

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.**

Port of..... **GREENOCK**

No. 25134

Date First Survey 24th JULY 1952 Last Survey 15th APRIL 1954

On the ^{(State if Machinery fitted Aft and}
^(if Single, Twin or Triple Screw) STEEL SINGLE SCREW TANKER "PACIFIC STAR" MACHINERY AFT.

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

State Type of Erections *POOP BRIDGE x F/CLF*

TONNAGE under } 9853.50
Tonnage Deck }

CLASS 7100A.L.

State if with freeboard } **NO**
as condition of Class }

Built at... PORT GLASGOW.

space or spaces }
 en Tonnage Dk. }
 Upper -Dk. }

Length from fore part of stem to after part of stern } L 510

Launched 22ND JANUARY 1954. Yard No. 492

Breadth (greatest moulded) _____ B 69.0

Builders W^C HAMILTON & CO^Y L^D

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 38.5

Owners THE BOOTH STEAMSHIP CO LTD

1st Longitudinal Number ($L \times D$).....=

Managers

(Where necessary to be entered in Reg. Book)

REGISTERED DIMENSIONS.

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

Residence LIVERPOOL

FEET

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

Port of Registry.....**GLASGOW.**

521.4

Do. Long Bridge to }
top of keel }

If surveyed while building, afloat, or in dry dock

60.3

Draught Moulded 29:9/4

BUILDING AFLOAT & DRYDOCK (UNDOCKED 1-4-54
GLASGOW).

