

## STEEL STEAMER OR MOTORSHIP.

2 MAR 1953

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 yes

Date of completion of report

26th February, 1953

Port of

KIEL

No. 794

Survey held at

Kiel

Date First Survey

18th July 1952

Last Survey

15th January

1953

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

M.V. Hough Clipper - Single Screw, Machinery amidships

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

Blond hull structure with scantlings suitable for a Summer monition draught of 29.33 feet.

State Type of Erections

Poop, Bridge and Forecastle

TONNAGE under Tonnage Deck

8512.30

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

964.81

Total

9477.11

Gross Tonnage

9477.11

Register Tonnage

5666.49

## REGISTERED DIMENSIONS.

FEET

Length

475.2

Breadth

63.4

Depth

39.7

CLASS +100A1 strengthened for navigation in ice State if with freeboard as condition of Class

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

FEET

L 459.91

Breadth (greatest moulded)

B 62.99

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

D 42.98

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 continuous deck to top of keel

Do. Long Bridge to top of keel

Draught Moulded

29.33

Built at

Kiel

Launched

12th November 1952

Yard No. 960

Builders

Kaiser-Hawaldts werke AG.

Owners

Geif Hough &amp; Co.

Managers

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry

Oslo

If surveyed while building, afloat, or in dry dock

While building, afloat and in dry dock.

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	Frames in Holds	Any Departure from Approved Plans to be Noted.		Frames in Holds	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	720		Bracket Floors, Frame	Flat bulk 220 10	
" " from 1/2 length amidships to Collision bulkhead	720 & 686		" " Reversed Frame	" " 200 11	
" " in peaks	610		" " Vertical Struts	Angle 150 90 13	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	1400 13.5	
Frame Amidships, Angle, <u>E or F</u>	280 90 14	See Plan	" " top Angles	E.W. Bottom & Top	
" " Extends up to 3rd deck			" " bottom Angles		
Reversed Frame Amidships, Angle <u>none</u>			Side Girders, No. each side and thickness	one 11.5 in engine room 180 in holds	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	1200 14	
Depth of Framing Girder	280		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	Flat bulk 100 x 10	
Frames in Uppermost Continuous 'tween Decks, Angle, <u>E or F</u>	180 90 10		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	" " 100 x 10	
" " Second 'tween Decks, Angle, <u>E or F</u>	230 90 11		" " Gussets, spacing and scantling abaft 1/2 len. from stem	513 450 13	
" " Third " " " "	340 100 13	P.L. 148-156	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
" " from 1/2 len. for'd. to 15% len. from Stem <u>B.R.</u>	340 100 14	P.L. 156-167	Tank Side Brackets, height above base line at toe of Frame and thickness	2000 13	
" " in Peaks, Angle <u>E</u>	230 90 12		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 7x diam.		Breadth and thickness of Middle Line Strake	1370 13	
State if Frame Joggled	yes	P.L. 1623 to 167	Thickness of remainder in Holds	11.5	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	yes		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	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	yes		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships	Flat bulk 220 12	
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, <u>E or F</u>	220 12	
Height of Brackets at side above base line at toe of frame			Spacing	720	
Middle Line Keelson, on Floors, Angles, <u>E or F</u>			Second Deck, amidships, Angle, <u>E or F</u>	Flat bulk 260 12	
" " Through Plate or Inter-costal Plate			Spacing	720	
" " Foundation Plate on Floors			Third Deck, amidships, Angle, <u>E or F</u>	Flat bulk 240 12	
" " Flat Plate Keel Angles			Spacing	720	
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, <u>E or F</u>		
" " thickness of Inter-costal Plate			Spacing		
" " Angles			Poop Deck, Angle, <u>E or F</u>	Flat bulk 200 9	
DOUBLE BOTTOM.			Spacing	720 & 610	
Solid Floors, thickness and spacing	11.5 720		Bridge Deck, Angle, <u>E or F</u>	115 65 9	
" " Are Frame and Reversed Frame joggled?	yes		Spacing	720	
Bracket Floors, breadth and thickness at middle line	1050 x 10.5		Forecastle Deck, Angle, <u>E or F</u>	Flat bulk 200 9	
" " breadth and thickness at margin plate	1050 x 10.5		Spacing	686 & 610	



