

RECEIVED

21 MAY 1947

IN D.O.

STEEL STEAMER ~~or~~ MOTORSHIP.Received at London Office tested, and
sent.Bolton
BulmerState 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

10th May 1947

Port of

Belfast

No.

14361

Survey held at *Warrenpoint & Belfast*

Date First Survey

22nd May 1946

Last Survey

30th April

1947

On the (State if Machinery fitted Aft and
if Single, Twin or Triple Screw)*Yum Screw motor tanker Juanita Beazley*State Type (Full Scantling, Complete Superstructure
with or without Tonnage Openings)*Limited draught with geographical trading limits*State Type of Erections *Pop, continuous frame & etc*TONNAGE under
Tonnage Deck ...

874.93

CLASS *A1 Building**Carrying Petroleum in tank*State if with freeboard
as condition of Class*Yes*Built at *Warrenpoint, completed 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)

218.6

Launched *11th Nov 1946*Yard No. *T102*Builders *Warrenpoint Shipbuilding Co Ltd
completed by Messrs Harland & Wolff Ltd*Owners *The Anglo Ecuadorian Oilfields Ltd*

Managers

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry *for voyage to S. America, London*

If surveyed while building, afloat, or in dry dock

building, afloat and in dry dock

REGISTERED DIMENSIONS.

FEET

Length

222.15

Breadth

38.05

Depth

13.65

Breadth (greatest moulded)

B 38

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

D 14

1st Longitudinal Number (L x D)

306.4

2nd Numeral L x (B + D)

11367

Framing Depth "d," at middle of length. See
Sec. 3 (1d)Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel

15.6

Do. Long Bridge to
top of keel

Draught Moulded

12

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>long framing</i>		Bracket Floors, Frame		
" " from 3 length amidships to Collision bulkhead			" " Reversed Frame		
" " in peaks	24		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships		
Frame Amidships, Angle, \square or \sqcap	<i>see long framing</i>		" " top Angles		
" " Extends up to			" " bottom Angles		
Reversed Frame Amidships, Angle	<i>framing</i>		Side Girders, No. each side and thickness		
" " Extends up to			Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, \square or \sqcap			" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area		
" " Second 'tween Decks, Angle, \square or \sqcap			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		
" " Third " " " "			" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area		
" " from $\frac{1}{4}$ len. for'd. to 15% len. from Stem			Tank Side Brackets, height above base line at toe of Frame and thickness		
" " in Peaks, Angle or \square for peak \square	6 3 $\frac{3}{16}$		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	<i>welded</i>		Breadth and thickness of Middle Line Strake		
State if Frame Joggled			Thickness of remainder in Holds		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>as approved</i>		Are Rule requirements complied with regard- ing increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>as approved</i>		BEAMS.		
DOUBLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, \square or \sqcap	<i>long framing</i>	
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, \square or \sqcap		
Height of Brackets at side above base line at toe of frame	<i>long framing</i>		Spacing		
Middle Line Keelson, on Floors, Angles, \square or \sqcap			Second Deck, amidships, Angle, \square or \sqcap	<i>long framing</i>	
" " Through Plate or Inter- costal Plate			Spacing		
" " Foundation Plate on Floors			Third Deck, amidships, Angle, \square or \sqcap		
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, \square or \sqcap		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Poop Deck, Angle, \square or \sqcap	<i>long e. framing</i>	
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing			Bridge Deck, Angle, \square or \sqcap		
" " Are Frame and Reversed Frame joggled?	<i>not fitted</i>		Spacing		
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, \square or \sqcap for forward end	<i>4 3 $\frac{3}{16}$</i>	
" " breadth and thickness at margin plate			Spacing	<i>24</i>	

PILLARS AND DECKS.

