plate	<i>5/20</i>	<i>✓</i>	Spacing	<i>✓</i>	
" " Angles	<i>None</i>	<i>✓</i>	Fourth Deck, amidships, Angle, <i>[]</i> or <i>[]</i>	<i>✓</i>	
DOUBLE BOTTOM.			Spacing	<i>✓</i>	
Solid Floors, thickness and spacing	<i>✓</i>		Poop Deck, Angle, <i>[]</i> or <i>[]</i>	<i>✓</i>	
" " Are Frame and Reversed Frame joggled?	<i>✓</i>		Spacing	<i>✓</i>	
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		Bridge Deck, Angle, <i>[]</i> or <i>[]</i>	<i>✓</i>	
" " breadth and thickness at margin plate	<i>✓</i>		Spacing	<i>✓</i>	
			Forecastle Deck, Angle, <i>[]</i>	<i>2 3/8" 2 3/8" 5/20</i>	<i>on appd plan</i>
			Spacing	<i>22" off 1/4"</i>	<i>550 mm = 21.65"</i>

PILLARS, AND DECKS.			Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
			INCHES IN SHIP.					
PILLARS, No. of Rows	✓				Stringer Plate, breadth and thickness in way of Bridge	✓		
" in 'tween Decks, Size and Spacing	✓				Thickness of Plating abreast Deck openings in way of Wells	✓		
" " " " " "	✓				Thickness of Plating abreast Deck openings in way of Bridge	✓		
" in Holds " " " "	✓				Thickness of Plating within line of openings	✓		
" " " " " "	✓				If Sheathed, material and thickness	✓		
Centre Line Bulkhead. 2 1/2" —	3" x 2" x 1/20"	✓			Third Deck.			
Stiffeners and Spacing	1/20"	✓			Stringer Plate, breadth and thickness	✓		
Plating, thickness of					If Plated, state thickness	✓		
PILLARS AND DECKS.					Fourth Deck.			
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness	✓		
Stringer Plate, breadth and thickness in Wells	73" x 1/20"	✓			If Plated, state thickness	✓		
" " " " in way of Bridge	57" x 1/20"	✓	No Bridge fitted		Poop Deck.			
" Angle in Wells	✓				Stringer Plate, breadth and thickness	✓		
Thickness of Plating abreast Deck openings in way of Wells	1/20"	✓			Plating, Sheathing, material and thickness	✓		
Thickness of Plating abreast Deck openings in way of Bridge	✓				Bridge Deck.			
Thickness of Plating within line of openings	✓				Stringer Plate, breadth and thickness	✓		
If Sheathed, material and thickness	None.	✓			Plating, Sheathing, material and thickness	✓		
Second Deck.					Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells	✓				Stringer Plate, breadth and thickness	5/20"	✓	
					Plating, Sheathing, material and thickness	5/20" unsheathed		

[illegible]

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) 8 ✓

„ Deck next below ✓

As per Rule _____

	Casting or Forging.	Scantlings.	Maker's Name.	P
KEEL, Plank	Plank			
STEM	Plank	5" x 1 1/2" Not		
STERN FRAME	Plank	11" x 1 1/2" Not		
<div> <div>Propeller Post</div> <div>Rudder</div> </div>	None	1/5 see plan		
Speed of Vessel	8 1/2 knots	appx.		
RUDDER—Type	Balancer.			
" A x D	x 100 (metric)	12.6		
" Diam. of head		85 mm (80 mm)		
" Mainpiece at top pintle	✓	✓	✓	
" " heel	✓	on a account of too sh	✓	
" how constructed	double plate	Horizontal	✓	
" double or single plate	Double plate			
" coupling, vertical or	Horizontal			
" horizontal				

Number of Certificate.	Anchors.	LETTER										ANCHORS.				
		WEIGHT, ^{W 1712} 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.				
1st Bower	180 Kg ✓							6000 Kg. ✓				180 tested	Stock anchor.	Not known	Copy of N.V. test.	
2nd "	180 Kg ✓							6000 Kg. ✓				145 - do -	do.		attached	
3rd "	✓															
Collective weight	360											355				
Stream	41.5 Kg ✓							2000 Kg. ✓				40 lbs stock	do.			

No. or Locality.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 53.		Descrip- tion.	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.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Fathoms.	Ins.		Fathoms.	Ins.	Tons.	Cir.	Length.	Ins.
8.21	30 ³ / ₈	3/4	10 ³ / ₈	15 ³ / ₈	10-0-1	29	120	7/16	Blue	Peterson	34 1/2 x 6	TOWLINE	✓	✓	✓	✓	✓				
8.60	75 ³ / ₈	3/4	10 ³ / ₈	15 ³ / ₈	23-2-7				"	"	R.J. Ryan	HAWSEERS & WARPS	135	2"	Blue	✓	✓				
	105 ² / ₃				33-2-8																
Stream Wire	45	2"	✓	✓	✓	✓		Cir.	✓	✓	✓		240	4"	Mine	✓	✓				
														90	6"	Mine	✓	✓			

Driving Gear, Type (Power or hand) *Hand only* ✓
 Driving Chains (Size and Test) *1/2" (6,100 Kg. & 3,050 Kg.)*
 Lifting in Holds, thickness and material *Pine* ✓
 Cargo Hatchways.—(Upper Deck) *See fastlight* ✓
 of Hatchways *29" x 42"* No. 2 No. 3 No. 4 No. 5 No. 6
 Thickness of Hatches *3/8" BARE* ✓
 Number of Shifting Beams } *Pine* ✓
 and/or Fore and Afters }
 Builder's Signature *[Signature]* ✓

(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).

