

State if Report is sent on the Machinery of the Vessel.....Yes..

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING State Type of Erections POOP, BRIDGE + FLE

Built at SOUTH BANK-ON-TEES.

Launched 12-3-52. Yard No. 1215

Builders SMITH'S DOCK CO LTD.

Owners H.E MOSS + CO. TANKERS/HOLDINGS) LTD

Managers
(Where necessary to be entered in Reg. Book)

Residence 26 CHAPEL STREET
LIVERPOOL. 3.

Port of Registry.....LIVERPOOL.....

If surveyed while building, afloat, or in dry dock

WHILE BUILDING AFLOAT & DRY DOCK

	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.....	33	✓	Bracket Floors, Frame	—	
" " from $\frac{3}{8}$ length amidships to Collision bulkhead.....	33 6 24	✓	" " Reversed Frame.....	—	
" " in peaks	24	✓	" " Vertical Struts	—	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	42 56	✓
Frame Amidships, Angle, E or C	11 3 1/2 42	✓	" " top Angles	WELDED	✓
" " Extends up to.....	UPPER DECK		" " bottom Angles.....	WELDED	✓
Reversed Frame Amidships, Angle	—		Side Girders, No. each side and thickness.....	3 78 40	✓
" " Extends up to	—		Margin Plate depth (excl. of flange) and thickness	—	
Depth of Framing Girder.....	11	✓	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem	Tank top carried out to shell and welded direct.	
Frames in Uppermost Continuous 'tween Decks, Angle, C or C	—		" " Vertical Angle to Tank side Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area	—	
" " Second 'tween Decks, Angle, C or C	—		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem.....	—	
" " Third	—		" " Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area	—	
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	11 3 1/2 47 1/2 44 3/4 12 3 1/2 33 2 1/2		Tank Side Brackets, height above base line at toe of Frame and thickness	—	
" " in Peaks, Angle, C or C	9 3 1/2 47		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 4 1/2 1/16	✓	Breadth and thickness of Middle Line Strake...	55 1.26 55	✓
State if Frame Joggled.....	YES	✓	Thickness of remainder in Holds	55	✓
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 ?	as approved	✓
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 in Wells, Angle, C or C	Longitudinal	✓
Floors, Depth and thickness at mid-line in Holds.....	48 46 45		" " in way of Bridge, Angle, C or C	See sheet 1*	
Height of Brackets at side above base line at toe of frame.....	—		Spacing	—	
Middle Line Keelson, on Floors, Angles, C or C	Centre line bulkhead welded to shell	✓	Second Deck, amidships, Angle, C or C	—	
" " Through Plate or Intercoastal Plate	—		Spacing	—	
" " Foundation Plate on Floors	—		Third Deck, amidships, Angle, C or C	—	
" " Flat Plate Keel Angles	—		Spacing.....	—	
Side Keelsons, No. each side.....	2	✓	Fourth Deck, amidships, Angle, C or C	—	
" " thickness of Intercoastal Plate.....	40	✓	Spacing.....	9 3 1/2 42 8 3 1/2 38	
" " Angles	6 3 40	✓	Poop Deck, Angle, C or C	8 3 1/2 38	
DOUBLE BOTTOM. (IN MACHINERY SPACE)			Spacing.....	every frame.	
Solid Floors, thickness and spacing	44 every frame welded to tank top	✓	Bridge Deck, Angle, C or C	9 3 1/2 38	
" " Are Frame and Reversed Frame joggled ?	Yes Joggled		Spacing.....	every frame.	
Bracket Floors, breadth and thickness at middle line	—		Forecastle Deck, Angle, C or C	9 3 1/2 44	✓
" " breadth and thickness at margin plate.....	—		Spacing.....	8 3 1/2 41	✓