PILLARS, No. of Rows		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	PILLARS, No. of Rows		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
in 'tween Decks, Size and Spacing		3		Stringer Plate, breadth and thickness in way of Bridge		✓	
" " " " "		long		Thickness of Plating abreast Deck openings in way of Wells		✓	
" " " " "		Weldheads		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. Rung		3		Third Deck. Stringer Plate, breadth and thickness		3/8"	✓
Stiffeners and Spacing		long		If Plated, state thickness		✓	
Plating, thickness of		framing		Fourth Deck. Stringer Plate, breadth and thickness			
STRINGERS AND DECKS.				If Plated, state thickness		✓	
Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells		3/8"	✓	Poop Deck. Stringer Plate, breadth and thickness		1/4"	✓
" " " " in way of Bridge		✓		Plating, Sheathing, material and thickness		1/4, 3" partly blue coped	✓
" Angle in Wells		✓		Bridge Deck. Stringer Plate, breadth and thickness		✓	
Thickness of Plating abreast Deck openings in way of Wells		✓		Plating, Sheathing, material and thickness		✓	
Thickness of Plating abreast Deck openings in way of Bridge		✓		Forecastle Deck. Stringer Plate, breadth and thickness		1/4"	✓
Thickness of Plating within line of openings		✓		Plating, Sheathing, material and thickness		1/4, no sheathing	✓
If Sheathed, material and thickness		✓					
Second Deck. Stringer Plate, breadth and thickness in Wells		1/4"	✓				

SHELL PLATING.

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETING.				
	AMIDSHIPS.		FORWARD.	AFT.		EDGES.		BUTTS.		
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.	STRAPPED OR LAPPED.
Flat Plate Keel										
Bottom Plating, No. of Strakes	3/8	✓	3/8	3/8						
Bilge Plating, No. of Strakes	chine		angle	✓						
Side Plating, No. of Strakes	5/16, 3/8	✓	1/4	5/16						
Upper Deck, Sheer-strake in Wells										
Upper Deck, Sheer-strake in Bridge										
Strake below Sheer-strake in Wells										
Strake below Sheer-strake in Bridge										
Poop Side Plating				5/16						
Bridge Side Plating	✓									
Forecastle Side Plating				1/4						

The shell plating is arranged in panels, seams and butts used and welded or overlapped and welded

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 13

Extending to Upper Deck (Sec. 3 c) 14

Deck next below

As per Rule cargo vessel eng aft 3

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM				
STERN FRAME				
Speed of Vessel				
RUDDER—Type				
" A x D.				
" Diam. of head				
" Mainpiece at top pintle				
" heel				
" how constructed				
" double or single plate coupling, vertical or horizontal				

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper 'tween decks	3/8"	5x3x1/2	12"	0 90"	new construction
" " Second	1/4"	4x3x1/2	12"	0 90"	new
" " below lower deck	1/4"	5x3x1/2	12"	0 90"	new
" " Third	1/4"	4x3x1/2	12"	0 90"	new
" " Holds	1/4"	3x2x1/4	12"	0 90"	new
COLLISION (in Hold)	1/4"	4x3x1/2	24"		deck frame
AFTER PEAK	1/4"	4x3x1/2	24"		lower deck

