

Rpt DISCLOSED
SECTION

N 877

STEEL STEAMER OR MOTORSHIP

DISCLOSED
SECTION

32 DEC 1953

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

NOV 30 1953

Date of completion of report 30th NOVEMBER 1953

Port of SUNDERLAND

No. 36141

Survey held at SUNDERLAND

Date First Survey 28 October 1953

Last Survey 23rd NOVEMBER 1953

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

SINGLE SCREW MOTOR TANKER "SHEAF ROYAL"

MACHINERY AFT

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

FULL SCANTLING

State Type of Erections POOP AND FORECASTLE

TONNAGE under
Tonnage Deck ...

11281.09

CLASS \star 100A1State if with freeboard
as condition of Class

FEET

space or spaces
in Tonnage Dk.
Upper Dk.

Tonnage 12304.73

Tonnage 7348.10

REGISTERED DIMENSIONS.

FEET

528.3'

73.25

41.15

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

L 516.0

Breadth (greatest moulded)

B 73.0

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

D 41.08

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 con-
tinuous deck to top of keel

12.56

Do. Long Bridge to
top of keel

Draught Moulded

30' 5 3/4"

Built at SUNDERLAND

Launched 11/7/53

Yard No. 677

Builders MESSRS J. L. THOMPSON & SONS LTD

Owners THE SHEAF STEAM SHIPPING CO LTD

Managers

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry NEWCASTLE

If surveyed while building, afloat, or in dry dock

WHILST BUILDING AFLOAT AND IN DRY DOCK.

DOCKING DATE 7/11/53

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 MACHINERY SPACE AFT | 30 | ✓ | Bracket Floors, Frame | ✓ | |
| " " IN FORWARD DEEP TANK BOTTOM from 1/2 length amidships to Collision bulkhead | 27" | ✓ | " " Reversed Frame | ✓ | |
| " " in peaks | 24" | ✓ | " " Vertical Struts | ✓ | |
| DE FRAMING (LONGITUDINAL) | | | Centre Girder, depth and thickness amidships IN CAREO TANKS | 45" x 46. 8 1/2" FL. | ✓ |
| Frame Amidships, Angle, [or] | | | " " top Angles | 72" x 57 | WELDED TO TANK TOP DOUBLE 5/16" F. |
| " " Extends up to | SEE | | " " bottom Angles IN CAREO TANKS | " " | BOTTOM " 4 1/6" x 5/16" F. |
| Reversed Frame Amidships, Angle | ATTACHED | | " " IN MACHINERY SPACE | | |
| " " Extends up to | REPORT 1* | | Side Girders, No. each side and thickness | 20" 60 - 45" | ✓ |
| Depth of Framing Girder | | | Margin Plate depth (excl. of flange) and thickness | TANK TOP HORIZONTAL TO SHELL | 57" |
| Frames in Uppermost Continuous 'tween Decks, Angle, [or] | ✓ | | " " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem | LONGITUDINAL FRAMING | |
| " " Second 'tween Decks, Angle, [or] | ✓ | | " " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area | | |
| " " Third 'tween Decks, Angle, [or] | 6 3 38 BA. | ✓ | " " Gussets, spacing and scantling abaft 1/4 len. from stem | | |
| " " from 1/2 len. for'd. to 15% len. from Stem | ✓ | | " " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area | | |
| " " in Peaks, Angle, [| 10 3 1/2 40 BA. | ✓ | Tank Side Brackets, height above base line at toe of Frame and thickness | | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships | SEE REPORT 1* ATTACHED | | INNER BOTTOM PLATING IN MACHINERY SPACE | 42" x 57. | ✓ |
| State if Frame Joggled | ✓ | | Breadth and thickness of Middle Line Strake | 57" x 32" | ✓ |
| Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? | YES | | Thickness of remainder in Holds | 57" x 32" | ✓ |
| Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? | YES | | 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? | YES | |
| SINGLE BOTTOM. FORWARD. | | | BEAMS (LONGITUDINALS) | | |
| Floors, Depth and thickness at mid-line in Holds. DEEP TANK FORWARD | 51" x 48 7" FL. | ✓ | Uppermost Continuous Deck, amidships in Wells, Angle, [or] | SEE REPORT 1* ATTACHED | |
| Height of Brackets at side above base line at toe of frame | LONGITUDINAL FRAMING | ✓ | " " in way of Bridge, Angle, [or] | | |
| Middle Line Keelson, on Floors, Angles, [or] | CENTRE LINE BULKHEAD | ✓ | Spacing | | |
| " " Through Plate or Inter- costal Plate | ✓ | | Second Deck, amidships, Angle, [or] | | |
| " " Foundation Plate on Floors | ✓ | | Spacing | TIE BEAMS IN WING TANKS | |
| " " Flat Plate Keel Angles | WELDED DIRECT DOUBLE 1 1/2" F. TO KEEL | ✓ | Third Deck, amidships, Angle, [or] | 2 1/2" x 3 1/2" x 3 1/2" x 42 VERT. PLATE | 15" x 4" x 42 HORIZL " |
| Side Keelsons, No. each side | BOTTOM LONGITUDINALS CARRIED FORWARD | ✓ | Spacing | 24" x 48" x 3 1/2" x 3 1/2" VERT. PLATE | 17" x 4" x 48 HORIZL " |
| " " thickness of Intercostal Plate | ✓ | | Fourth Deck, amidships, Angle, [or] | 6" x 3 1/2" x 33 T.W.A. | 7" x 3 1/2" x 37 " " |
| " " Angles | ✓ | | Spacing | 4" x 3" x 34 " " | 7" x 3" x 39 B.A. |
| DOUBLE BOTTOM. IN MACHINERY SPACE AFT. | | | POOP DECK, Angle, [or] EVERY FRAME | | |
| Solid Floors, thickness and spacing | INTERCOSTAL BETWEEN GIRDERS | | Spacing | | |
| " " Are Frame and Reversed Frame joggled? | 45" @ 30" 60" IN WAY OF ENGINES TANK ENDS 1.53. NO JOGGLES | ✓ | Bridge Deck, Angle, [or] LONGITUDINALS | 5" x 30" FLATS IN ASSOCIATION WITH ATHWARTSHIP PLATE BEAMS | 10" x 34 3" FL. |
| Bracket Floors, breadth and thickness at middle line | ✓ | | Spacing | 33" - 37" | |
| " " breadth and thickness at margin plate | ✓ | | Forecastle Deck, Angle, [or] | 7" x 3 1/2" x 37 T.W.A. | 6" x 3 1/2" x 37 " " |
| | | | Spacing | 24" x 30" | 8" x 3" x 39 B.A. |

