

STEEL STEAMER or MOTORSHIP.

DEC 22 1938

Received at London Office

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YESDate of completion of report 26th December 1938 Port of MIDDLESBROUGH No. 16490Survey held at SOUTH BANK MIDDLESBROUGH Date First Survey September 6th 1938 Last Survey December 2nd 1938On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SINGLE SCREW MACHINERY AFT M/S "CERION"State Type (Full Scantling, Complete Superstructure with or without Tonnage Opening) FULL SCANTLING State Type of Erections FILE BRIDGESTONNAGE under Tonnage Deck 2272.93 CLASS 100 A.I. FULL (State if with freeboard as condition of Class) 76 Built at SOUTH BANK MIDDLESBROUGHDo. of space or spaces between Tonnage Dk. and Upper Dk. 2272.93 Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 305'-9" Launched AUG 25th 1938 Yard No. 1054Total 2272.93 Breadth (greatest moulded) B 41'-9" Builders MESSRS SMITHS DOCK CO. LTDGross Tonnage 2587.98 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 25'-0" Owners ANGLO SAXON PETROLEUM CO. LTD.Register Tonnage 1406.38 1st Longitudinal Number (L x D) 305 x 25 = 7625 Managers (Where necessary to be entered in Reg. Book.)REGISTERED DIMENSIONS. FEET. 2nd Numeral L x (B + D) 305 x (41.75 + 25) = 20358.75 Residence LONDONLength 310'-3" Framing Depth "d," at middle of length. See Sec. 3 (1d) 14'-0" Port of Registry LONDONBreadth 42'-0" Proportions—Depth to Length—Uppermost continuous deck to top of keel 12-20 If surveyed while building, afloat, or in dry dockDepth 22'-3" Draught Moulded 20'-11 3/4" SURVEYED WHILE BUILDING AFLOAT & IN DRY DOCK.

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	25 1/2"	✓	Bracket Floors, Frame	7 3/4 37	6'-3 1/2'-44"
" " from 3/4 length to Collision bulkhead	25 1/2"	✓	" " Reversed Frame	7 6 3 34	✓
" " in peaks	24"	✓	" " Vertical Struts	7 6 3 34	✓
SIDE FRAMING.			Centre Girder, depth and thickness amidships	54 42 44	✓
Frame Amidships, Angle <u>E</u> or <u>L</u> <u>Nº 2</u> <u>8" 3 1/2' 44"</u> ✓			" " top Angles	7 3 3 44	✓
" " Extends up to <u>UPPER DECK</u>			" " bottom Angles	7 3 1/2 3 1/2 44	✓
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	ONE 32	✓
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	42	✓
Depth of Framing Girder	8"	✓	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	T 6 6 50	✓
Frames in Uppermost Continuous 'tween Decks, Angle, <u>E</u> or <u>L</u>	✓		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	T 6 6 50	✓
" " Second 'tween Decks, Angle, <u>E</u> or <u>L</u>	✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem	34 EVERY 3' 0"	✓
" " Third " " "	✓		" " Gussets, spacing and scantling forward 1/4 len. from stem	LEVEL TANK. LEVEL WITH T.T. Nº 1 TANK 21"	✓
Framing in Peaks, Angle <u>E</u> or <u>L</u> <u>7 3 40'</u> ✓			Tank Side Brackets, height above base line at toe of Frame and thickness		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 5 1/2	✓	INNER BOTTOM PLATING.		
State if Frame Joggled	NO GAGGED.	✓	Breadth and thickness of Middle Line Strake	47 42 50	✓
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	SIDE STRINGERS AND INCREASED FRAMES.	✓	Thickness of remainder in Holds	40 44	✓
STRENGTHENING OF BOTTOM FORWARD. State Particulars	CLOSE SPACED INTERCOSTALS AND INCREASED FRAMES.	✓	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? <u>YES</u>		
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds <u>DEEP TANK</u>	28 1/2 44	✓	Uppermost Continuous Deck, amidships in Wells, Angle, <u>E</u> or <u>L</u>	6 3 34	5 1/2 x 3 x 38
Height of Brackets at side above base line at toe of frame	4'-8 5/8"	✓	" " in way of Bridge, Angle <u>E</u> or <u>L</u>	6 3 34	5 1/2 x 3 x 42
Middle Line Keelson, on Floors, Angles, <u>E</u> or <u>L</u>	BULKHEAD	✓	Spacing	EVERY	✓
" " Through Plate or Intercostal Plate	✓		Second Deck, amidships, Angle, <u>E</u> or <u>L</u>	6 3 34	✓
" " Foundation Plate on Floors	✓		Spacing	EVERY	✓
" " Flat Plate Keel Angles	3 1/2 3 1/2 44	✓	Third Deck, amidships, Angle, <u>E</u> or <u>L</u>		
Side Keelsons, No. each side	ONE	✓	Spacing		
" " thickness of Intercostal Plate	40	✓	Fourth Deck, amidships, Angle, <u>E</u> or <u>L</u>		
" " Angles	7 6 3 48	✓	Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, <u>E</u> or <u>L</u>	5 2 1/2 32	✓
Solid Floors, thickness and spacing	34 EVERY 3' 0"	✓	Spacing	ALTERNATE	✓
" " Are Frame and Reversed Frame joggled?	JOGGLED.	✓	Bridge Deck, Angle, <u>E</u> or <u>L</u>	6 1/2 3 38	✓
Bracket Floors, breadth and thickness at middle line	27 3/4 34	✓	Spacing	EVERY	✓
" " breadth and thickness at margin plate	27 3/4 34	✓	Forecastle Deck, Angle, <u>E</u> or <u>L</u>	6 3 38	5 1/2 x 3 x 32
			Spacing	EVERY	✓