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. |
|--------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-----------------------|------------------------------------------------|
| NAMES, Spacing amidships..... | | 33 1/2 | ✓ | Bracket Floors, Frame | | | |
| " " IN MACHY. SPACE | | 30 | ✓ | " " Reversed Frame..... | | | |
| " " from 1/2 length amidships to Collision bulkhead..... | | 27 | ✓ | " " Vertical Struts | | | |
| " " FOR 2 DEEP TANK. | | 24" | ✓ | Centre Girder, depth and thickness amidships | | 70 1/4 | ✓ .50 |
| " " in peaks | | | | " " top Angles | | WELDED | ✓ |
| DE FRAMING. | | | | " " bottom Angles..... | | WELDED. | ✓ |
| Frame Amidships, Angle, E or C | | 10 3 1/2 .42 | ✓ | Side Girders, No. each side and thickness..... | | 2 | ✓ .75 |
| " " Extends up to..... | | UPPER. 27 1/2 42 WITH 3 STAINCERS | ✓ | Margin Plate depth (excl. of flange) and thickness | | | |
| " " MIDDLE 28 1/2 48 " 5" 51" " " | | | | " " Vertical Angle to Tank side | | | |
| Reversed Frame Amidships, Angle | | LOWER. 31 1/2 44 " 8" 50" " " | ✓ | Bracket abaft 1/2 len. from stem | | | |
| " " Extends up to | | | | " " Vertical Angle to Tank side | | | |
| Depth of Framing Girder..... | | 10 B.A. | ✓ | Bracket from forward 1/2 len. from stem to Panting Area | | TANK TOP | ✓ |
| Frames in MACHY. SPACE: | | | | " " Gussets, spacing and scantling | | | |
| " " Uppermost Continuous 'tween Decks, Angle, E or C | | 11 3 1/2 .43 TO UPPER & POOP DK ON ALT. FRAMES. | ✓ | " " abaft 1/2 len. from stem..... | | LEVEL. | ✓ |
| " " HOLD. | | 9 3 1/2 .38 | ✓ | " " Gussets, spacing and scantling | | | |
| " " Second 'tween Decks, Angle, E or C | | 6 3 1/2 .32 INTERMEDIATE FRAMES. | ✓ | " " from forward 1/2 len. from stem to Panting Area | | | |
| " " MACHY. | | 7 3 1/2 .33 | ✓ | Tank Side Brackets, height above base line at toe of Frame and thickness | | | |
| " " Third " " " " " " | | | | INNER BOTTOM PLATING. IN MACHY. SPACE. | | | |
| " " FOR 2 DEEP TANK. | | | | Breadth and thickness of Middle Line Strake | | 1.25 | ✓ UNDER ENGINE. |
| " " from 1/2 len. fwd. to 15% len. from Stem | | 12 3 1/2 .46 | ✓ | Thickness of remainder in Holds | | .56 | ✓ ELSEWHERE. |
| " " in Peaks, Angle or C | | 10 3 1/2 .46 FOR 2 | ✓ | 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 ?..... | | YES. | ✓ MOTORSHIP. |
| " " " " " " " " | | 9 3 1/2 .48 AFT. | ✓ | BEAMS. | | | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | | 7/8 - 5/2 DIA? | ✓ | Uppermost Continuous Deck, amidships in Wells, Angle, E or C | | LONGITUDINAL FRAMING. | ✓ |
| State if Frame Joggled..... | | YES | ✓ | " " in way of Bridge, Angle, E or C | | 9 3 1/2 .38 | ✓ |
| Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved ? | | YES. | ✓ | Spacing | | 8 3 1/2 .37 | ✓ AS APPROVED. |
| Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved ? | | YES. | ✓ | ENGINE ROOM FLAT, INVERTED | | 10 4 .45 | ✓ |
| ANGLE BOTTOM. | | | | Second Deck, amidships, Angle, E or C | | 6 4 .40 | ✓ |
| Floors, Depth and thickness at mid line in Holds..... | | LONGITUDINAL | ✓ | Spacing | | EVERY FRAME | ✓ |
| Height of Brackets at side above base line at toe of frame..... | | FRAMING ON | ✓ | DEEP TANK FLAT, INVERTED | | 7 3 1/2 .44 | ✓ |
| Middle Line Keelson, on Floors, Angles, E or C | | BOTTOM IN | ✓ | Third Deck, amidships, Angle, E or C | | 6 3 .34 | ✓ |
| " " " Through Plate or Intercostal Plate | | WAY OF CARGO | ✓ | Spacing | | EVERY FRAME. | ✓ |
| " " " Foundation Plate on Floors | | TANKS. | ✓ | BOILER ROOM FLAT, INVERTED | | 8 4 .48 | ✓ |
| " " " Flat Plate Keel Angles | | | | Fourth Deck, amidships, Angle, E or C | | | |
| Side Keelsons, No. each side..... | | | | Spacing | | EVERY FRAME | ✓ |
| " " thickness of Intercostal Plate..... | | | | Poop Deck, Angle, E or C | | 10 3 1/2 .54 | ✓ |
| " " Angles | | | | " " " " " " " " | | 9 3 1/2 .46 | ✓ AS APPROVED. |
| DOUBLE BOTTOM. IN MACHY. SPACE. | | | | Spacing | | EVERY FRAME. | ✓ |
| Solid Floors, thickness and spacing | | .60 BETWEEN GIRDERS | ✓ | Bridge Deck, Angle, E or C | | 8 3 .39 | ✓ |
| " " Are Frame and Reversed Frame joggled ? | | REMAINDER .53 x .45 | ✓ | Spacing | | 30 | ✓ |
| Bracket Floors, breadth and thickness at middle line | | WELDED TO SHELL & TANK | ✓ | Forecastle Deck, Angle, E or C | | 10 3 1/2 .40 | ✓ |
| " " breadth and thickness at margin plate..... | | TOP. | ✓ | " " " " " " " " | | 8 3 .42 | ✓ AS APPROVED. |
| | | | | Spacing | | EVERY FRAME. | ✓ |

PILLARS AND DECKS.

