

STEEL STEAMER OR MOTORSHIP

DISCLOSED SECTION
Received at London Office 21 AUG 1956

SECTION

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

Port of *Spawick*No. *133835*Survey held at *Lowestoft*Date First Survey *1/2/55*Last Survey *10/8/56*

19

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

Single Screw Motor Launch "MURKUN"

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

*One deck. Steel. Strengthened for Ice.*State Type of Erections *Yds & Pops.*

TONNAGE under Tonnage Deck ...

*543.59*CLASS **100. M1. MOTOR TRAWLER. STRENGTHENED FOR NAVIGATION IN ICE.*

State if with freeboard as condition of Class

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

Total

Gross Tonnage

684.37

Register Tonnage

225.75

REGISTERED DIMENSIONS.

FEET

Length

175.8

Breadth

*32.1**14.05*

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

171.75

Breadth (greatest moulded)

32.0

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

16.5

1st Longitudinal Number (L x D)

2705

2nd Numeral L x (B + D)

8201

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

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

10.4

Do. Long Bridge to top of keel

Draught Moulded *14.66*Built at *LOWESTOFT*Launched *20/10/55*Yard No. *243*Builders *BROOKS MARINE LTD.*Owners *V/O SUDIMPORT U.S.S.R.*

TRADE DELEGATION

Managers *32 HIGHGATE WEST HILL, LONDON, W.6*

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry *MURMANSK.*

If surveyed while building, afloat, or in dry dock

DURING CONSTRUCTION.

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>✓ 22"</i>		Bracket Floors, Frame	<i>✓</i>	
" " from $\frac{3}{4}$ length amidships to Collision bulkhead	<i>✓ 18"</i>		" " Reversed Frame	<i>✓</i>	
" " in peaks <i>FORD</i>	<i>✓ 18"</i>		" " Vertical Struts	<i>✓</i>	
" " <i>AFT.</i>	<i>✓ 22"</i>		Centre Girder, depth and thickness amidships	<i>34" x 30"</i>	
SIDE FRAMING.			" " top Angles	<i>WELDED</i>	
Frame Amidships, <i>Angle</i> or <i>C</i>	<i>5 x 3 x 40</i>		" " bottom Angles		
" " Extends up to	<i>UPPER DECK</i>		Side Girders, No. each side and thickness		
Reversed Frame Amidships, Angle	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>18" x 30"</i>	
" " Extends up to	<i>✓</i>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<i>hms</i>	
Depth of Framing Girder	<i>✓ 5"</i>		" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area	<i>hms</i>	<i>frames continuous and welded.</i>
Frames in Uppermost Continuous 'tween Decks, Angle, <i>C</i> or <i>C</i>	<i>✓</i>		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<i>hms</i>	
" " Second 'tween Decks, Angle, <i>C</i> or <i>C</i>	<i>✓</i>		" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area	<i>hms</i>	
" " Third	<i>✓</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>1.48 in fuel bunkers only.</i>	
" " from $\frac{1}{4}$ len. for'd. to 15% len. from Stem <i>BULK ANGLE</i>	<i>16" x 3" x 40</i>	<i>approved 6 x 3 1/2 x 30</i>	INNER BOTTOM PLATING.		
" " in Peaks, <i>Angle</i> or <i>C</i> <i>FORD</i>	<i>16" x 3" x 40</i>	<i>6 x 3 1/2 x 30</i>	Breadth and thickness of Middle Line Strake	<i>60" x 30"</i>	
" " <i>AFT.</i>	<i>5" x 3" x 28</i>		Thickness of remainder in Holds	<i>30</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>3/4" 4 dia.</i>		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>as approved.</i>	
State if Frame Joggled	<i>Yes</i>		BEAMS.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules as approved?	<i>Yes</i>		Uppermost Continuous Deck, amidships in Wells, <i>Angle</i> or <i>C</i>	<i>5" x 3" x 40"</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>		" " in way of Bridge, <i>Angle</i> or <i>C</i>	<i>5" x 3" x 40"</i>	
SINGLE BOTTOM. <i>In Engine Room</i>			Spacing	<i>22" every frame.</i>	
Floors, Depth and thickness at mid-line in <i>ENGINE ROOM</i>	<i>36" x 44"</i>		Second Deck, amidships, Angle, <i>C</i> or <i>C</i>	<i>✓</i>	
Height of Brackets at side above base line at toe of frame	<i>✓</i>		Spacing	<i>3 1/2 x 2 1/2 x 30 Toe in.</i>	
Middle Line Keelson, on Floors, Angles, <i>C</i> or <i>C</i>	<i>✓</i>		Accommodation <i>1st forward</i>	<i>18" every frame.</i>	
" " Through Plate or Inter-costal Plate	<i>✓</i>		Third Deck, amidships, Angle, <i>C</i> or <i>C</i>	<i>3 1/2 x 2 1/2 x 30 1st an.</i>	
" " Foundation Plate on Floors	<i>✓</i>		Spacing	<i>22" every frame.</i>	
" " Flat Plate Keel Angles	<i>✓</i>		Fourth Deck, amidships, Angle, <i>C</i> or <i>C</i>	<i>3 1/2 x 2 1/2 x 30 1st an.</i>	
Side Keelsons, No. each side	<i>2</i>		Spacing	<i>22" every frame.</i>	
" " thickness of Inter-costal Plate	<i>40 OUTER GIRDER</i>		Poop/Deck, Angle, <i>C</i> or <i>C</i>	<i>4" x 2 1/2 x 38</i>	
" " <i>" CONTINUOUS "</i>	<i>625 INNER</i>		Spacing	<i>30"</i>	
" " <i>FLAT BAR.</i>	<i>6" x 375 OUTER</i>		Bridge Deck, Angle, <i>C</i> or <i>C</i> <i>ALUMINIUM</i>	<i>14" x 2" x 80"</i>	
" " <i>TOP PLATE</i>	<i>18" x 125 INNER</i>		Spacing	<i>30"</i>	
DOUBLE BOTTOM.			Forecastle Deck, Angle, <i>C</i> or <i>C</i>	<i>5" x 3" x 28"</i>	
Solid Floors, thickness and spacing	<i>1.30 every frame</i>		Spacing	<i>18"</i>	
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>				
Bracket Floors, breadth and thickness at middle line	<i>✓</i>				
" " breadth and thickness at margin plate	<i>✓</i>				