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

Has the Steel been tested as required by the Rules? Yes

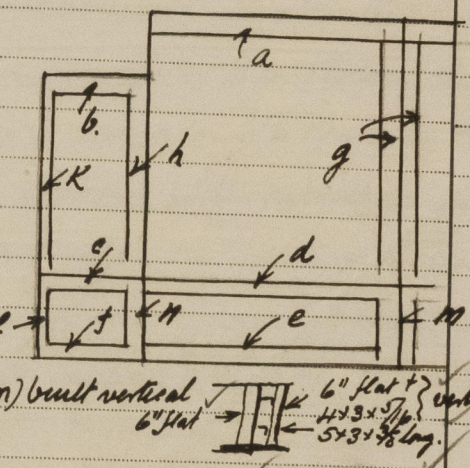
Rpt. 1*. ANITA BEAZLEY

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.				AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.					
Framing of L, L or C	Bridge 'tween Decks ...	Uppermost Continuous	No. 1	In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.		
				Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam. Ins.	Speng. Ins.		Number.	Diameter Inches.	
				4	3	5/16	I as amidships									
			2		do		do									
			3		do		do									
			4	lower deck		1/4" plating	5 x 3 x 3/8 I at centre	4 x 3 x 3/8 I wing	90							
			5	4	3	5/16	I as amidships									
			6		do		do									
			7	chine angle at ridge		3 x 3 x 3/8										
			8	4	3	5/16	I as amidships									
			9		do		do									
			10	long wing bulkhead		1/4" x 3/8" plating, vertical reinforced by horizontal framing below				5 x 3 x 3/8" I						
			11	4	3	5/16	I as amidships									
			12	4	3	5/16	I do									
			13	12 x 1/4" R 3 1/2		and braced by lattice girder as approved										
			14	4	3	5/16	I as amidships									
15'			16	4	3	5/16	I do									
chine at keel			16	long bulkhead		5/16" x 3/8"; below main deck	5 x 3 x 3/8" long	above	4 x 3 x 5/16							
ing of	Amidships			24"												
inal	At Ends			24"												
nes																
Tank Top Longitudinals				Lower deck on tight wing, structural deck at centre with large lightning holes with longitudinal												
Bottom				5 x 3 x 3/8 I in wing, centre with transverse												
Longitudinals				Amidships		24										
				At ends...		24										
Transverses, from wing beam & bulkhead verticals																
Side 'tween Decks	Depth and Thickness	Trunk deck (a)	I 8	4	3/8											
	Face Angles	upper deck (b)	I 7	3 1/2	3/8											
	Lugs to Shell*	lower deck (c)	I 7	3 1/2	3/8											
Side in Hold	Depth and Thickness	(d)	I 8	4	7/16											
	Face Angles	bottom (e)	I 7	3 1/2	3/8											
	Lugs to Shell*	(f)	I 7	3 1/2	3/8											
Bottom	Depth and Thickness	Note: (d) & (f) are supported by lattice work														
	Face Angles	control line BB (g)	I 7	3 1/2	3/8											
	Lugs to Shell*	wing bulk. (h)	I 7	3 1/2	3/8											
	" " Back Bars	outer shell (i)	I 7	3 1/2	3/8											
	Brackets	(j)	I 7	3 1/2	3/8											
Spacing of Transverse Frames...				8 ft.												
* State if joggled or liners.																
Longitudinal Beams of L or C	Trunk Bridge Deck	I 5	3	3/8												
	Upper "	I 4	3	3/8												
	Second wing	I 4	3	5/16												
	Third "															
				The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angles...												

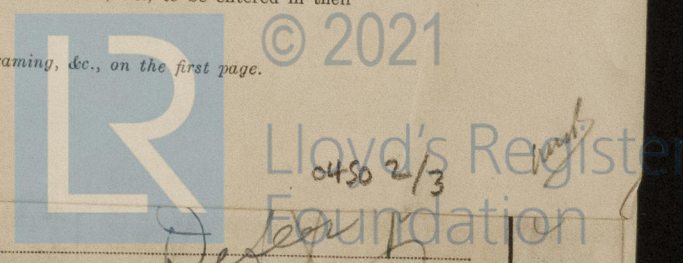
The framing is entirely welded and in association with shell deck and bulkheads was built in prefabricated sections

Note: - The original bulkhead is transverse both longitudinal & transverse was re-inforced and is partly fabricated with vertical stiffeners & horizontal stiffeners all equivalent to that approved



The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., to be entered in their respective places provided for on the Report Forms.

NOTE.—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, &c., on the first page.



Lloyd's A+C.P. 0 0
White Del (m)
+ LMC 4.47 Oil Eng.
DB wall

Departure from
Approved Plans to
be Noted.

