

Rpt. 1

RECEIVED

2 JUL 1946

IN D.O.

STEEL STEAMER OR MOTORSHIP.

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 *26th June 1946*Port of *BELFAST*No. *14187*Survey held at *BELFAST*Date First Survey *14th March 1945*Last Survey *20th June**1946*

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

M.V. "LYRIA" single screw motor tanker (machinery Aft.)

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

*Full Scantling*State Type of Erections *Pop, Bdg, & F'castle*TONNAGE under Tonnage Deck ... *5515.58*CLASS **100A1 carrying Petroleum in Bulk.*State if with freeboard as condition of Class *No*Built at *Belfast*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) *425.0*Launched *6th March 1946* Yard No. *1308*Total *✓*Breadth (greatest moulded) *B 54.25*Builders *Harland & Wolff Ltd.*Gross Tonnage *6452.49*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 31.0*Owners *Anglo-Saxon Petroleum Co. Ltd.*Register Tonnage *3603.42*1st Longitudinal Number (L x D) *13175*Managers *✓*

(Where necessary to be entered in Reg. Book)

2nd Numeral L x (B + D) *36231*Residence *✓*

REGISTERED DIMENSIONS.

FEET

Length *431.3*Framing Depth "d," at middle of length. See Sec. 3 (1d) *✓*Port of Registry *LONDON.*Breadth *54.7*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.7*

If surveyed while building, afloat, or in dry dock

Depth *30.6*Do. Long Bridge to top of keel *✓**building afloat and in drydock.*Draught Moulded *25.55*

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.
FRAMES, Spacing amidships.....	<i>31 3/4"</i>	<i>✓</i>	Bracket Floors, Frame	<i>✓</i>	
<i>fore of cargo tanks</i>			" Reversed Frame.....	<i>✓</i>	
" from <i>1/2</i> length amidships to Collision bulkhead.....	<i>27</i>	<i>✓</i>	" Vertical Struts	<i>✓</i>	
" from <i>3/5</i> L to Aft Bhd. of fore D. Tank	<i>31 3/4"</i>	<i>✓</i>	Centre Girder, depth and thickness <i>amidships</i>	<i>60" x 44"</i>	<i>✓</i>
" in peaks	<i>24</i>	<i>✓</i>	" top Angles	<i>Welded to T. Top.</i>	<i>✓</i>
" in machinery space	<i>26 1/4"</i>	<i>✓</i>	" bottom Angles.....	<i>dble. 4 4 -53"</i>	<i>✓</i>
SIDE FRAMING.			Side Girders, No. each side and thickness.....	<i>2 @ .60" ✓ 2 @ .60" part aft. ✓ 2 @ .40" part fore. ✓</i>	<i>see plan</i>
Frame Amidships, Angle, <i>E or F</i>	<i>9 3 1/2 3/8</i>	<i>✓</i>	Margin Plate depth (excl. of flange) and thickness <i>TANK TOP STRAIGHT</i>	<i>51"</i>	<i>✓</i>
FORWARD CARGO TANK	<i>10 3 1/2 .40</i>	<i>BA. ✓</i>	" Vertical Angle to Tank side	<i>6 6 .44</i>	<i>✓</i>
Extends up to.....	<i>upper deck</i>	<i>✓</i>	" Bracket abaft 1/4 len. from stem	<i>✓</i>	
Reversed Frame Amidships, Angle	<i>✓</i>		" Vertical Angle to Tank side	<i>✓</i>	
Extends up to	<i>✓</i>		" Bracket from forward 1/4 len. from stem to Panting Area	<i>✓</i>	
Depth of Framing Girder.....	<i>9" x 10"</i>	<i>✓</i>	" Gussets, spacing and scantling abaft 1/4 len. from stem.....	<i>✓</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E or F</i>	<i>✓</i>		" Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	<i>✓</i>	
Second 'tween Decks, Angle, <i>E or F</i>	<i>✓</i>		Tank Side Brackets, height above <i>base line</i> at toe of Frame and thickness	<i>36" x 45", flge 3"</i>	<i>✓</i>
Third	<i>✓</i>		INNER BOTTOM PLATING.		
<i>forward of cargo tanks to collision bulkhd. B.A.</i>	<i>10 3 1/2 .44</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake...	<i>83" x 51"</i>	<i>✓</i>
" from <i>1/2</i> len. for'd. to 15% len. from Stem	<i>8 3 1/2 .44</i>	<i>✓</i>	TANK TOP IN WAY OF HOLDING DOWN BOLTS.	<i>1 1/8"</i>	<i>✓</i>
" in Peaks, Angle, <i>E or F</i>	<i>8 3 1/2 .40</i>	<i>✓</i>	Thickness of remainder in <i>Holds ENG. ROOM.</i>	<i>51.</i>	<i>✓</i>
" <i>FORE PEAK AFTER PEAK</i>	<i>8 3 1/2 .35</i>	<i>✓</i>	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. <i>ENG.</i> space and framing in Bunkers and Boiler Room?.....	<i>yes</i>	<i>✓</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 @ 4 3/4</i>	<i>✓</i>	BEAMS.		
State if Frame Joggled.....	<i>yes</i>	<i>✓</i>	Uppermost Continuous Deck, <i>amidships in</i>	<i>7" x 3 1/2" x 40" &</i>	<i>✓</i>
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>as approved</i>	<i>✓</i>	IN WAY OF POOP. Walls, Angle, <i>E or F</i>	<i>7" x 3" x 40"</i>	<i>✓</i>
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>as approved</i>	<i>✓</i>	" in way of Bridge, Angle, <i>E or F</i>	<i>9" 3 1/2 .40</i>	<i>✓</i>
SINGLE BOTTOM.			" <i>E or F, F'CASTLE:</i>	<i>7 3 .40</i>	<i>✓</i>
Floors, Depth and thickness at mid-line in Holds.....	<i>See</i>		Spacing	<i>every</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame.....	<i>See</i>		Second Deck, <i>amidships</i> , Angle, <i>E or F</i>	<i>10 3 1/2 .40</i>	<i>✓</i>
Middle Line Keelson, on Floors, Angles, <i>E or F</i>	<i>Longitudinal</i>	<i>✓</i>	" <i>spacing FORWARD</i>	<i>8 3 .42</i>	<i>✓</i>
Through Plate or Inter-costal Plate	<i>framing</i>	<i>✓</i>	" <i>spacing</i>	<i>7 3 .36</i>	<i>✓</i>
Foundation Plate on Floors	<i>plan.</i>	<i>✓</i>	Third Deck, <i>amidships</i> , Angle, <i>E or F</i>	<i>every</i>	<i>✓</i>
Flat Plate Keel Angles			DEEP TANK TOP. <i>✓</i> B.A.	<i>8 3 .40</i>	<i>✓</i>
Side Keelsons, No. each side.....			Spacing.....	<i>every</i>	<i>✓</i>
thickness of Intercoastal Plate...			Fourth Deck, amidships, Angle, <i>E or F</i>	<i>✓</i>	
Angles			Spacing.....	<i>✓</i>	
DOUBLE BOTTOM. IN MOTOR SPACE.			Poop Deck, Angle, <i>E or F</i>	<i>7 3 .40</i>	<i>✓</i>
Solid Floors, thickness and spacing	<i>.43" @ 26 1/4"</i>	<i>see plan</i>	Spacing.....	<i>every</i>	<i>✓</i>
Are Frame and Reversed Frame joggled?	<i>yes</i>	<i>✓</i>	Bridge Deck, Angle, <i>E or F</i>	<i>6 3 .44</i>	<i>✓</i>
Bracket Floors, breadth and thickness at middle line	<i>floor welded</i>	<i>✓</i>	Spacing.....	<i>every</i>	<i>✓</i>
breadth and thickness at margin plate.....	<i>to tank top.</i>	<i>✓</i>	Forecastle Deck, Angle, <i>E or F</i>	<i>9 3 1/2 .38</i>	<i>✓</i>
			Spacing.....	<i>8 3 1/2 .36</i>	<i>✓</i>