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 | | | | | |
| Two LONGITUDINAL BHS IN CARGO TANKS AS APPROVED | | | | | |
| POOP | | | | | |
| " in 'tween Decks, Size and Spacing | 4' 2 1/2" DIAM. WITH BULKHEADS AND GIRDERS AS APPROVED | | | | |
| " FOLE | 4" x 4" x 50 O.A. | | | | |
| " " " FABRICATED | 5 x 5 x 3/8 DOUBLE O.A. | | | | |
| " in Hold FORWARD | 6 x 6 x 40 " " " | | | | |
| " MACHINERY SPACE | DOUBLE 6 x 6 x 40 - 50 / 315 | | | | |
| Centre Line Bulkhead. IN FORD DEEP TANKS. | DOUBLE 12 x 3 1/2 x 3 1/2 x 50 [L] | | | | |
| Stiffeners and Spacing | .46 - .30' TROUGHED AS APPROVED | | | | |
| | STIFFER 5 x 3 x .34 T.W. | | | | |
| | VERT. WEBS 30' x 40 10 1/2" FL. | | | | |
| LONGITUDINAL BHS IN CARGO TANKS | PLATING .57 TO .46 TROUGHED | | | | |
| Plating, thickness of | VERT. WEBS 39' x 42 7" FL. | | | | |
| STRINGERS AND DECKS. | AS APPROVED | | | | |
| Uppermost Continuous Deck. | 82" x 79" - .95 | | | | |
| Stringer Plate, breadth and thickness in Wells | | | | | |
| " " " " in way of Bridge | | | | | |
| " Angle in Wells | 7 x 7 x .80 | | | | |
| Thickness of Plating abreast Deck openings | DECK WELDED TO SHELL AT ENDS | | | | |
| in way of Wells | .80, .71, .66 | | | | |
| Thickness of Plating abreast Deck openings | | | | | |
| in way of Bridge | | | | | |
| Thickness of Plating within line of openings | .66 | | | | |
| If Sheathed, material and thickness | | | | | |
| Second Deck. DEEP TANK TOP. | | | | | |
| Stringer Plate, breadth and thickness in Wells | .42 - .40 | | | | |
| 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 | .34 | | | | |
| Plating, Sheathing, material and thickness | .34 WITH 1/2" COMP | | | | |
| Bridge Deck. | | | | | |
| Stringer Plate, breadth and thickness | PLATING .3 APPRO | | | | |
| Plating, Sheathing, material and thickness | .26 1/2 | | | | |
| Forecastle Deck. | | | | | |
| Stringer Plate, breadth and thickness | .34 PLATED | | | | |
| Plating, Sheathing, material and thickness | 5" WOOD BED IN WAY OF | | | | |