		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>IN FISH HOLDS FORWARD.</i>	6	- 3 each side		
" in 'tween Decks, Size and Spacing		2 1/2" dia.	7'-6"		
" " <i>2nd</i> " "		2 1/2" dia	7'-6"		
" in Holds	ALUMINIUM <i>4 1/2" x 5" 4" x 4" apart.</i>	4 1/2" x 5"	4" x 4" apart.		
" " " " "					
Centre Line Bulkhead, Stiffeners and Spacing					
Plating, thickness of					
STRINGERS AND DECKS.					
Uppermost Continuous Deck.		38"	x 40"		
Stringer Plate, breadth and thickness in Wells		38"	x 40"		
" " " " in way of Bridge		38"	x 40"		
" " " " Angle in Wells		3" x 3"	40"		
Thickness of Plating abreast Deck openings in way of Wells			26"		
Thickness of Plating abreast Deck openings in way of Bridge			26"		
Thickness of Plating within line of openings			26"		
If Sheathed, material and thickness			2 1/2" Wood.		
Second Deck.					
Stringer Plate, breadth and thickness in Wells					
Stringer Plate, breadth and thickness 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. <i>Recom. 1/4" fire</i>					
Stringer Plate, breadth and thickness					
If Plated, state thickness					
Poop Deck. <i>and 600T</i>					
Stringer Plate, breadth and thickness					
Plating, Sheathing, material and thickness					
Bridge Deck. ALUMINIUM					
Stringer Plate, breadth and thickness					
Plating, Sheathing, material and thickness					
Forecastle Deck.					
Stringer Plate, breadth and thickness					
Plating, Sheathing, material and thickness					

[illegible]

Total No. of W.T. BULKHEADS in Vessel—
 Extending to Upper Deck (Sec. 3 c) 7
 „ Deck next below -
 As per Rule 3.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to Note
KEEL, Bar	<i>rolled</i>	<i>7" x 2"</i>	<i>Appleby</i>	
STEM	<i>"</i>	<i>7" x 8"</i>	<i>"</i>	
STERN FRAME {	Propeller Post <i>X 4" x 4"</i>	<i>6 1/4" x 4 1/4"</i>	<i>Yates's</i>	<i>Sen</i>
{	Rudder			
Speed of Vessel	<i>12 1/2 knots.</i>			
RUDDER Type	<i>SEMI-BALANCED.</i>			
" A x D	<i>71-81</i>			
" Diam. of head	<i>5 1/2"</i>			
" Mainpiece at top pintle	<i>4" braced iron</i>			
" " heel	<i>Construction</i>		<i>4" braced iron</i>	
" how constructed	<i>8" x 5"</i>			
" double or single plate	<i>Double</i>	<i>30</i>		
" coupling, vertical or	<i>horizontal</i>	<i>1 5/8" x 1 1/2" thick</i>	<i>Yates's</i>	<i>Sen</i>