(MADE IN ENGLAND.)

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WATERTIGHT BULKHEADS.				FORGINGS AND CASTINGS.						
Total No. of W.T. BULKHEADS in Vessel—				Casting or Forging.				Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
Extending to Upper Deck (Sec. 3 c) 16 ✓				KEEL, Bar				Flat	Keel.	
,, Deck next below ✓				STEM				Rolled	9 5/8" x 2 1/8" ✓	
As per Rule Ordinary cargo 7.				STERN FRAME {				Propeller Post	C.S.	See appx. w. Beardsmore plan 2/6/45. x 60. Ltd.
				Rudder				✓	✓	
				Speed of Vessel				12	Knots	✓
				RUDDER—Type				Simplex Semi-Balanced.		
MIDSHIP BULK'H'D, ✓ Upper between decks See Center 29/7/46. → Bottom strake Second				Plating Thickness.		STIFFENERS.		A x D... effective Area		155 sq. ft. ✓
		VERTICAL.		HORIZONTAL.				Diam. of main Stock		F.S. 10 dia Burlington Forge.
		Scantlings.		Spacing.		Scantlings.		Mainpiece upper pintle		F.S. 9 1/2 dia w. Beardsmore.
YERT: 42 ✓		9 x 3 1/2 x 44		32 1/2		44 x 56 x 30 = 40 ✓ FACE ANGLE 6 x 3 1/2 x 40 ✓ LOWER STAR 30 x 44 ✓ FACE B.A. 9 x 35 x 42 ✓		heel ✓		✓ longer rudder post see plan
YERT: 50		B.A.		32 1/2		44 x 56 x 24 = 40 ✓ FACE ANGLE 3 1/2 x 35 x 40 ✓ LOW. STAR 24 x 40 ✓ FACE ANGLE 6 x 3 1/2 x 40 ✓		double or single plate coupling, vertical or horizontal		double plate fabricated by builder and electrically welded. Horizontal coupling as per appx. plan 22/3/45. ✓
Third Wing Tank ✓ → Bottom strake Hold		42 ✓		9 x 3 1/2 x 44		32 1/2		how constructed		
YERT: 50		B.A.		32 1/2		44 x 56 x 24 = 40 ✓ FACE ANGLE 3 1/2 x 35 x 40 ✓ LOW. STAR 24 x 40 ✓ FACE ANGLE 6 x 3 1/2 x 40 ✓		double or single plate coupling, vertical or horizontal		
YERT: 51		7 x 3 1/2 x 50 = 44 ✓ 6 x 3 1/2 x 36 ✓ 6 x 3 1/2 x 36 ✓		24		One 300 Beam x 200 x 100 x 100 x 100 ✓ Boiler flat.				
YERT: 50		7 x 3 x 36 B.A. ✓ 6 x 3 x 40 B.A. ✓		24						
COLLISION (in Hold)				Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)				open hearth ✓		
AFTER PEAK				bolwilles Ltd, The Steel Company of Scotland Ltd, South Durham Steel & Iron Co. Ltd, The Lanarkshire Steel Co. Ltd, Smith & McLean Ltd.						
STEEL.				Has the Steel been tested as required by the Rules?				Yes ✓		