SHELL PLATING.

| SCANTLINGS. | | | | | RIVETING. | | | | | | | | |
|---|------------------------------|------------|-------------------------------|--------------------------|--|------------------------------------|----------------------|------------|---------------------------|---------|-----------------------|--------------|-----------------------|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. | | | BUTTS. | | | | |
| | AMIDSHIPS. | | FORWARD. | AFT. | | State if joggled? | No. | | No. of Rows of Rivets. | Rivets. | | STRAP LAP | |
| | Breadth. | Thickness. | Thickness. | Thickness. | | | Single or Double. | Rivets. | | Diam. | Spacing cr. to cr. | | |
| | Inches. | Inches. | Inches. | Inches. | | | | Diam. | | | | | Spacing cr. to cr. |
| Flat Plate Keel..... | 57 | 1.07 | 1.07 | 1.07. | | WELDED | | | | | | | |
| „ Dblg. (if any) | | ✓ | | | NOTE: 'A.B.C' STRAKES | ✓ | | | | | | | |
| Bottom Plating, No. of Strakes ...H..... | A 95 B 91 C 95 D 81 | .84 | .65 .51 .87 .51 | .69 .69 .63 .73 | .87 For .25L. To .05L. FROM FORWARD. | WELDED | | | | | | | |
| Bilge Plating, No. of Strakes ...I..... | E 72 3/4 | .80 | .74 | .80 | | 2R. | 7/8" 1" | 3 1/2 4 | | | | | |
| Side Plating, No. of Strakes ...3..... | F 6 | .68 | .51 .51 | .69 .69 .51 | | WELDED | | | | | | | |
| Upper Deck, Sheer- strake in Wells..... | "K'80" | .89 | .51 | .51 | | 2R. | 7/8" | 3 1/2" | | | | | |
| Upper Deck, Sheer- strake in Bridge ... | - | - | .80 IN WAY OF HAWSE PIPES. | - | | (SHEER STRAKE SEAM WELDED AT ENDS) | | | | | | | |
| Strake below Sheer- strake in Wells..... | J 95 | .66 | .51 | .51 | | WELDED | | | | | | | |
| Strake below Sheer- strake in Bridge ... | | | | .46 | | WELDED | | | | | | | |
| Poop Side Plating..... | | ✓ | | | | | | | | | | | |
| Bridge Side Plating..... | | | | | | | | | | | | | |
| Forecastle Side Plating | | | .46 | | | WELDED | | | | | | | |

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—
Extending to Upper Deck (Sec. 3 c) 16
" Deck next below —
As per Rule —

FORGINGS AND CASTINGS.

| | Casting or Forging. | Scantlings. | Maker's Name. | Any Plans to |
|---|---------------------|----------------------------------|---------------|--------------|
| KEEL, Bar | | | | |
| STEM | | | | |
| STERN FRAME | Propeller Post | FABRICATED MILD STEEL | | |
| | Rudder | STERN FRAME BY SHIPBUILDERS ASSN | | |
| | | APPROVED PLAN. | | |
| Speed of Vessel | | 14 KNOTS. | | |
| RUDDER—Type | | BALANCED | | |
| " A x D. | | 492. | | |
| " Diam. of head | | 12" DIAM | | |
| " BEARING Mainpiece at top | | 12" DIAM | | |
| " heel | | 11 7/8" DIAM | | |
| BASE. } AND AS } APPROVED how constructed | | FABRICATED | | |
| " double or single plate | | DOUBLE | | |
| " coupling, vertical or | | HORIZONTAL. | | |
| " horizontal | | | | |