EQUIPMENT No. 19067

LETTER 'R'

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.			
22887	1st Bower	23	2	14				23	11	3	14	Remorse Wedge, Stockless	Brown & Co.	Cardiff 15/1/47 Bolton
886	2nd "	23	1	21				23	10	0	0	"	"	Cardiff 15/1/47 Bolton
	3rd "													
	Collective weight													
1925	Stream	10	1	14	2	0	0	12	6	2	7	Admiralty stock C.S.	not stated	Cardiff 25/3/47 Bolton

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.			Length and size per Table 33.		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 33.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Fathoms.	Ins.					Fathoms.	Ins.		Fathoms.	Ins.
205	104 1/2	1 1/2	40 3/4	53 1/4	130	-	1-10			dead	Bloomer & Son	Cardiff 7/1/47 Norman	TOWLINE	90	3 1/4	21.7	90	3 1/4
204	105 1/2	1 1/2	40 3/4	53 1/4	131	-	2-22			dead	"	Cardiff 7/1/47 Norman	HAWSERS & WARPS	90	2 1/4	10.8	90	2 1/4
	209 1/2				262	-	0-4							95	1 3/4	6.4	90	1 3/4
	Stream	75	3 1/2	25.7				75	3 1/2			Makers Certificate						

Steering Gear, Type (Power or hand) electric hydraulic

Alternative Means of Steering block tackle

Steering Chains (Size and Test) telemotor

Windlass electric efficient

Boats two

Stowage in Holds, thickness and material tankers

Cargo Battens, thickness, material and spacing

Cargo Hatchways. (Upper Deck) trunk deck 20 ft light

Thickness of Hatches

Size of Hatchways No. 1 (Fwd.) 5-10 1/2 8' No. 2 1/2 12 1/2 8' No. 3 1/2 12 1/2 8' No. 4 1/2 12 1/2 8' No. 5 1/2 12 1/2 8' No. 6 1/2 12 1/2 8'

Number of Shifting Beams and/or Fore and Afters

Builder's Signature

During the construction of this vessel, the Builders, The Warrenpoint Shipyard and Co. Ltd. went into liquidation. The vessel, with direct labour, launched the vessel and Messrs Harland & Wolff completed her at Belfast under the liquidator for Warrenpoint Shipyard and Messrs Harland & Wolff are in a position to sign on behalf of Builders.

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 motor ship (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).

Oil fuel is carried in deep tanks abaft and abaft the engine room. This vessel is sub. divided longitudinally by three long bulkheads and the wing compartment is fitted with an O.T. lower deck with ballast water in the lower wing tank and cargo oil in the upper wing tank. The centre tanks are fitted full depth of the ship sub. divided by the centre long bulkhead with a structural perforated lower deck. Both centre and wing compartments are sub. divided transversely and separated into three groups by cofferdams, one forward, two amidships and one room aft, immediately forward of engine room, giving 10 cargo oil tanks at centre, and 10 cargo oil in wings. This vessel is an all welded structure and was originally designed for the British Admiralty as a Landing Craft. About 90% of the sections had been fabricated, but not assembled prior to conversion to a tanker for coasting service. These structural sections were carefully examined, found in good condition, workmanship good. The additional strengthening to the original structure and all new construction has been built in conformity with the Society's Rules and Regulations and the Secretary's Letter. The scantlings and arrangements are in accordance with a requirement to that shown on the approved plans. The material and workmanship are good. All cargo tanks, oil fuel

Amount of Entry Fee..... £58: - - Fees applied for, 12/5/1947. Special Survey Fee..... £: : Received by me, 19. Freeboard 10 0 0 Travelling Expenses, if any £17: 1: 0

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

I am of opinion the Vessel should be Classed + A.1. with freeboard "For Coasting Service Callao to Balboa" Carrying Petroleum in Bulk. Long & Prom. L.

Signature Wm Balfour Surveyor to Lloyd's Register of Shipping.