## PILLARS AND DECKS.

		TWOES IN SHEET 11 1/2		Any Departure from Approved Plans to be Noted.		IRONING IN SHEET 11 1/2		Any Departure from Approved Plans to be Noted.		Number of Certificate.	
PILLARS, No. of Rows .....		ONE at 8. 1/2								3492	
" in 'tween Decks, Size and Spacing .....		in shorter deck space								3493	
" " " " " .....		as per approved plan								3494	
" " " " " .....										3495	
" in Holds " " " .....										Number of Certificate.	
" " " " " .....										2297	
Centre Line Bulkhead.											
Stiffeners and Spacing .....		in Holds		1220 x 11		1440					
" " " " " .....		in Vertical Decks		1460 x 2		1440					
Plating, thickness of .....		in Holds		7.5							
" " " " " .....		in Horizontal Decks		6.5							
STRINGERS AND DECKS.											
Uppermost Continuous Deck.											
Stringer Plate, breadth and thickness .....		2400		19.5						Iron Stream Chain or Steel Wire	
" " " " in way of Bridge .....		2400		20.5							
" " " " " .....		150		150		18				Steering G	
Thickness of Plating abreast Deck openings in way of Wells .....		19.5								Steering C	
Thickness of Plating abreast Deck openings in way of Bridge .....		19.5									
Thickness of Plating within line of openings .....		9.5									
If Sheathed, material and thickness .....		NO									
Second Deck.											
Stringer Plate, breadth and thickness .....		1780		9.5						No.	
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 .....		1780		8.5							
If Plated, state thickness .....				8.5							
Fourth Deck.											
Stringer Plate, breadth and thickness .....											
If Plated, state thickness .....											
Poop Deck.											
Stringer Plate, breadth and thickness .....				7.5							
Plating, Sheathing, material and thickness .....				7.5							
Bridge Deck.											
Stringer Plate, breadth and thickness .....				1000 x 9							
Plating, Sheathing, material and thickness .....				7.5 x 65 O.P.						(Req. 1a.	
Forecastle Deck.											
Stringer Plate, breadth and thickness .....				9.5							
Plating, Sheathing, material and thickness .....				8							

## SHELL PLATING.

[illegible]

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—  
Extending to Upper Deck (Sec. 3 c) 7 as approved.  
,, Deck next below \_\_\_\_\_  
As per Rule \_\_\_\_\_

## FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	Flat Plate	Keel		
STEM	Round Bar 160 diam. up to and down old, plate 25 to 15 at top			
STERN FRAME	Propeller Post			
	Rudder			
Speed of Vessel	17.19.0 knots			
RUDDER—Type	Streamlined, Balance			
"	A × D	100 × 17 × 96 × 5 = 1147.5		
"	Diam. of head	310		
"	Mainpiece at top pintle			
"	heel			
"	how constructed			
"	double or single plate	double plate 13 mm		
"	coupling, vertical or horizontal	Horizontal 6 × 95 mm diam.		

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP	BULKH'D, Upper 'tween decks	6.5-7.0	P 140 x 8 P 160 x 7	640 710		
"	" Second "	7.5-8.5	P 160 x 7	640 710		
"	" Third "	✓				
"	" Holds .....	8.5-11.5	P 300 x 13	640 710		
COLLISION	(in Hold) .....	14.5-7.5	P 100 x 14 P 160 x 2	550	P 160 x 9 120 x 5.5	615
AFTER PEAK	" .....	14.5-6.5	P 100 x 9 P 160 x 9	625	P 160 x 9	550

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Hüttenwerke Hörde, Hütten-  
ein Dortmund, Hüttenwerk Oberhausen, Hüttenwerk Stedde-Pinne, Rheinische Rotenburger Hüttenwerke, Ruhrstahl A.G.,  
Hahnigen Ruhr, Hüttenwerk Hunsrück-Duisburg, Hüttenwerk Hagge, Mannesmann Hüttenwerke Duisburg-Hackelingen.*

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



EQUIPMENT No. 50752				LETTER <i>et</i>		ANCHORS.		
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
3492	3rd Bower	<del>4356</del> 4356	<del>—</del> —	<del>62850</del> 62850	12420	Cast steel Patent	Stammann & Horde	Dortmund 26/5.52 Jnl. Quast
3493	1st "	4416	—	62850		" " "	" "	" " " "
3494	2nd "	4406	—	62850		" " "	" "	" " " "
Collective weight		13178			12420			" " " "
3495	Stream	1332	333	26700		Cast steel stock anchor	" "	" " " "
CHAIN CABLES								