| | | Plating Thickness. | STIFFENERS. | | | |
|------------------------|------------------------|--|---|----------|----------------------------|--|
| | | | VERTICAL. | | HORIZONTAL. | |
| | | | Scantlings. | Spacing. | Scantlings. | Spacing. |
| MIDSHIP BULKH'D, Upper | Collision Bulk N° 106. | 30 | TROUWED 8" DEEP AND 3'-30" FLAT AT SIDES | - | - | - |
| | Wings. | 52'-47 | CORRUGATED TROUWED 15" DEEP | - | 9' x 3 1/2 x 3 1/2 x 4 1/4 | AT BASE |
| | Second | " | 5' x 3' x 42 T.W.A. | - | UPPER GIRDER | 52' x 46, 10" |
| | Third | " | 7' x 3 1/2 x 46 " | - | LOWER " | 54' x 47, 11" |
| COLLISION AFTER PEAK | Holds | 52'-47 | CORRUGATED TROUWED 15" DEEP + 7' x 3 1/2 x 46 T.W.A. | - | UPPER GIRDER | 52' x 46, 12" x 10" |
| | (in Hold) N° 106 | 60 TO 38 | 7' x 3 1/2 x 42 | 30 | 24' x 36" | W. T. FLAT. |
| | N° 10 | 54 TO 32 | UPPER PLATING TROUWED AS APPROVED AND 6' x 3' x 32 T.W.A. | 30 | E.R. FLAT, W.T. FLAT. | GIRDER AS APPROVED 6' x 3' x 32 T.W.A. |
| | | | LOWER 11' x 4' x 38; 5' x 3' x 30 T.W.A. | | | |
| STEEL. | | Manufacturer's Name or Trade Mark of the Steel used in the construction of the APPLERY FRODINGHAM STEEL CO LTD, CONSETT IRON CO LTD, CAR DORMAN LONG & CO LTD, COLVILLES LTD, SOUTH DURHAM STEEL Has the Steel been tested as required by the Rules? YES. | | | | |

EQUIPMENT No.

60086

LETTER *ht.*

ANCHORS.

22 DEC 1953

| No. of Certificate. | Anchors. | STOCKLESS | | | 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. | qrs. | | | | |
| 34 | 1st Bower | 100 | 2 | 14 | — | — | — | 67 | 12 | 2 | 0 | 100 | — | STOCKLESS ANCHOR | ✓ | ✓ | L.P.H. LOW WALKER 6/12/52 R.N.V. |
| 33 | 2nd " | 100 | 2 | 7 | — | — | — | " | " | " | " | — | — | " | ✓ | ✓ | D= 29/12/52 R.N.V. |
| 67. | 3rd " | 85 | 3 | 0 | — | — | — | 61 | 10 | 0 | 0 | — | — | " | ✓ | ✓ | D= 29/12/52 R.N.V. |
| | Collective weight | 286 | 3 | 21 | — | — | — | — | — | — | — | 285 | — | — | — | — | — |
| 57 | Stream | 29 | 3 | 21 | 8 | 0 | 7 | 28 | 12 | 2 | 0 | 29 1/2 | — | "RODGER" TYPE STOCK ANCHOR | ✓ | ✓ | L.P.H. LOW WALKER 19/4/52 R.N.V. |

CHAIN CABLES.

HAWSERS AND WARPS.

| Number of Certificate. | Length and size supplied. | | Test per Certificate. | | WEIGHT OF CHAIN CABLE. | | Length and Size per Table 53. | | 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 53. | | | | |
|------------------------|---------------------------|-------|-----------------------|-----------|------------------------|---------------|-------------------------------|------------|--------------|---------------------|--|---------------------|---------------------------|---------|------------------------------|-------------------------------|----------|-------|-------|-------|
| | Length. | Diam. | Statutory. | Breaking. | Supplied. | Per Rule. | Wt. | Length. | | | | | Diam. | Length. | | Cir. | | | | |
| | | | | | | | | | | | | | | | | | Fathoms. | Ins. | Tons. | Cwts. |
| 76 | 330 5/8 | 2 3/8 | 142 10 | 198 9/10 | 970-2-16 | 1258 | ✓ | 330 | 2 1/2 | STEEL TRAYCO. CABLE | S. TAYLOR & SONS LTD. | L. P. H. NETHERTON. | 22/9/52 H.M. | TOWLINE | 4/24 | 120 | 6 1/2 | 112.3 | 120 | 6 1/2 |
| 80 | ✓ | ✓ | " | " | 1-2-0 | ADAPTOR PIECE | OF 3 LINKS | FOR | 2 3/8 DIA. | CABLE | D= | D=. | HAWSERS & WARPS | 6/12 | 6 | 2 3/4 | 15.2 | 40 | 2 3/4 | |
| 77 | ✓ | ✓ | " | " | 1-0-14 | 1 | " | " | 2 | " | " | D= | D=. | " | 120 | 2 3/4 | 15.2 | 120 | 2 3/4 | |
| 78 | ✓ | ✓ | " | " | 1-0-14 | 1 | " | " | 2 | " | " | D= | D=. | " | " | " | " | " | " | " |
| 779 | ✓ | ✓ | " | " | 1-0-14 | 1 | " | " | 2 | " | " | D= | D=. | " | " | " | " | " | " | " |
| 81 | ✓ | ✓ | " | " | 1-2-14 | 1 SHACKLE | FOR | 2 3/8 DIA. | CABLE | D= | D=. | " | " | " | " | " | " | " | " | " |
| stream or Wire | 120 | 5 1/2 | 84.4 | ✓ | ✓ | ✓ | ✓ | ✓ | 120 | 5 1/2 | 4/24 | BRITISH ROPE LTR | G.S.W.R. | " | " | " | " | " | " | " |