This vessel, which is designed for the carriage of petroleum in bulk, has been surveyed in accordance with the requirements of the Rules for vessels not built under survey. ✓

Scantlings, arrangements and equipment have been verified and found to be in accordance with the approved plans except where stated otherwise in this report. ✓

Structural arrangements under the bottom forward have been specially examined and found to be in good condition. ✓ They are, in my opinion, satisfactory for restricted trade in which the vessel is to be engaged. ✓

Material (no particulars available at this port) throughout the interior of the hull and on the exposed surfaces appears to be in good condition and the welding and welded connections were all in good and sound condition. ✓

In my opinion, the vessel is eligible for classification if or when all the Committee's requirements for classification have been completed. ✓

Amount of Entry Fee £ : : Fees applied for, 21/5/1948

(See Report & also.) Special Survey Fee \$300.- Received by me, J.P.

Travelling Expenses, if any \$30.- 19

Whether the Vessel has been built under Special Survey No.

Letter to be sent to Owners' London Office. Date of issue 15/9/50

Committee's Minute FRI. 6 AUG 1948

Inspector assigned See minute on Pht-8

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

"Carrying Petroleum in bulk": "Coasting service in Malay & East Indian Archipelago".

I am of opinion the Vessel should be Classed 100 AT

"Electrically welded": "6 per Framing and Beams suggested to plating".

Signature John W. Parnall

Surveyor to Lloyd's Register of Shipping.

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

Has the Steel been tested as required by the Rules? *Not known*

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.)

As far as is known at this port, there is no sister vessel. The side frames, beams and bulkhead stiffeners are attached to the plating by welded lugs spaced about 12 inches apart; all of these connections and the sections were found in good condition; there was a slight waviness along the plating of the centre line bulkhead which, in my opinion, did not affect its efficiency. An additional bulkhead has been fitted on frame 16 (prior to vessel's arrival at this port); the original (cross braced) cofferdam is now used as a cross bunker and the space between the old tight bulkheads on frames 15 and 16 forms a cofferdam. The new bulkhead is of slightly heavier scantlings than the original bulkheads (Plan enclosed herewith). An extension piece has been fitted to the rudder (prior to vessel's arrival at this port) - a drawing of this extension is also enclosed herewith; a sketch giving the dimensions of the rudder stock as fitted has been added to this drawing. The vessel has at some previous date suffered damage, apparently by grounding, and plate "A" 2 (port side) has been cropped and part removed, welded doubters have also been fitted on the aftermost keel plate in two places. There was nothing to indicate that these doubters had been fitted on account of wastage and, in the absence of definite information it is thought that they are part of a damage repair.

The following plans are returned herewith:-

542C-2 Midship section.
542C-1 Profile and decks.
542C General arrangement
542-15 Rudder and quadrant
542C-45 Tank hatches
Capacity Plan.

The following plans of the vessel as now fitted are enclosed herewith:-

Star bulkhead arrangement on Frame No 16
Extension to rudder and rudder stock dimensions.
Copy of Portke Veritas Certificate for anchors (3).

PARTICULARS OF ELECTRIC WELDING (if employed)

The vessel is electric welded throughout; no particulars of electrodes used are available. The electric welding throughout was found to be sound and in good condition. Although the vessel was bare of paint after the long voyage from the United Kingdom, there was no evidence of corrosion or appreciable wastage having taken place either at or adjacent to the welding.

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

"Carrying Petroleum in bulk"
"Electric welded". "Coasting Service Malay and East Indian Archipelago"
"Open Framing and Beams lagged to Plating"

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

1st Bower

2nd "

3rd "

Not known.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop... ft., R.Q.D. 26 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. Signal Letters Extreme Breadth over Belting 21'0" Over-all Length 102'0"

No. and Material of Decks One deck, steel

Parts of Bottom of Vessel coated with cement or approved composition Pmc.

Particulars of composition (if fitted) and of approval Pmc.

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.
	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, aft,	✓
Double bottom, if under Boilers only,	✓		Deep tank, forward,	✓
Double bottom, forward,	✓		Other tanks, if fitted,	✓
Total length (if continuous) and Capacity	✓		(If necessary furnish further information by sketch.)	✓

Order for Special Survey No.

Date

Dates of Surveys held

25 October, 27 October, 29 October, 31 October, 1947. 2nd 21st 3rd 19th, 23rd 22nd February, 15th 23rd March, 25 March, 27 March, 29 March, 31 March, 1948.
2nd, 5th, 7th and 22nd April, 1948

Lloyd's Register Foundation