| | INCHES IN SHIP. | Any Departure from Approved Plans to be Noted. | INCHES IN SHIP. | Any Departure Approved Plans be Noted. | Number of Plating Thickness |
|--------------------------------------------------------------------------------------------------------------------|----------------------------------------|------------------------------------------------------|------------------------------------|----------------------------------------------|--------------------------------------|
| PILLARS, No. of Rows | AT ENDS & | | | | 3/2 |
| " in 'tween Decks, Size and Spacing | IN BRIDGE | | | | 3/2 |
| " " " " " | AS APPROVED | ✓ | | | 3/2 |
| " in Holds " " " | | | | | 294 |
| " " " " " | | | | | pt. 1 |
| LONG: Centre Line Bulkhead. P+S. Stiffeners and Spacing | CORRUGATED 12" DEEP. | ✓ | | | |
| Plating, thickness of | .55 x .42. | ✓ | | | |
| STRINGERS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells | 104 x .89. | ✓ | | | ng of |
| " " " " in way of Bridge POOP END. | 104 x 1.01. | ✓ | | | s in |
| " Angle in Wells | 7 7 .89. | ✓ | | | s fro |
| Thickness of Plating abreast Deck openings in way of Wells | 5 STRAKES .82 2 " .67 | ✓ | | | deck |
| Thickness of Plating abreast Deck openings in way of Bridge | .92 x .67. | ✓ | | | 130 |
| Thickness of Plating within line of openings | | | | | P |
| If Sheathed, material and thickness | | | | | ma I |
| Second Deck. ENGINE ROOM FLAT. Stringer Plate, breadth and thickness in Wells | .37 | ✓ | | | Of |
| Stringer Plate, breadth and thickness in way of Bridge | | | | | |
| Thickness of Plating abreast Deck openings in way of Wells | | | .37. | ✓ | |
| Thickness of Plating abreast Deck openings in way of Bridge | | | | | |
| Thickness of Plating within line of openings | | | | | |
| If Sheathed, material and thickness | | | | | |
| Third Deck. DEEP TANK FLAT. ETC. Stringer Plate, breadth and thickness | | | .50 .34 .32 | ✓ | |
| If Plated, state thickness | | | .50 .34 .32 | ✓ | |
| Fourth Deck. BOILER ROOM FLAT. Stringer Plate, breadth and thickness | | | .50 | ✓ | |
| If Plated, state thickness | | | .50 | ✓ | |
| Poop Deck. Stringer Plate, breadth and thickness | | | .33 2 1/2" P. WHERE EXPOSED | ✓ | |
| Plating, Sheathing, material and thickness | | | .33 " " " | ✓ | |
| Bridge Deck. Stringer Plate, breadth and thickness | | | 83 3/4 x .33 | ✓ | |
| Plating, Sheathing, material and thickness | | | .33 | ✓ | |
| Forecastle Deck. Stringer Plate, breadth and thickness | | | .33 | ✓ | |
| Plating, Sheathing, material and thickness | | | .33 .50 UNDER WINDLASS | ✓ | |

SHELL PLATING.

[illegible]

WATERTIGHT BULKHEADS.

FORGINGS AND CASTINGS.

| | | | |
|----------------------------------------|--|--------------|--|
| Total No. of W.T. BULKHEADS in Vessel— | | 17 ✓ | |
| Extending to Upper Deck (Sec. 3 c) | | 17 ✓ | |
| Deck next below | | — | |
| As per Rule | | AS APPROVED. | |

| | Plating Thickness. | STIFFENERS. | | | |
|-------------------------------------|--------------------|-------------|----------|-------------|----------|
| | | VERTICAL. | | HORIZONTAL. | |
| | | Scantlings. | Spacing. | Scantlings. | Spacing. |
| MIDSHIP BULKH'D, Upper 'tween decks | | | | | |
| " " Second " | | | | | |
| " " Third | 50/46 | CORRUGATED | | 3 STRINGERS | ✓ |
| " " Holds | 54/44 | 9 x 46 B.P. | 2'-6" | | ✓ |
| " " COLLISION | 52/31 | 8 x 4 x 56 | 2'-0" | 2 STRINGERS | ✓ |
| " " AFTER PEAK | 75/30 | 7 x 3 x 49 | 2'-0" | | ✓ |

| | Casting or Forging. | Scantlings. | Maker's Name. | Any Dev. from Ap. Plans to |
|------------------------------------|---------------------|-------------|---------------------------|----------------------------|
| KEEL, Bar | UPPER | ROLLED. | 75" x 50" | ✓ |
| STEM | LOWER | | 6 1/2" DIA. | ✓ |
| STERN FRAME | Propeller Post | CASTING | SEE PLAN | STROMMA |
| | Rudder | | 11 1/2" DIA | VERKST. |
| Speed of Vessel | | | 13 1/2 KNOTS. | ✓ |
| RUDDER—Type | | | SIMPLEX | BARBERS |
| " A x D. | | | 12" DIA. | VERKSTED A. |
| " Diam. of head | FORGED | | 12 1/4" DIA IN WAY OF TIL | of |
| " Mainpiece at top | | | 28 1/2 x 5 1/2" | ✓ |
| " " heel | | | 23 1/2 x 5 1/2" | ✓ |
| " how constructed | | | WELDED | ✓ |
| " double or single plate | | | 60" | ✓ |
| " coupling, vertical or horizontal | | | HORIZONTAL. | ✓ |

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) OPEN HEARTH.
COLVILLES L^D, DORMAN LONG & CO, LANARKSHIRE STEEL CO, STEEL CO OF SCOTLAND, SOUTH DURHAM S & CO.
P 403.
Has the Steel been tested as required by the Rules? YES.