Steering Gear, Type (Power or hand)

2 RAM STEAM AND ELECTRIC HYDRAULIC STEERING GEAR Alternative Means of Steering By DONKIN & CO LTD

(ONE INDEPENDENT MOTOR AND PUMP " " STEAM ENGINE " ")

Steering Chains (Size and Test)

Windlass STEAM BY EMERSON WALKER LTD Boats 4 @ 24'0" (ALUMINIUM)

Lifting in Holds, thickness and material

Cargo Battens, thickness, material and spacing

Cargo Hatchways. (Upper Deck) OIL TIGHT - STEEL PLATES AS APPROVED, AT UPPER DECK TO CARGO TANKS. Thickness of Hatches TO FORE HOLD 32 THK STEEL COVER STIFFENED BY T.W.R. AND B.A.

No. of Hatchways No. 1 (Fore) 26 OFF AT 4'0" DIA. No. 2 TO FORE HOLD AT NO. 2 UPPER DECK No. 3 TO CARGO TANKS No. 4 50 THK STEEL COVER (DISHED)

393 Number of Shifting Beams and/or Fore and Afters

Builder's Signature

FOR AND ON BEHALF OF JOSEPH L. THOMPSON & SONS, LIMITED

Chairman

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).

THIS VESSEL HAS BEEN BUILT UNDER SPECIAL SURVEY IN CONFORMITY WITH THE SOCIETY'S RULES

AND REGULATIONS AND SECRETARY'S LETTERS. THE SCANTLINGS AND ARRANGEMENTS OF THE SHIP ARE AS GIVEN IN THE REPORT

AS SHOWN AND AMENDED ON THE APPROVED PLANS NOW FORWARDED. ALL THE MODIFICATIONS AND ADDITIONS TO THE

ORIGINAL APPROVED ARRANGEMENTS MADE DURING CONSTRUCTION HAVE BEEN INDICATED ON THE PLANS AND HAVE BEEN

PROVED AS BEING IN ACCORDANCE WITH OR BY STANDARDS EQUIVALENT TO THE RULE REQUIREMENTS. THE PLANS OF MIDSHIP

SECTION AND PROFILE AND DECKS SHOWING THE VESSEL AS BUILT HAVE BEEN CHECKED WITH THE APPROVED PLANS AND FOUND IN ORDER

THE MATERIALS AND WORKMANSHIP ARE GOOD. OIL FUEL HAVING F.P. NOT LESS THAN 150°F IS CARRIED IN CROSS BUNKERS

FORWARD OF MACHINERY SPACES, IN DOUBLE BOTTOM TANKS AFT UNDER ENGINES, AND IN DEEP TANKS FORWARD. THE REQUIREMENTS

SECTION 20 OF THE RULES SO FAR AS APPLICABLE HAVE BEEN COMPLIED WITH. THE DOUBLE BOTTOM TANKS, PEAK TANKS,

AND TANKS, OIL FUEL BUNKERS, FORWARD DEEP TANKS, COFFERDAMS, FRESH WATER TANKS, SETTLING TANKS HAVE BEEN

SATISFACTORILY TESTED BY WATER PRESSURE. THE WEATHER DECKS, CLEAR OF CARGO TANKS, SUPERSTRUCTURE BULKHEADS,

AND DOORS HAVE BEEN HOSE TESTED AND FOUND IN ORDER. THE STEERING GEAR, WINDLASS, ANCHORS AND CABLES HAVE BEEN

TESTED OUT AT SEA UNDER WORKING CONDITIONS AND FOUND SATISFACTORY.

P.T.O.

Amount of Entry Fee..... £1795 - - - - - Fees applied for,

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

FREEBOARD.

Special Survey Fee..... £50 - - - - -

Received by me,

I am of opinion the Vessel should be Classed

CARRYING PETROLEUM IN BULK.

Travelling Expenses, if any £ : : 19

Whether the Vessel has been built under Special Survey YES

Signature

H. Little

Surveyor to Lloyd's Register of Shipping.

Certificate sent to

SUNDERLAND

Date of issue

25/1/54

Committee's Minute

Character assigned

TUESDAY 29 DEC 1953

+100 A1

Carrying Petroleum in Bulk.

11.53 Sld.

Lloyds A & CP.

+LMC 11.53

Oil Eng. (With Torsional Endorsement)

2 DB 150 lb.

CL.

White Sld. (M.)