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.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Diam.		Length.	Clr.
2297	554	65	10200	163500	53795	50300	550	65	Mild steel cables strand 6	Hansa Kettenfabrik Dortmund	Dortmund 8/12.52 Jnl. Quast	TOWLINE	245	140	84.4	240	140
Iron Stream Chain or Steel Wire	230	121	646	1120	220	121	121	121	Galv. wire	SH Acgypt Longworth & W.		HAWSERS & WARPS	195	70	185	70	
													195	70	185	70	
													195	70	185	70	
													195	70	185	70	

Steering Gear, Type (Power or hand) *Electric-Hydraulic-Steering gear, Atlas Werke Bremen RHM 16* Alternative Means of Steering *One spare set.*

Steering Chains (Size and Test) *NONE* Windlass *Electrical, Atlas Werke Bremen* Boats *Four 730x258x985 Alu 575*

Plates, thickness and material *65 mm below hatches 7.5 mm Plc* Cargo Battens, thickness, material and spacing *Vertical 150x50 spaced 193 mm*

ways. (Upper Deck) *No 167-180 No 137-153 No 140-124 No 49-63 No 23-37 No 8-13* Thickness of Hatches *steel covers 7 mm as approved plan*

ways No. 1 (Fwd.) *8918x6400* No. 2 *11520x6400* No. 3 *10080x6400* No. 4 *10080x6400* No. 5 *10080x6400* No. 6 *3270x5400*

Shifting Beams *NONE*

Builder's Signature *KIELER HOWALDTSWERKE Aktiengesellschaft*

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 whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo 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).

*Ship has been built under Special Survey in conformity with the Society's Rules and Regulations and surveyor's letter. The arrangements and arrangements of the ship are as given in the report and as shown and amended on the approved plans now forwarded. All modifications or additions to the original approved arrangements made during construction have been indicated on the plans and have been approved as being in accordance with, or by standards equivalent to the Rule requirements. The plans of midships section and profile and showing the ship as built now forwarded herewith, have been checked with the approved arrangements and found in order. Workmanship and materials are good. Double bottom tanks, fore and after peak tanks oil fuel bunkers, fresh water tanks cofferdams, deep tanks, etc. have been tested as required by the Rules and found watertight. Plating in way of cargo holds, accommodations and engine room and the weather decks have been tested and found tight.*

*For and sounding pipes with striking plates have been fitted in accordance with the Rules. P.T.O.*

The amount of Entry Fee..... £ *1357-0-0* (Special notations, where part of class, to be stated.)

Special Survey Fee..... £ : : Received by me, \_\_\_\_\_

Travelling Expenses, if any ..... £ *45 : 0 : 0* 19 I am of opinion the Vessel should be Classed *+100A1 Strengthened for navigation in ice.*

State whether the Vessel has been built under Special Survey *yes* Signature *Georg Vohr*

Certificate to be sent to *The Surveyor - Kiel* Date of issue *27/3/53* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 20 MAR 1953*

Character assigned *+100A1 Carrying oil F.P. above 150° or vegetable oil in midships Deep Tank & vegetable oil or latex in deep tank aft*

*12.52 Kiel Lloyd's A & CP*

*+LMC 1.53 Oil Eng. CL*

*White Hel DB 100 lb*

*note for S.R.L.*

*Strengthened for navigation in ice*

*Lloyd's Register Foundation*



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.)

Anchors and chain cables, hawsers and warps have been verified with the certificates.  
Steering gear with gear set and its connections, windlass, hand pump, water tight door examined and tried under working conditions and found in good order.  
Freeboard markings have been verified and cut in on ship's sides. Prior to proceeding on sea trials the vessel has been examined in dry dock.  
Vessel undocked on 26th December 1952

Plans as follows are forwarded herewith:

As Approved

1. Midship Section
2. Profile and Decks
3. Partial plan to Profile and Decks Side Frames
4. Partial plan to profile and decks Latex tank aft
5. Partial plan to profile and decks Deep Tank
6. Partial plan to profile and decks Diamond plates
7. Hatch Coamings
8. Steel hatch covers
9. Hatch cover provision hatch
10. Manholes in steel hatch covers
11. Deep tank arrangement
12. Vegetable oil tank with transv. blkhds.
13. Web frames in veg. oil tank
14. Oiltight hatch covers
15. Vegetable oil tank fr. 12-20
16. Sternpost and rudder
17. Stem
18. Shell Expansion
19. Main engine seating
20. Aux. engine seatings
21. Fuel oil tank D.B. fr. 73-77 p+s
22. Scheme of air and sounding pipes for fuel oil and cargo oil tanks

As Fitted

23. Sounding, air, and filling pipes
24. Sounding, air, and filling pipes
25. Scuppers and discharges - deck
26. Scuppers and discharges - long. sect. and upper decks
27. Arrangement of Cargo gear
28. Window plan.
1. General Arrangement
2. Main Deck
3. Midship Section
4. Profile and Decks
5. Shell Expansion
6. Shellplating - bottom, centre girders, and side girders.

PARTICULARS OF ELECTRIC WELDING (if employed) The whole of the main structure of vessel E.W. by manual and mechanical process as approved and with electrodes of approved make except the followings:  
Upper and lower seams of bilge strakes from frame No 34 to 160 are double riveted. Shearstrake seams are double riveted from frame No 19 to 160. Main deck gunwale angle are double riveted from frame No 19 to 156.  
All vertical side frames riveted including beam knees and brackets.  
Bilge brackets to margin plate riveted.

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

Cruiser Stern, Oil Eng., 1st & 2nd Huller DK, 3rd DK in engine space and fwd holds only, Direction finder, Echo sounder, Radar, Gyro compass, partly Elec. welded, vegetable oil in midship Deep tank, Latex tank aft.

RADAR Equipment (State if fitted) Yes

State Type or Pattern No. Model: CR 104 Radar

State } Maker RCA Indicator Unit Radio Marine Corp-  
Name } and/or  
of } Supplier: nation of America.

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

3rd. Bower	Anchor head	2815 Kgs - 3181 JQ 5/5.52	Anchor shank	1541 Kgs 3185 JQ 5/5.52
1st. "	Anchor head	2875 Kgs - 3182 JQ 5/5.52	Anchor shank	1541 Kgs 3186 JQ 5/5.52
2nd. "	Anchor head	2815 Kgs - 3183 JQ 5/5.52	Anchor shank	1591 Kgs 3184 JQ 5/5.52
	Stake anchor	1332 Kgs - 3187 JQ 5/5.52		

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 43.275 ft., R.Q.D. — ft., Bridge 101.58 ft., Forecastle 97.728 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated. NO

Official No. Signal Letters KANN Extreme Breadth over Belting 63.4' Over-all Length 495.42' (Circ. 1611) (Circ. 1703)

No. and Material of Decks Steel 2 decks and 3rd deck in engine space and forward holds only

Parts of Bottom of Vessel coated with cement or approved composition with approved composition: Vinylite, Graphite, Aluminium, Tangleite, Primerite.

Particulars of composition (if fitted) and of approval Tank top in engine space and holds coated with approved composition.

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, fr. 1620-75 (Wing tanks)	129.92	647.3	Fore peak tank,	fr. No 186 to stem	18.03
Double bottom, under Engines and Boilers,			After peak tank,	fr. No minus 8 to 11	38.33
Double bottom, if under Engines only, fr. 1675-100	59.06	0F	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	fr. No 102 - 117	35.43
Double bottom, forward, fr. No 100 - 186	199.9	859.9	Other tanks, if fitted, fr. No 12-20 (Latex tank)	18.89	278.0
Total length (if continuous) and Capacity	388.88	1501.2	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 12

Date 9.2.1951

Dates of Surveys held while building

1952 July: 18, 22, 23, Aug.: 5, 6, 12, 22, 26, Sept.: 2, 3, 4, 9, 11, 12, 21, 24, 26, 29, 30, Oct.: 1, 3, 4, 6, 7, 8, 10, 11, 14, 15, 29, 31, 30. No. v: 4, 6, 5, 6, 7, 8, 9, 10, 11, 12, 14, 17, 21, 24, 26, 29. Dec.: 1, 8, 9, 10, 11, 12, 13, 18, 16, 17, 22, 23, 24, 25, 27, 29. 1953 January: 5, 6, 7, 9, 10, 12, 14, 15.

Total No. of Visits 89