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>Twin Longitudinal</i>			Stringer Plate, breadth and thickness in way			
" in 'tween Decks, Size and Spacing	<i>bulkheads in cargo</i>			of Bridge			
" " " " " "				Thickness of Plating abreast Deck openings			
" " " " " "				in way of Wells			
" in Holds " " " " " "				Thickness of Plating abreast Deck openings			
" " " " " " " "				in way of Bridge.....			
Centre Line Bulkhead. (In deep tank)	<i>9' x 4 1/2" x 1/2" (long frame)</i>			Thickness of Plating within line of openings...			
Stiffeners and Spacing	<i>8' x 4 1/2" x 1/2"</i>			If Sheathed, material and thickness.....			
Plating, thickness of	<i>12 x 3 1/2 x 5/8 A.</i>			Third Deck.			
	<i>46 1/2 - 32</i>			Stringer Plate, breadth and thickness.....			
STRINGERS AND DECKS.				If Plated, state thickness			
Uppermost Continuous Deck.				Fourth Deck.			
Stringer Plate, breadth and thickness in Wells	<i>7/6 8 1/4</i>			Stringer Plate, breadth and thickness.....			
" " " " in way of Bridge	<i>7/6 1 0 1/4</i>			If Plated, state thickness.....			
" Angle in Wells	<i>7 7 - 87</i>			Poop Deck.			
Thickness of Plating abreast Deck openings	<i>8 1/4</i>			Stringer Plate, breadth and thickness.....			
in way of Wells	<i>1 1/4 in way of frame</i>			Plating, Sheathing, material and thickness ...			
Thickness of Plating abreast Deck openings	<i>122 1/2 x 5/8 A.</i>			Bridge Deck.			
in way of Bridge.....	<i>2 1/2 x 5/8 A.</i>			Stringer Plate, breadth and thickness.....			
Thickness of Plating within line of openings...	<i>8 7/8</i>			Plating, Sheathing, material and thickness ...			
If Sheathed, material and thickness.....				Forecastle Deck.			
Second Deck.				Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in Wells				Plating, Sheathing, material and thickness...			

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.		Inches.	Inches.		
Flat Plate Keel.....	56	1.04	1.04	1.04		Welded.						
„ Dblg. (if any)												
Bottom Plating, No. of Strakes 3 A.B.C....	96	.76	.50	.55	.80 fwd. .56 to .05h. .67 in way of stern frame.	all edges clear of vertical panels						
Bilge Plating, No. of Strakes 2 D.E....	78	.76	.60	.55		Welded.						
Side Plating, No. of Strakes	78	.76	.60	.55		Double Top of 8.	7/8	3 1/2				
	78	.76	.72	.76		Double at sheer & bilge.	7/8	3 1/2				
Upper Deck, Sheer-strake in Wells.....	92	.92										
Upper Deck, Sheer-strake in Bridge ...	92	.92										
Strake below Sheer-strake in Wells												
Strake below Sheer-strake in Bridge ...												
Poop Side Plating.....	45		54 at break			Welded						
Bridge Side Plating.....	45											
Forecastle Side Plating	45		50 at break									

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—
 Extending to Upper Deck (Sec. 3 c) *14 as approved.*
 „ Deck next below
 As per Rule

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Department from Approval Plans to be Noted.
KEEL, Bar		Flat plate		
STEM 12" x 3"	10 1/2" x 3"	R.S. with rolled plate at upper joint		
STERN FRAME	Propeller Post	C.S.	Darlington Forge.	
	Rudder	C.S.	"	
Speed of Vessel		13 knots		
RUDDER—Type		3 Riddle forged arms & main		
" A x D		857.		
" Diam. of head		14 1/2		
" Mainpiece at top pintle		16		
" " heel		12		
" how constructed		Welded plates to arms		
" double or single plate		Double.		
" coupling, vertical or		Horizontal		
" horizontal		1/4 - 1 1/8" Bo		