Paul

011757-011755-0212

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 the Plans should be embodied.)

THE FOLLOWING PLANS ARE FORWARDED HERewith.

PROFILE + DECKs.

MIDSHIP SECTION.

ALTERNATIVE ARRGT OF LONGITUDINAL CORRUGATED BULKHEADS (ATTACHED TO MIDSHIP SECTION)

ARRGT OF STRUCTURE IN MAIN PUMPROOMS.

PUMPROOM SUCTION RESERVOIRS.

AFT END SCANTLING DETAILS

SHELL EXPANSION

FORE END DETAIL SCANTLINGS

RUDDER PLAN.

WING TRANSVERSES AND WING BULKHEADS

FORE HOLD PUMPING ARRGT.

DECK STEAM AND EXHAUST ARRGT

CARGO TANK LINE, DECK LINE, AND OIL FUEL DECK LINE

CARGO PUMPROOM ARRGT.

PUMPROOM STEAM AND EXHAUST LINE

COMPRESSED AIR LINES ON DECK

FORE AND AFT PUMPING ARRGT

CAST IRON HEATING COILS (4 SHEETS)

STERNFRAME AND AMENDED SOLEPIECE.

PROPOSED RE-ARRGT OF UPPER DECK PLATING (ATTACHED TO

MIDSHIP DECKHOUSE SCANTLINGS

RE-ARRGT OF BOTTOM LONGITUDINALS AT BULKHEADS.

OILTIGHT CARGO HATCHES

DETAIL OF HEATING COIL HOLE COMPENSATION AT BOTTOM LONG

ARRANGEMENT OF ELECTRICAL EQUIPMENT IN CENTRE C

FORGING REPORTS 3 OFF; CASTING REPORTS 3

'AS FITTED' PLANS OF MIDSHIP SECTION AND PROFILE + DECKS W

FORWARDED WHEN AVAILABLE.

GENERAL DECLARATION CONTD. THE HEATING COILS IN OIL FUEL BUNKERS, CARGO TANKS HAVE BEEN SATISFACTORILY TESTED

HYDRAULIC PRESSURE. THE BILGE AND HAND PUMPING HAVE BEEN SATISFACTORILY TRIED OUT.

THE FREEBOARD MARKINGS ASSIGNED BY THE COMMITTEE HAVE BEEN MARKED ON THE VESSEL SIDE, VERIFIED, AND CUT AND PAINTED IN.

PARTICULARS OF ELECTRIC WELDING (if employed) THE VESSEL IS ENTIRELY WELDED WITH THE EXCEPTION OF UPPER DECK SEAMS; LONGITUDINALS AT DECK PLATING, BOTTOM AND SIDE SHELL PLATING; SHEER STRAKE AND BILGE STRAKE SEAM STRINGER ANGLE; FO'CLE AND POOP DECK PLATING SEAMS; SIDE FRAMES IN PEAK TANKS AND PEAK SPACES AND SEVER OTHER ITEMS ALL OF WHICH ARE RIVETED.

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

OIL ENG; CRUISER STERN; 1 DECK; LONGITUDINAL FRAMING; MACHINERY AFT;

PT ELECT WELDED; LLOYDS A.C.P.; D.F.; E.S.D.; G.J.C.; RADAR.

CARRYING PETROLEUM IN BULK.

RADAR Equipment (State if fitted) YES

State Type or Pattern No. TYPE 1412A. SERIAL NO.

State Name of Supplier. MARCONI MAIN DISPLAY UNIT

State Name of Supplier. MARCONI RADIOLOCATOR

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

1st Bower 63-2-14 A.E.G. N° 2406 29-6-51.
2nd " 63-3-7 A.E.G. N° 2659 5-10-51.
3rd " 53-0-0 A.E.G. N° 3163 18-4-52.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 38.83 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 45

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

Official No. 169254 Signal Letters G.Q.K.S. Extreme Breadth over Belting 73.25' Over-all Length 547.92'

No. and Material of Decks ONE DECK (STEEL) 2ND DECK IN E. ROOM (AND DEEP TANK) FORWARD.

Parts of Bottom of Vessel coated with cement or approved composition THE FORE AND AFTER PEAK TANKS.