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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.
PILLARS , No. of Rows. <i>2. Wide Spaced.</i>	<i>10 1/2</i>	<i>42</i>	<i>9 1/2 x 42</i>	✓	<i>60</i>	<i>34</i>	✓
in 'tween Decks, Size and Spacing	<i>3 1/2</i>	<i>Wide Spaced.</i>	✓		<i>30</i>		✓
" " " " "		✓			<i>34</i>		✓
" " " " "		✓			<i>30</i>		✓
in Holds		✓					
" " " " "		✓					
Centre Line Bulkhead , <i>IN DEEP TANK.</i>	<i>7</i>	<i>3 1/2</i>	<i>40</i>	✓			
Stiffeners and Spacing	<i>44</i>	<i>70</i>	<i>30</i>	✓			
Plating, thickness of							
STRINGERS AND DECKS.							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness in Wells	<i>65</i>	<i>46</i>	<i>46 x 46</i>	✓			
" " " " in way of Bridge	<i>65</i>	<i>62</i>	<i>73</i>	✓			
" Angle in Wells	<i>5</i>	<i>5</i>	<i>48</i>	<i>5 x 5 x 46</i>	✓		
Thickness of Plating abreast Deck openings in way of Wells		<i>36</i>	✓				
Thickness of Plating abreast Deck openings in way of Bridge		<i>36</i>	✓				
Thickness of Plating within line of openings		<i>34</i>	✓				
If Sheathed, material and thickness	<i>apt.</i>	<i>5 x 2 1/2</i>	✓				
Second Deck.							
Stringer Plate, breadth and thickness in Wells	<i>57</i>	<i>34</i>		✓			
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	<i>28</i>	<i>32</i>		✓			
Plating, Sheathing, material and thickness		<i>26</i>		✓			
Bridge Deck.							
Stringer Plate, breadth and thickness	<i>36 1/2</i>	<i>38</i>		✓			
Plating, Sheathing, material and thickness		<i>30</i>		✓			
Forecastle Deck.							
Stringer Plate, breadth and thickness	<i>33</i>	<i>32</i>		✓			
Plating, Sheathing, material and thickness	<i>26</i>	<i>50</i>	<i>UNDERWIND LBS</i>	✓			
	<i>5 x 2 1/2</i>		<i>6 x 4</i>	✓			

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>No.</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.		
	Inches.	Inches.	Inches.	Inches.									Inches.
FLAT PLATE KEEL	<i>48</i>	<i>65</i> ✓	<i>61</i> ✓	<i>61</i> ✓	<i>46½" - 65" - 59"</i>	<i>DOUBLE.</i>	<i>7/8</i>	<i>3½"</i>	✓	<i>3</i>	<i>7/8</i>	<i>3½"</i>	<i>LAPPED.</i>
" DBLG. (if any)													
BOTTOM PLATING, No. of Strakes ... <i>3</i>		<i>52</i> ✓	<i>56</i> ✓	<i>44</i> ✓	<i>51" - 42"</i>	<i>DOUBLE.</i>	<i>7/8</i>	<i>3½"</i>	✓	<i>3</i>	<i>7/8</i>	<i>3½"</i>	<i>LAPPED</i>
BILGE PLATING, No. of Strakes ... <i>1</i>		<i>52</i> ✓	<i>52</i> ✓	<i>52</i> ✓	<i>51" - 42"</i>	"	"	"	✓	"	"	"	✓
SIDE PLATING, No. of Strakes ... <i>2</i>		<i>52</i> ✓	<i>42</i> ✓	<i>42</i> ✓	<i>51" - 41"</i>	"	"	"	✓	"	"	"	✓
UPPER DECK, Sheer-strake in Wells.....	<i>72"</i>	<i>POOP 62"</i> ✓	<i>44</i> ✓	<i>42</i> ✓	<i>48" - 62" - 41"</i>	"	"	"	✓	<i>4</i>	"	"	"
		<i>BRIDGE 81"</i>	<i>ENO 82"</i>		<i>35" - 81" - PF 93"</i>								
UPPER DECK, Sheer-strake in Bridge ...													
STRAKE BELOW Sheer-strake in Wells.....	<i>72"</i>	<i>56</i> ✓	<i>42</i> ✓	<i>42</i> ✓	<i>48" - 56" - 41"</i>	<i>DOUBLE</i>	<i>7/8</i>	<i>3½"</i>	✓	<i>3</i>	<i>7/8</i>	<i>3½"</i>	<i>LAPPED.</i>
STRAKE BELOW Sheer-strake in Bridge ...													
POOP SIDE PLATING				<i>34"</i>		<i>SINGLE.</i>	<i>¾</i>	<i>3</i>	✓	<i>2</i>	<i>¾</i>	<i>2 5/8"</i>	<i>LAPPED.</i>
BRIDGE SIDE PLATING ...		<i>38"</i> ✓				<i>SINGLE.</i>	<i>¾</i>	<i>3</i>	✓				
FOREC'TLE SIDE PLATING			<i>38"</i> ✓			<i>SINGLE.</i>	<i>¾</i>	<i>3</i>	✓	<i>2</i>	<i>¾</i>	<i>2 5/8"</i>	<i>LAPPED.</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	
Extending to Upper Deck (Sec. 3 c)	<i>4</i>
" Deck next below	<i>2</i>
As per Rule	<i>5</i>