M.V. "PACIFIC STAR"
PARTICULARS OF LONGITUDINAL FRAMING.

| 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. |
| ng of <u>T, T or C</u> | | | | | | | | | | | | | |
| s in Bridge 'tween Decks ... | | TRANSVERSE | | | FRAMING | | | | | | | | |
| s from Uppermost Continuous | | | | | | | | | | | | | |
| bel No. 1 | | 17 | 4 | 4 | 17 | 4 | 4 | | CONTINUOUS | | | | |
| " 2 | | " | | | " | | | | WELDING | WELDED | | | |
| " 3 | | " | | | " | | | | " | " | | | |
| " 4 | | " | | | " | | | | " | " | | | |
| " 5 | | LONGITUDINAL | | | BULKHEAD | | | | " | " | | | |
| " 6 | | 17 | 4 | 4 | 17 | 4 | 4 | | " | " | | | |
| " 7 | | " | | | " | | | TRANSVERSE | " | " | | | |
| " 8 | | " | | | " | | | FRAMING IN | " | " | | | |
| " 9 | | " | | | " | | | WAY OF END | " | " | | | |
| " 10 | | " | | | " | | | TANKS. | " | " | | | |
| " 11 | | " | | | " | | | | " | " | | | |
| RE GIRDER IN | | | | | | | | | | | | | |
| NO TANKS. | | | | | | | | | | | | | |
| PLATE | " 14 | 55 | + | .50" | .42 DOCKING BRACKETS | | | | | | | | |
| TOP FLATS. | " 15 | 10 | + | .50 | FLANGED 3" P.S. OF CB | | | | | | | | |
| BOTTOM | " 16 | WELDED | | | GIRDER IN EACH SPAN. | | | | | | | | |
| acing of (Amidships | | 30 | | | | | | | | | | | |
| itudinal (At Ends | | 30 | | | | | | | | | | | |
| Tank Top Longitudinals | | | | | | | | | | | | | |
| Bottom | | | | | | | | | | | | | |
| of Longitudinals (Amidships | | DOUBLE BOTTOM IN ENGINE ROOM | | | | | | | | | | | |
| (At ends... | | ONLY TRANSVERSE FRAMING | | | | | | | | | | | |
| Transverses. | | | | | | | | | | | | | |
| Depth and Thickness | | 63 | + | .49 | 63 | + | .49 | | | | | | |
| Face Angles FLATS. | | 14 | + | 1.13 | 14 | + | 1.13 | | | | | | |
| Lugs to Shell*..... | | WELDED. | | | WELDED. | | | | | | | | |
| Depth and Thickness | | 3 1/2 | + | .44 | 3 1/2 | + | .44 | | | | | | |
| Face Angles FLATS. | | 12 | + | .86 - 8" x .54 | 12 | + | .86 - 8" x .54 | | | | | | |
| Lugs to Shell*..... | | WELDED | | | WELDED. | | | | | | | | |
| Depth and Thickness | | 5 1/2 | + | .46 | 5 1/2 | + | .46 | | | | | | |
| Face Angles FLATS. | | 12 | + | .86 | 12 | + | .86 | | | | | | |
| Lugs to Shell*..... | | WELDED | | | WELDED. | | | | | | | | |
| " " Back Bars | | - | | | - | | | | | | | | |
| Brackets | | - | | | - | | | | | | | | |
| ing of Transverse Frames... | | 11'-2" | | | 11'-2" | | | | | | | | |
| * State if joggled or liners. | | | | | | | | | | | | | |
| Bridge Deck ... | | TRANSVERSE | | | BEAMS. | | | | | | | | |
| Upper " | | 10 | + | .42 | 10 | + | .42 | | | | | | |
| Second " | | | | | | | | | | | | | |
| Third " | | | | | | | | | | | | | |
| Spacing. | | | | | | | | | | | | | |
| Transverse Beams. | | | | | | | | | | | | | |
| Plate. | | 35 | + | .44 | 8 | + | .54 | | | | | | |
| Face Angles FLATS. | | 35 | + | .42 | 8 | + | .54 | | | | | | |
| Any departure from Approved Plans to be Noted. | | | | | | | | | | | | | |

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.