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. | S.W. Water Capacity. Tons. | Where Fitted. | Length. Feet. | S.W. Water Capacity. Tons. |
|--|------------------|----------------------------------|---|------------------|----------------------------------|
| Double bottom, aft, | | | Fore peak tank, | 28-3 1/2 | 18 1/2 |
| Double bottom, under Engines and Boilers, c/o. | 2.5 | ✓ | After peak tank, | 38-2 | 17 1/2 |
| Double bottom, if under Engines only, FEED TANK | 35-0 | 55 1/2 | Deep tank, aft, | | |
| Double bottom, if under Boilers only, O.F. OR W.B. | 60-0 | 188 1/2 | Deep tank, forward, | 36-0 | 88 1/2 |
| Double bottom, forward, | | | Other tanks, if fitted, COFFERDAM AFT | 3-0 | 22 1/2 |
| Total length (if continuous) and Capacity | | | (If necessary furnish further information by sketch.) | 3-0 | 98 |

Order for Special Survey No. 6388

Date 10-12-51

Dates of Surveys held while building

1951 Oct 28, 30 Nov 5, 14, 20 Dec 2, 5, 8, 10, 19, 29, 30 / 1952 Jan 6, 7, 8, 12, 14, 15, 16, 21, 22, 23, 26, 28, 29 Feb 2, 3
12, 16, 24 Mar 5, 6, 9, 10, 13 Apr 8, 9, 10, 14, 15, 23, 24, 27, 29, 30 May 5, 6, 7, 8, 11, 13, 15, 25, 26, 27, 28, 29 Jun 4, 5, 8
12, 15, 16, 17, 18, 19, 22, 23, 25, 26, 27, 29, 30 Jul 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 16, 17, 21, 23, 24 Aug 6, 12, 13, 14, 17, 18, 20, 21, 24, 27
28, 29, 30 Oct 1, 5, 6, 7, 8, 9, 13, 14, 15, 16, 19, 20, 21, 22, 23, 26, 27, 28, 29 Nov 2, 3, 4, 6, 9, 11, 12, 13, 16, 17, 18, 19, 22, 23

Total No. of Visits

"SHEAF ROYAL"

PARTICULARS OF LONGITUDINAL FRAMING.