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP	BULKH'D, Upper 'tween decks	—	—	—	—	—
"	" Second "	—	—	—	—	—
"	" Third "	—	—	—	—	—
"	" Holds	5/17	CORUGATED		—	—
COLLISION	(in Hold) FR 84	53 1/2 26	6" x 3" 30" TP 6" x 3" 27" TP	24"	3 SEMI DO. 38 PL. BLANDS NT FLAT 1" x 4" x 40' 60'	
	FR 9	43 1/2 30	5" x 1 1/2" 40" TP 7" x 1 1/2" 24" TP 7" x 3/4" FLATS 22 BL. NT FLAT	24"	ROLLER, FL. 38 PL. 30' NT FLAT 2 FT. 1" x 4" FLAT BELOW BL. FLAT 2-10	✓
AFTER PEAK	"	"	"	"	"	"

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Siemens
Consett, Lornan Long, Cargo Fleet, South Durham, Appleby Frodingham,
Skinningrove
Has the Steel been tested as required by the Rules? yes

EQUIPMENT No. 55,523

LETTER G+

ANCHORS. 3B.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.				
5408	1st Bower	96	2	21				66	2	2	0	95	Stockless	Samuel Taylor & Sons (Brierley Hill)	NETHERTON 19-2-52.
5409	2nd "	95	2	21				65	15	0	0	95	"	"	NETHERTON 19-2-52.
5410	3rd "	95	2	14				65	15	0	0	81	"	"	NETHERTON 19-2-52.
	Collective weight	287	2	0								271			NETHERTON 19-2-52.
44208	Stream	29	0	14	7	2	0	27	19	1	14	28	RODGERS' PATTERNS ELECTRICALLY WELDED	Samuel Taylor & Sons (Brierley Hill)	CEADLEY HEATH 11-2-52 H. PHILLIPS.

CHAIN CABLES.

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.	
	Fathoms.	Ins.	Tons.	Break-Ing.	Supplied.	Per Rule.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
20394	330 1/2	2 1/2	134 5/8	188 1/2	928-3-6			330	2 1/2	TAILO	SAMUEL TAYLOR & SONS (BRIERLEY HILL) LTD.	NETHERTON 7-1-52.						
20395		2 1/2	"	"	1-1-14 (ADAPTER REE)					STUD LINK		H. MURPHY.	TOWLINE	130	6 1/2	112.3	130	6 1/2
20347		2 5/8	"	"	-3-21													
20348		2 5/8	"	"	3-21													
20349		2 5/8	"	"	3-21													
20346		2 5/8	"	"	3-21													
Shackles	22				Shackles (Lugless)													
Iron Stream Chain or Steel Wire	120	5 1/2						120	5 1/2									

HAWSERS AND WARPS.

Steering Gear, Type (Power or hand) Steam Hydraulic by Darracq-Lynn Ram stand by pump at steering gear.
controlled from bridge by telemotor also local control. Wells-Pump
Alternative Means of Steering 4. ALUMINIUM.
Steering Chains (Size and Test) STEAM. TO SUIT CABLE.
Windlass By Clarke Chapman & Co. Ltd. Boats 23-9 x 8-05 x 3-45 = 39 persons (N.B.)
23-7 x 8-05 x 3-45 = 37 "
24-0 x 8-05 x 3-45 = 37 "
23-95 x 8-05 x 3-45 = 36 "
Cargo Battens, thickness, material and spacing 2 1/2 x 5/8 Cope.
at 1-10 spacing in cargo hold.
Thickness of Hatches 50 all steel

For SMITH'S DOCK CO. LTD.

Builder's Signature

B. E. Hunter Pe Wob.

SHIPYARD MANAGER.

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.
(b) 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).