All Bulkhead Stiffeners Welded Toe On.		Plating Thickness.	STIFFENERS.							
			VERTICAL.		HORIZONTAL.					
			Scantlings.	Spacing.	Scantlings.	Spacing.				
MIDSHIP BULKH'D, Upper	FRAME 33	3/4"	30"	5" x 3"	3/4"	26"	14"	3/4"	7'-0"	
	39	3/4"	30"	5" x 3"	3/4"	25"	14"	3/4"	7'-0"	
"	Second	"	45	3/4"	30"	4" x 3"	3/4"	25"	11" x 3/4"	7'-0"
"	Third	"	57	3/4"	30"	4" x 3"	3/4"	25"	"	"
"	Holds	"	69	3/4"	30"	4" x 3"	3/4"	25"	"	"
COLLISION	(in Hold)	"	89	1/2"	30"	4" x 2 1/2"	26"	26"	14"	3/4"
	FRAME	"	15	1/2"	30"	4" x 2 1/2"	26"	30"	26"	14"
AFTER PEAK	"	"	6	5/8"	30"	4" x 3"	2 1/2"	26"	"	"

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	OPEN HEARTH
	Applied by Humphreys, Shillington & Co. Ltd., London E.C. 4 Aluminum Structures by J. J. Aluminum Co. & Regnolds Light Alloys Ltd AND ALUMINIUM Has the Steel been tested as required by the Rules? <i>YES.</i>	

EQUIPMENT No. 8201												LETTER X		ANCHORS. 25. 15.	
Number of Certificate.	Anchors.	WEIGHT, EX. 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.
79:78.	1st Bower	13	-	14				14	7	-	21	✓ 13	Stockless	Harley & Co.	Bradley Heath. 6/10/55. H. Phillips
79:73.	2nd "	12	-	7				13	19	2	21	✓ 12	"	"	
	3rd "														
	Collective weight														
79:71.	Stream	4	2	0	1	0	14	6	17	2	0	4 1/2	Steel Stock	?	Bradley Heath. 6/10/55. H. Phillips

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.	Stain- ing.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Diam.		Length.	Ins.
96273	8 1/2	1 3/16	31	44 1/2	73.3-0	132 1/2	150	1 3/16	Slack Link	Murphy & S	Bradley Heath	TOWLINE	60	6	Slack	60	6
96274	8 1/2	1 3/16	31	44 1/2	74.0-10	132 1/2	300	1 3/16	"	"	1417/83	HAWSEYS & WARPS	60	6	Slack	60	6
Iron Stream Chain or Steel Wire		Cir.						Cir.				"	"				

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.	Stain- ing.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Diam.		Length.	Ins.
96273	8 1/2	1 3/16	31	44 1/2	73.3-0	132 1/2	150	1 3/16	Slack Link	Murphy & S	Bradley Heath	TOWLINE	60	6	Slack	60	6
96274	8 1/2	1 3/16	31	44 1/2	74.0-10	132 1/2	300	1 3/16	"	"	1417/83	HAWSEYS & WARPS	60	6	Slack	60	6
Iron Stream Chain or Steel Wire		Cir.						Cir.				"	"				

Steering Gear, Type (Power or hand) Electric Hydraulic - Remote operation Alternative Means of Steering Hand Hydraulic Gear

Steering Chains (Size and Test) no chains Windlass Electric Windlass Boats 2 Aluminum Alloy


Ceiling in Holds, thickness and material Bumby in fish holes - average thickness 3" Cargo Battens, thickness, material and spacing Hold insulated with 2" plastic x 1003

Cargo Hatchways, —(Upper Deck) Two fish hatches & two ice hatches Thickness of Hatches 2 1/2" Wood facing alumin

Size of Hatchways No. 1 (Fwd.) 33" x 33" No. 2 60" x 48" No. 3 33" x 33" No. 4 60" x 48" No. 5 P.S. 22" x 21" No. 6 36" x 36" 04 Feb 6 Dr

Number of Shifting Beams } none

and/or Fore and Afters }

Builder's Signature G. Donaldson 

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 ^{holoport} ~~holoport~~ (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo ~~bad line oil~~. 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 motor vessel has been built under Special Survey in conformity with the Society's Rules, and the Secretary's letters. The scantlings and arrangements of the vessel are as given in the report and as shown and amended on the approved plans now forwarded. All modifications and additions to the original approved plans and arrangements, made during construction have been approved, as being in accordance with or equivalent to the Rule requirements. The plans of the Machinery Section, Profile & Deck, W.T. Bulkheads, Diesel & Boiler, Oiltype Bulkheads, Bad Line Oil Tank & Bulkhead 48, Stemframe & Rudders, Shell Expansion, main engine ~~main engine~~ ^{main engine} and Pumping Arrangements "as built" have been checked with the approved plans and are forwarded with this report.

Diesel fuel carried in 4° 4 double bottom tanks, and port & starb deep tanks at forward end of engine room. Boilers oil fuel carried in deep tank on center line of ship forward of engine room. Bad line oil carried in deep tank aft of 4° 2 fish hold.