011047-011056-0031

ANCHORS.

HAWSERS AND WARPS.

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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.)

This vessel is a sister ship to the same Builders No 1309 ("LINGA" now completing) and No 1346 & 7 now under construction at Belfast.

The following forging and casting reports are enclosed:—

Rudder Stock, Mainpiece pinole, Tiller (main & spare), Sternframe. Certificates for masts, derricks, Oil fuel hatchways.

Steel invoice test sheets are also forwarded.

Interim Certificate issued, copy attached.

M/V "LYRIA" & "LINGA" MIDSHIP SECTION (AS FITTED) plan is forwarded together with list of other approved plans under separate cover, which please return in due course (Midship Section excepted) for guidance in dealing with sister vessel.

Note:— The following sister vessels have been built at the Govan yard of the same Builders:— No 961 "STANDELLA"; No 962 "SIMNIA"; No 981 "SITALA".

PARTICULARS OF ELECTRIC WELDING (if employed) Butts of upper deck, seams & butts of deep tank crown, side stringers to shell throughout, horizontal girders to bulkheads, gussets and brackets part welded, longitudinal bulkheads to shell, Transverse bulkheads welded to shell in centre tanks, transverses to shell in centre tanks, Bilge keel welded to shell, The double bottom under main engines is an all welded structure except attachment to shell, Angle butts & corners for oiltightness, Rudder see page 2.

SPECIAL NOTATIONS:— Either as part of the vessel's class or for record in the Register Book. Oil Engine, Machinery aft, Sperry Gyro compass, D.F., E.S.D.

Particulars of Drop Test of Cast Steel Anchors, viz.:—
1st Bower Weight of Anchor head & pins 40:2:23, J.H.J., No 7193, 17/10/45.
2nd " " " 40:3:14, S.P.R., 7138, 5/9/45.
3rd " " " 41:0:0, J.H.J., 7172, 5/10/45.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 88.0 ft., R.Q.D. ft., Bridge 52.0 ft., Forecastle 50.75 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.
Official No. 180883 Signal Letters G.L.C.Z. Extreme Breadth over Belting 54.7' Over-all Length 446'-2"
No. and Material of Decks One steel deck, Second deck steel clear of oil fuel tanks and fore deep.
Parts of Bottom of Vessel coated with cement or approved composition bare steel in oil compartments, cemented in fore and after peaks.
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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	22.75	104.2
Double bottom, under Engines and Boilers,			After peak tank,	16.0	56.65
Double bottom, if under Engines only,	59.0	128.7	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	24.75	252.2
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. 943
Date 27.12.44
Dates of Surveys held while building
1945. MARCH 3, 12, 29; April 19, 26, May 7, 11, 12, 17, 21, 25, 27, 31, JUNE 5, 8, 11, 15, 21, 29, July 2, 19, 23, 31, August 6, 8, 14, 21, 23, 24, 28, 30, Sept 4, 5, 7, 11, 18, 27, Oct 2, 12, 15, 30, Nov 1, 6, 8, 16, 20, 21, 26, 27, 28, 29, 30, Dec 4, 5, 6, 7, 10, 11, 12, 13, 14, 17, 18, 20, Jan 1946: 1, 2, 3, 4, 7, 8, 14, 16, 17, 22, 23, 25, 28, 31, Feb 4, 7, 8, 12, 13, 14, 16, 25, 26, 27, 28, MARCH 5, 6, 23, April 2, 9, 11, 18, 24, 27, 30, May 2, 21, 22, June 20.
Total No. of Visits 104.