289.3 The ship has been built under Special Survey in conformity with the Society's Rules and Regulations and
4696. The scantlings and arrangements of the ship are as given in the report and as shown
in 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
being in accordance with, or by standards equivalent to, the Rule Requirements. The plans of midship
section and profile and decks showing the ship as built, now forwarded herewith have been checked
with the approved arrangements and found in order. The workmanship and materials are good.
Oil is carried as cargo in nine main cargo tanks, and nine wing tanks. No. 1 oil fuel (flash point
above 150°F) is carried in double bottom in machinery space, cross wing bunkers adjacent to the machinery
space and deep tank forward. The cargo tanks, peaks, cross wing bunkers double bottom in machinery space
and cofferdams have been tested to rule requirements and found satisfactory. The weather decks
and cofferdams have been tested to rule requirements and found satisfactory. The steering gear, windlass for
anchoring arrangements have been tested at sea under working conditions and found satisfactory.
Sounding pipes are fitted under all sounding pipes the freeboard marks assigned by the Committee
have been marked on the ship's side, verified and painted, and the load line certificates
based on board.

Amount of Entry Fee..... £ : :
Freeboard Fee. 36 - - 2D.10.19.52.

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

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

Travelling Expenses, if any £ : : 19

I am of opinion the Vessel should be Classed +100 A.1
CARRYING PETROLEUM
IN BULK
LONG FRAMING AT BOTTOM & AT DECK.

State whether the Vessel has been built under Special Survey

IN DUPLICATE

Certificate to be sent to MIDDLESBROUGH OFFICE.Date of issue 9/1/53

Committee's Minute

Character assigned

+100A1 Carrying Petroleum in bulk9.52 mols.Lloyd's A+CP+LMC 9.52. Oil Eng.CL.2 DB 180lbWhite mols.Note for SRL.

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.)

Sister ship. Atlantic Duke.

Vessel undocked. 2-9-52. ✓

PARTICULARS OF ELECTRIC WELDING (if employed) Shell: Seams & butts (lower edge of sheer strake & lower & upper edges of bilge strake riveted) Decks: Seams & Butts Transverses to deck Bulkheads: Seams & butts, stiffeners, connection to shell and deck, stringers - Transverses to shell hatches to deck, pump room entrances to deck, loop bridge & fore-castle fronts & ends E.R. tank top butts & seams and to shell, centre girder to shell & tank top, girders to shell & tank top, floors to tank top all electrodes used were of approved types.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book
Cruiser stern, part electric welded, echo sounding, W.T.
D.F. Gyro Compass, Longitudinal framing at bottom & deck. Oil fuel (flash point above 150°F)

RADAR Equipment (State if fitted) YES ✓
State Type or Pattern No. SEACAN ✓
State } Maker. METROPOLITAN VICKERS ✓
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	63-3-4	K.F.	Nº 2538.	17-8-51.	✓
	2nd "	63-1-8	A.E.G.	Nº 2319.	25-5-51.	✓
	3rd "	63-2-14	A.E.G.	Nº 2568.	7-9-51.	✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 106.56 ft., R.Q.D. — ft., Bridge 44 ft., Fore-castle 59.54 ft. (in feet and tenths). When the Poop or Fore-castle are joined to the B.D., this should be distinctly stated.

Official No. 185440 Signal Letters M.M.V.Q. Extreme Breadth over Belting 69-9 5/8 Over-all Length 528'-11 1/2" (Circ. 1611) (Circ. 1703)

No. and Material of Decks ONE STEEL.

Parts of Bottom of Vessel coated with cement or approved composition aft peak, fore peak, E.R. Wells, Transom space.
Lead red grease paint used in chain locker & engine room bilges up to floor plates.

Particulars of composition (if fitted) and of approval. Arranbee composition in accommodation.