The amount of Entry Fee..... £161.10.0 } Fees applied for,
19
Special Survey Fee..... £ : : } Received by me,
19
Travelling Expenses, if any £5 15 0 } 19

State whether the Vessel has been built under Special Survey *4/5*

Certificate to be sent to *Hull: Lloyd's - 100 A1* Date of issue *15/10/56*

Signature *L. B. G. Laetot*
Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRIDAY 28 SEP 1956*

Character assigned *+100 A1*
Motor Trawler
LACP 7.56
Sh. Nav. in Ice. +LMC 8.56
2 DB 100
CL

NOTED FOR POSTING
DC 259

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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.)

PREVIOUS SISTER SHIPS: "POWER" IPSWICH REPORT NO 132740 YARD NO 241
"PLONGA" IPSWICH REPORT NO 133372 YARD NO 242

This motor trawler as now completed is in good & efficient condition, the workmanship is good throughout and the materials as required by the Rules. The fore peak ballast tank, Nos 1, 2 & 3 double bottom fresh water tanks, No 4 double bottom diesel fuel tank, engine room double bottom lubricating oil tank, boiler oil deep tank, Diesel fuel deep tanks port & starb, Boiler oil fuel deep tank, Diesel oil settling tanks, and aft peak dry tank, have all been tested to rule requirements and proved tight. Watertight bulkheads and flats, exposed weather decks, machinery casings, and superstructure bulkheads, together with rudder trunk have all been satisfactorily hose tested and found in order. Bilge, oil fuel and fresh water pumping arrangements, are in accordance with plans approved and the requirements of the Rules, have all been tested and found in order. The electric windlass, the electric hydraulic steering gear, and hand hydraulic auxiliary steering arrangements, have all been operated under working conditions, and found to work satisfactorily.

The vessel was examined in dry dock on 6/4/56 when the bottom and rudder was examined, all paint & mill scale removed, and all under-water steelwork satisfactorily re-coated. The vessel undocked on 7/4/56.

Sea trials carried out on 26/4/56, all operating gear tried, together with engine room watertight door and found satisfactory.

PARTICULARS OF ELECTRIC WELDING (if employed)

Base keel butts, gas board stroke to base keel, shell and butts, double bottom & engine room girders, deck seams & butts, bulkheads, hatch coamings, deck houses, plating stiffeners, lower deck plating, deck girders to beams, oil fuel bunkers and coal bin oil tanks, and shell seams in way of fuel deep tanks, rudder & bonnet plates.

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

motor trawler. "Strengthened for navigation in ice"

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

1st Bower

✓ 7.3.26 AEG 9778. 11/5/55.

2nd "

✓ 7.2.1 AEG. 9795. 21/5/55

3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 1.33 ft., R.Q.D. — ft., Bridge — ft., Forecastle 40.75 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

32' 4"

Over-all Length

189' 9"

No. and Material of Decks

One deck. Steel.

Parts of Bottom of Vessel coated with cement or approved composition

Fore peak, chain locker open floor, Nos 1, 2 & 3 double bottom fresh water tanks, engine room aft wall bulges and aft peak all cemented. No cement in double bottom fuel tanks, or in engine room open floor. Fresh holds cemented on bulk tops. Composition of composition (if fitted) and of approval. Bitulac mastic in fresh holds, behind insulation on shell & bulkhead composition on decks in accommodation only.

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.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,	15.75	23.0
Double bottom, under Engines and Boilers,			After peak tank,	7.5	38 oil
Double bottom, if under Engines only,			Deep tank, aft,	11.0	33 oil
Double bottom, if under Boilers only,			Deep tank, forward,	11.0	40 oil
Double bottom, forward,	87.0	73.0	Other tanks, if fitted,	3.66	20 oil
Total length (if continuous) and Capacity	87.0	73.0	(If necessary furnish further information by sketch.)		

fresh water & diesel oil only carried in double bottom tanks

Order for Special Survey No.

Date 18/2/54.

Dates of Surveys held while building

1/2/55 3/2 7/2 22/2 10/3 18/3 23/3 4/4 15/4 25/4 3/5 17/5 24/5 27/5 14/6 24/6 1/7
8/7/55 12/7 22/7 26/7 9/8 19/8 29/8 2/9 6/9 9/9 15/9 20/9 23/9 20/9 4/10 7/10 10/10
14/10/55 15/10 17/10 18/10 19/10 20/10 25/10 31/10 1/11 8/11 9/11 11/11 12/11 15/11 21/11 23/11 25/11
29/11/55 2/12 5/12 7/12 9/12 13/12 28/12 31/12 5/1 10/1 2/1 20/2 27/2 27/2 12/3 13/3 15/3
9/4/56 23/4 25/4 1/5 17/5 24/5 1/6 5/6 28/6 2/7 16/7 18/7 21/7 26/7 28/7 31/7 10/8/56
Total No. of Surveys 85 Visits

905.5.0.15 available.