Whether the Vessel has been built under Special Survey Yes

Certificate to be sent to Belfast

Date of issue 28/6/47 in Triplicate

Committee's Minute

27 JUN 1947

Character assigned

+ A1 with freeboard "For Coasting Service Callao to Balboa"

4.47 Bel "Carrying Petroleum in bulk"

Lloyd's A+C.P.

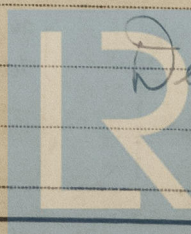
Michy aft.

+ LMC 4.47 Oil Eng.

D.B. 10016

While (in)

The Surveyors are required to be present before the Commission.



Lloyd's Register of Shipping

0450 3/3

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.)

benches deep tank forward, fore and after peak tanks, fresh water tanks and cofferdams have been tested to approved requirements and found satisfactory. Steering gear and windlass have been tested under working conditions and found satisfactory. Weather decks and W.T. bulkheads have been satisfactorily hose tested. Bilge pumping arrangements have been tried and found in order. Deckboard renewed, cut in but not painted in. No load Line Certificate issued

This vessel is built with a square bridge, cut away stem, with deep docking keel or skeg and is fitted with two spare mudders.

The steel plates and sections used in the construction of this vessel were ordered under Admiralty contract and passed by Admiralty before dispatch. This vessel is a conversion job: but on page 3 she is specially submitted for the class $\frac{1}{2}$ A1 as built under survey.

For the voyage to South America the Ministry of Transport have issued the Load Line Certificate and the vessel sails under the British flag.

This vessel is a sister ship to T/01. Petronave I, but details are different, especially in the methods adopted to strengthen existing structure.

Interim Certificate issued, already forwarded.

PARTICULARS OF ELECTRIC WELDING (if employed)

This vessel is an all welded structure.

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

Stern Screw, oil engine, machinery aft

cruiser stern

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

1st Bower 16c. 0gr 25 lbs H.P. (Cardiff) No 350 4/6/46
2nd " 16c 1gr 0 lbs H.P. (Cardiff) No 349 4/6/46
3rd " slack 2-0-0 } A.B. (Cardiff Primary Ho) No 6215 21/3/47
Anchor 10-1-14 }

PARTICULARS FOR RECORD in the REGISTER BOOK.

Length of Poop 64 ft., R.Q.D. continuous trunk 120 ft., Bridge 37 ft., Forecastle 37 ft.

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

Official No. 181614

Signal Letters

Extreme Breadth over Belting (Circ. 1611)

39.1

Over-all Length (Circ. 1703)

234.3

No. and Material of Decks

1 deck, part 2nd deck steel.

Parts of Bottom of Vessel coated with cement or approved composition

No

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 Capacity.
Double bottom, aft, wing ballast almost cargo tanks	113	194	Fore peak tank,		42
Double bottom, under Engines and Boilers,			After peak tank,		49
Double bottom, if under Engines only,			Deep tank, aft, feed water	18	36
Double bottom, if under Boilers only,			Deep tank, forward,	16	120
Double bottom, forward,			Other tanks, if fitted, fresh water tanks	12	62
Total length (if continuous) and Capacity	113	194	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 958

Date

29/3/46

Dates of Surveys held while building

1946
Mar 22, 27 Apr 5, 19, 25 May 2, 9, 16, 23, 30 June 6, 11, 13, 14, 27 July 1, 4, 11, 18, 26, 30 Aug 6, 16, 20
26, 29 Sept. 6, 7, 11, 12, 14, 25 Oct 3, Nov 1, 11, 21 Dec 6, 9, 11, 13, 16, 17, 18, 19 Jan 10, 17, 20, 21, 23
1947
Feb 5, 6, 11, 12, 13, 18, 20, 27, 28 Mar 10, 20, 24, 26, 28, 31 Apr 3, 11, 14, 18, 24, 25, 28, 30

Total No. of Visits

72

Lloyd's Register Foundation