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, 71.5.12-21.	22.5.	32.00	Fore peak tank, 18 1/2 Stern.	26.	143.1.
Double bottom, under Engines and Boilers, 26-45 P.S.	47.5.	52.5.	After peak tank, 5 Stern to 9.	—	185.1.
Double bottom, if under Engines only, 33-45 P.S.	32.0.	36.7.	Deep tank, aft, —	—	—
Double bottom, if under Boilers only, —	—	83.5.	Deep tank, forward, 170-184.	31.5.	64.0.
Double bottom, forward, —	—	—	Other tanks, if fitted, aft 40, 46-50, 168-170.	3-0.	194.3.
Total length (if continuous) and Capacity	82.6.	228.2.	(If necessary furnish further information by sketch.)	—	67.0.

Order for Special Survey No. 1604
Date 5 11 48
Dates of Surveys held while building
1951. May 31. June 13. 20. 26. 27. July 2. 4. 10. 23. 24. 27. Aug 7. 13. 14. 15. 16. 21. 22. 28. 30. Sept 1. 3. 6. 24. 26. 28. Oct 2. 3. 8. 9. 11. 12. 15. 16. 17. 19. 22. 23. 25. 29. 31. Nov 1. 6. 7. 8. 12. 14. 16. 20. 26. 27. 29. 30. Dec 3. 4. 6. 10. 11. 14. 17. 19. 27. 31. 1952. Jan. 2. 4. 7. 8. 10. 11. 14. 15. 16. 18. 21. 22. 24. 25. 28. 29. 30. 31. Feb. 1. 4. 5. 8. 11. 13. 14. 15. 18. 19. 20. 21. 22. 25. 26. 27. 28. 29. Mar 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 17. 18. 20. 21. 26. 27. 28. Apr 2. 3. 4. 9. 16. 18. 21. 22. Total No. of Visits 16
29. May. 7. 9. 15. 21. 22. 26. 27. 29. June 10. 13. 16. 17. 18. 19. 24. July 2. 3. 4. 16. 21. 22. 23. Aug 12. 20. 21. 26. 27. 29. 30. Sept 4. 5. 8.

Rpt. 1*

SMITH'S Deck No 1215

M.V. "LUCERNA"

PARTICULARS OF LONGITUDINAL FRAMING.

Middlesbrough Rpt. No. 19748.

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.	Rivets in Brackets to Bulkheads.		
										Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam.	Spang.		Number.	Diameter.	
Framing of SMITH'S [
Frames in Bridge 'tween Decks ...																						
Frames from Uppermost Continuous Deck No. 1																						
" 2										TRANSVERSE												
" 3										FRAMING												
" 4										AT SIDES.												
" 5																						
" 6																						
" 7										BOTTOM. FRAMES												
" 8										17"x4"x4"x 68/68.												
" 9										TO.												
" 10										17"x4"x4"x 45/68												
" 11										15"x4"x4"x 42/62												
" 12										AT BLCE.												
" 13																						
" 14																						
" 15																						
" 16																						
Spacing of longitudinal frames										Amidships			32"									
										At Ends												
Tank Top Longitudinals																						
Bottom																						
Amidships																						
At Ends...																						
Transverses.																						
Depth and Thickness																						
Face Angles																						
Lugs to Shell*																						
Depth and Thickness																						
Face Angles																						
Lugs to Shell*																						
Depth and Thickness										64 1/2" x .50 TANKS.												
Face Angles										48" x .46 WING TANKS.												
Lugs to Shell*										14" x 1.14 FLATS & 6" x .50 FLATS WINGS.												
" " Back Bars										WELODED												
Brackets										6" x 3 x .42 O.P.T.T.P. + 46 FLG 4"												
										6" x .44 WELODED FLATBY 44" FLG 4"												
of Transverse Frames										11'-0"												
State if joggled or liners.																						
Bridge Deck																						
Upper										10" x 3 1/2" x .42.												
Second																						
Third																						
Transverse Beams.																						
Plate.																						
Face Angles.																						
Any Departure from Approved Plans to be Noted.																						
35 1/4" x .43										6" x .57 FLATS & TANKS												
35" x .42										6" x .42 FLATS WING TANKS.												

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., 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, etc., on the first page.

0296 1/3

Report No.