STIFFENERS.

	Plating Thickness.				
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D , Upper tween decks	<i>88</i>	<i>40-32</i>	<i>6 x 3 x 40</i>	<i>24</i>	
" " Second	<i>78</i>	<i>40-30</i>	<i>6 x 3 x 40</i>	<i>24</i>	
" " Third	<i>40</i>	<i>40-30</i>	<i>7 x 3 1/2 x 40</i>	<i>21-25</i>	
" " Holds	<i>37</i>	<i>40-30</i>	<i>7 x 3 1/2 x 36</i>	<i>21-24</i>	<i>40</i>
COLLISION (in Hold)	<i>45-30</i>	<i>16 x 40</i>	<i>1</i>	<i>21</i>	✓
AFTER PEAK	<i>80-30</i>	<i>5 x 3 x 32</i>	<i>1</i>	<i>27</i>	✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM		<i>8 x 2 1/2</i>	<i>ROLLED BAR FRADINGHAM.</i>	
STERN FRAME	Propeller Post	<i>CAST STEEL</i>	<i>1 1/2</i>	
	Rudder			
Speed of Vessel	<i>11 KNOTS.</i>	✓		
RUDDER—Type	<i>SIMPLEX BALANCED.</i>			
" A x D	<i>AREA 110</i>			
" Diam. of head	<i>9 3/4</i>	✓		
" Mainpiece at top pintle	<i>7 7/8</i>	✓		
" " heel	<i>7 7/8</i>	✓		
" how constructed	<i>BUILT UP.</i>	✓		
" double or single plate	<i>DOUBLE.</i>	✓		
" coupling, vertical or horizontal	<i>HORIZONTAL.</i>	✓		

STEEL.

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

PLATES, Conslett Iron Co. South Durham Steel & Iron Co. Appley Rodingham Steel Co.

SECTIONS, Skinning Iron Co.

Has the Steel been tested as required by the Rules? *Yes.* ✓

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.)

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

Cruiser stern - Directionfinder - Echo Sounding Service } see Sister vessel
Stern bulkhead in forward hold dispensed with. } "CRISTA"
Carrying fuel oil in deep tank ^{FP above 150° F} } Ret. Rpt No 27660.

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

1st Bower	23-0-1 ✓ J.F.R.	No 2285	2-4-37
2nd "	24-2-12 ✓ J.F.R.	No 2717	17-9-37
3rd "	24-2-5 ✓ J.F.R.	No 2714	17-9-37

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 54.87 ft., R.Q.D. ✓ ft., Bridge 27.62 ft., Forecastle 41.27 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

No. and Material of Decks 2 St DK ✓

Official No. 166610 : Signal Letters

Is bottom of vessel coated with cement

if not give

particulars of composition Double bottom fitted for Oil Fuel (not coated) ✓

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	80-9	258 ✓	Fore peak tank,	23-7 1/2	175 ✓
Double bottom, under Engines and Boilers, } UNDER MOTORS.	56-7 1/2	83-90 ✓	After peak tank,	14-0	35 ✓
Double bottom, if under Engines only,	6-4 1/2	134-00 ✓	Deep tank, aft, MIDSHIP.	21-3	476 ✓
Double bottom, if under Boilers only, CROSS BUNKER	95-7 1/2	303 ✓	Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
	Total capacity of double bottom	644-90 ✓	(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. 1521

Date 14-9-38

Dates of Surveys held while building

1937 Sept. 6, 28, 30, Oct. 14, 18, 19, 20, 21, 22, Dec. 21, 1938 Jan. 10, 12, 17, 19, 20, 21, 25, 26, Feb. 1, 2, 3, 8, 10, 11, 14, 16, 18, 21, 22, 23, 25, 28, Mar. 2, 3, 4, 7, 8, 10, 11, 15, 16, 18, 21, 22, 23, 24, 28, 29, Apr. 1, 4, 5, 6, 7, 11, 12, 13, 22, 26, 27, 28, May 2, 4, 5, 9, 12, 16, 19, 25, 26, 31, Jun. 7, 21, 24, 29, July 8, 11, 13, 18, Aug. 4, 10, 22, 26, Sept. 2, 12, 13, Oct. 13, 27, Nov. 11, 17, 18, 22, 23, 24, 25, 29, 29, Dec. 2.

Total No. of Visits 97