SUNDERLAND RPT. NO. 36141

-2 DEC 1953

| FRAMING. | AMIDSHIPS. | | | ENDS. | | | Any Departure from Approved Plans to be Noted. | RIVETING. | | | | |
|---|--|------|------|-------------------------------|------|-------------------------------|--|--------------------------------|-------------|--|----------------------------------|-------------------|
| | In Ship. | | | In Ship. | | | | Rivets in Longitudinal Frames. | | Spacing of Rivets on each side of Transverses and Bulkheads. Inches. | Rivets in Brackets to Bulkheads. | |
| | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | | Diam. Ins. | Speng. Ins. | | Number. | Diameter. Inches. |
| of L, L or C Poop. Bridge 'tween Decks ... Uppermost Continuous No. 1 | 8" x 3" x 49 L WITH VERTICAL WEBS 16" x 38" 5 1/2 FL | | | FORWARD | | AFT. | | 1" | 6" | | | |
| " 2 | 8 3 1/2 42 L | | | 7 x 3 1/2 x 36 L | | 7 x 3 1/2 x 35 L | | 1" | 6" | | | |
| " 3 | D° | | | D° | | D° | | 7/8" | 5 1/4" | | | |
| " 4 | 8" 3 1/2 46 L | | | D° | | D° | | D° | | | | |
| " 5 | 9 3 1/2 42 L | | | 7 x 3 1/2 x 44 L | | 7 x 3 1/2 x 42 L | | D° | | | | |
| " 6 | 10" 3 1/2 42 L | | | 8 x 3 1/2 x 36 L | | 8 x 3 1/2 x 36 L | | D° | 3 15/16 | FOR 2' 2" | | |
| " 7 | 10" 3 1/2 47 L | | | DEEP TANK TOP | | 8 x 3 1/2 x 40 L | | D° | D° | | | |
| " 8 | 10" x 3 1/2 x 3 1/2 x 42 1/2 L | | | 8 x 3 1/2 x 44 L | | 9 x 3 1/2 x 38 L | | D° | D° | | | |
| " 9 | 12 x 3 1/2 x 3 1/2 x 42 1/2 L | | | 9 x 3 1/2 x 41 L | | ER FLAT. | | D° | D° | | | |
| " 10 | D° | | | 10 x 3 1/2 x 40 L | | 9 x 3 1/2 x 41 L | | D° | 3 1/16 | FOR 2' 2" | | |
| " 11 | D° | | | 10 x 3 1/2 x 45 L | | 10 x 3 1/2 x 40 L | | D° | D° | | | |
| " 12 | 12" x 3 1/2 x 3 1/2 x 42 1/2 L | | | 10" x 3 1/2 x 50 L | | 10 x 3 1/2 x 46 L | | D° | D° | | | |
| " 13 | 12" x 3 1/2 x 3 1/2 x 46 1/2 L | | | 10 x 3 1/2 x 3 1/2 x 56 1/2 L | | 10 x 3 1/2 x 3 1/2 x 56 1/2 L | | D° | D° | | | |
| " 14 | 15 x 4 x 4 x 42 1/2 L | | | D° | | 10 x 3 1/2 x 3 1/2 x 56 1/2 L | | D° | D° | | | |
| " 15 | 15 x 4 x 4 x 48 1/2 L | | | D° | | 12 x 3 1/2 x 3 1/2 x 50 1/2 L | 15 To 21 | 1" | 6" | 3 1/2 | FOR 2' 8" | |
| " 16 | 10 24 17 x 4 x 4 x 48 1/2 L | | | 12 x 3 1/2 x 3 1/2 x 50 1/2 L | | D° | 22 To 24 | 1" | 6" | FOR 2' 2" | D° | |
| of Amidships | BILGE AND SIDES 30 32 33 34 | | | D° | | | HEELS OF LONGITUDINALS ON FLAT OF BOTTOM | 1" | 4 1/2" | | D° | |
| At Ends | A 5 APPROVED | | | D° | | | FORWARD OF 1/2 L. WELDED TO SHELL 4/16 F. | | | | | |
| Tank Top Longitudinals | | | | | | | | | | | | |
| Bottom | | | | | | | | | | | | |
| Longitudinals | TRANSVERSE FRAMING. | | | | | | | | | | | |
| At ends... | | | | | | | | | | | | |
| Transverses. | | | | | | | | | | | | |
| Depth and Thickness | | | | FORE DEEP TANK 27 x 40 | | 30 x 44 | | | | | | |
| Face Angles | | | | 3 1/2 FL | | 3 1/2 FL | | | | | | |
| Lugs to Shell* | | | | WELDED DOUBLE 4/16 F. | | WELDED DOUBLE 4/16 x 5/16 F. | | | | | | |
| Depth and Thickness | 39 x 46 | | | 38 x 48 | | 39 x 48 | AND AS APPROVED | | | | | |
| Face Angles | 7" FLGE | | | 10 x 80 FLAT | | 12" FL. | | | | | | |
| Lugs to Shell* | WELDED DOUBLE 5/16 F. | | | WELDED DOUBLE 5/16 F. | | WELDED DOUBLE 5/16 x 4/16 F. | | | | | | |
| Depth and Thickness | WINGS 45 x 44 | | | CENTRE 72 x 48 | | | INTERMEDIATE TRANSVERSE BOTTOM GIRDERS | | | | | |
| Face Angles | 15" FL. | | | 66 x 48 | | | FORWARD OF 0.2 L FOR IN N° 1 + 2 CENTRE | | | | | |
| Lugs to Shell* | WELDED DOUBLE 4/16 x 5/16 F. | | | 84 x 48 | | | TANKS - 24 x 42 4" FL. WELDED | | | | | |
| " " Back Bars | | | | | | | DOUBLE 4/16 F TO SHELL. | | | | | |
| Brackets | 44" 5" FL | | | 50" 4" FL | | 48" 5" FL | | | | | | |
| of Transverse Frames... | 8' 8" | | | 9' 0" | | 10' 0" AND AS APPROVED | | | | | | |
| Bridge Deck | 5" x 30 FLATS | | | FORWARD | | AFT. | Spacing. 37" - 33" | | | | | |
| Upper | 9" x 3 1/2 x 45 L | | | 7 x 3 x 39 L | | 6 x 3 x 30 T.W.A. | ALSO TRANSVERSE BEAMS AT UPPER DECK ENDS | | | | | |
| DEEP TANK TOP | 9" x 3 1/2 x 43 L | | | 8 x 3 1/2 x 40 T.W.A. | | 7 x 3 x 36 L | AFT 6 x 3 1/2 x 33 T.W.A. 7 x 3 x 39 L | | | | | |
| Second | | | | | | | 36" | | | | | |
| Third | | | | | | | FORD 6 x 3 1/2 x 35 T.W.A. 7 x 3 x 42 L | | | | | |
| Transverse Beams. | | | | | | | | | | | | |
| | 10" x 34" | | | 3" FL | | | | | | | | |
| | 33 x 42 | | | 5" FL | | | WING | | | | | |
| | 40 x 44 | | | 11" FL | | | CENTRE | | | | | |
| | 24 x 40 | | | 6" FL | | | | | | | | |
| | 30 x 40 | | | 8" FL | | | | | | | | |
| | 18 x 36 | | | 5" FL | | | | | | | | |

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 posted on the fourth page of the Report, and reference to same to be made under framing, &c., on the first page.