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, 9. the Plans should be embodied.)

Steering gear/ auxiliary steering gear, bilge suction, hand pump ruddlass have been tried under working conditions found satisfactory. oil fuel F.P. above 150° F is carried in cross tank settling tanks, purified oil tanks, oil fuel supply tanks, forward deep tank oil fuel double bottom tanks. The requirements of Sec 21/23 of the rules for vessel carrying petroleum in bulk have been complied with as far as they are applicable.

Interim certificate issued at Builders request. Copy attached.

Plans of midship section Profile & Decks, as built, approved plans & forging reports are forwarded herewith

Sister vessel to m.v. "Para" Grunoch 12th Entry Report No. 24018
"Alva Bay" " " " 25020.

The following tank top plates in machinery space are of P.403 quality
Nos from aft. Nos 11, 12, 13 & 14. 8 plates in all.
mill sheets for the above material are forwarded.

PARTICULARS OF ELECTRIC WELDING (if employed) BUTTS OF SHELL & DECK PLATING, LONGITUDINAL & TRANSVERSE BULKHEAD ENGINE SEATING, TRANSVERSES, SIDE STRINGERS, LONGITUDINALS TO DECK & SHELL, BOSS PLATE, ENGINE ROOM FLAT BEAMS & PLATING, DEEP TANK & PEAK FLATS, BEAMS & PLATING.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book
CARRYING PETROLEUM IN BULK, LONGITUDINAL FRAMING AT BOTTOM & AT DECK.
LLOYDS A&C.P. OF, ESD, GYCC, RADAR, CRUISER STERN, MACHINERY AFT,
OIL ENGINE, PART ELECTRIC WELDING.

RADAR Equipment (State if fitted) YES
State Type or Pattern No. TYPE 4209, S.N. 20096
State } Maker DECCA RADAR
Name } and/or
of } Supplier.

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

1st Bower INCL. PINS 60-0-7; A.E.G.; 3548; 3-10-52
2nd " 60-3-21; A.E.G.; 3903; 10-2-53
3rd " 50-3-7; A.E.G.; 3931; 20-2-53

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 110.0 ft., R.Q.D. - ft., Bridge 47.66 ft., Forecastle 50.3

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated
Official No. 185006 Signal Letters Extreme Breadth over Belting Over-all Length 546.0'
(Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 DECK (STEEL)
Parts of Bottom of Vessel coated with cement or approved composition FORE & AFT PEAKS & DEEP TANKS CEMENTED.

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, | | |
| Double bottom, under Engines and Boilers, | | | After peak tank, | | |
| Double bottom, if under Engines only, FRS 13-46. | 82.5 | PT. F.W. & PT. O.P. | Deep tank, aft, FRS 46-52 | 15.0 | 0.1 |
| Double bottom, if under Boilers only, | | | Deep tank, forward, FRS 172-183 | 24.73 | 0.1 |
| Double bottom, forward, | | | Other tanks, if fitted, COFFERDAM FORE | 3.0 | 196 |
| Total length (if continuous) and Capacity | | | (If necessary furnish further information by sketch.) | 3.0 | 138 |

Order for Special Survey No. 3595

Date 3RD MAY 1950.

Dates of Surveys
held while building

(1952) JULY 24 29. AUG 5 15 22 28. OCT 31. NOV 6 18 26. DEC 3 12 16 23 29. (1953) JAN 7 13 15 22
FEB 24 10 12 13 18. MAR 24. APR 1 9 14 21 22 28 30. MAY 4 6 11 15 20 26 29. JUNE 3 5 9 10 12 15 17 19
JULY 1 21 23 27 29. AUG 3 10 14 17 18 20 24 27 31. SEPT 2 4 7 11 15 18 22 28. OCT 1 12 14 21 23 27. NOV
17 19 23 25 27. DEC 1 4 9 15 16 17 18 21 22 23 24 25 29 30 31. (1954) JAN 5 6 7 8 11 12 13 14 15 16 18 19 22
FEB 9 16 24. MAR 2 9 17 19 20 26 30. APR 8 14 15.

Total No. of Visits 12