

RECEIVED

18 NOV 1949

IN D.O.

STEEL STEAMER or MOTORSHIP.

Received at London Office 11 NOV 1949

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 15th September, 1949. Port of GRIMSBY.

No. 23932

Survey held at LONDON. Date First Survey 12th July

Last Survey 12th September, 1949.

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

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

State Type of Erections Poop, Bridge & Foc. sle. Built at Sturgeon Bay, Wis. U.S.A.

TONNAGE under 1486 Tonnage Deck...

CLASS

State if with freeboard as condition of Class

FEET.

Launched 1943 Yard No.

Builders Leatham D. Smith S.B.Co.

Owners M.of.T. on bareboat charter from U.S.M.C.

Managers Wm. France Fenwick & Co., Ltd. (Where necessary to be entered in Reg. Book.)

Residence

Port of Registry London.

If surveyed while building, afloat, or in dry dock

Dry Dock and afloat.

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

Total 1486

Gross Tonnage 1793

Register Tonnage 995

REGISTERED DIMENSIONS.

FEET.

Length 250.4

Breadth 42.1

Depth 18.4

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 250.00

Breadth (greatest moulded) B 42.08

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 20.41

1st Longitudinal Number (L x D) = 5102

2nd Numeral L x (B + D) = 15622

Framing Depth "d," at middle of length. See Sec. 3 (1d) 17.53

Proportions—Depth to Length—Uppermost continuous deck to top of keel 12.2

Do. Long Bridge to top of keel 8.8

Draught Moulded 17.89

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	27		Bracket Floors, Frame		
" " from $\frac{3}{4}$ length amidships to Collision bulkhead	27		" " Reversed Frame		
" " in peaks	24		" " Vertical Struts		
DE FRAMING.			Centre Girder, depth and thickness amidships	34 x .46	.40 for $\frac{1}{2}$ L .34 at ends
Frame Amidships, Angle, 7 x 4	7 x 4 x 7 16		" " top Angles	-	
" " Extends up to	Upper Deck		" " bottom Angles	-	
Reversed Frame Amidships, Angle	-		Side Girders, No. each side and thickness	20 .43 & .38	
" " Extends up to	-		Margin Plate depth (excl. of flange) and thickness		transverse Plating.
Depth of Framing Girder	7		" " Vertical Angle to Tank side		
Bridge	5 x 3 1/2 x .30		" " Bracket abaft $\frac{1}{4}$ len. from stem		
Frames in Uppermost Continuous Decks, Angle, 7 x 4 or 7 x 4	30 7 x 4 x .45 each end.		" " Vertical Angle to Tank side		
" " Second 'tween Decks, Angle, 7 x 4 or 7 x 4	-		" " Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area		
" " Third " " " "	-		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		
" " from $\frac{1}{4}$ len. for'd. to 15% len. from Stem	Aft. 5 x 3 1/2 x .31		" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area		
" " in Peaks, Angle 7 x 4	Ford. 8 x 4 x .46		Tank Side Brackets, height above base line at toe of Frame and thickness		Flush Tank Top.
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	-		INNER BOTTOM PLATING.		
State if Frame Joggled	-		Breadth and thickness of Middle Line Strake	46 x .40	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	-		Thickness of remainder in Holds	.38	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	-		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.	Under Blrs. .48 Under Eng. .40.
DOUBLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, 7 x 4 or 7 x 4	5 x 3 1/2 x .30	7 x 4 x .44 at Hatch Ends.
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, 7 x 4 or 7 x 4		
Middle Line Keelson, on Floors, Angles, 7 x 4 or 7 x 4			Spacing	27	
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, 7 x 4 or 7 x 4	-	
" " Foundation Plate on Floors			Spacing	-	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, 7 x 4 or 7 x 4	-	
Side Keelsons, No. each side			Spacing	-	
" " thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, 7 x 4 or 7 x 4	-	
" " Angles			Spacing	-	
DOUBLE BOTTOM.			Poop Deck, Angle, 7 x 4 or 7 x 4	5 x 3 1/2 x .31	
Solid Floors, thickness and spacing	.31 @ 27	43 under Boiler 35 under Engines	Spacing	27 & 24	
" " Are Frame and Reversed Frame joggled?	-		Bridge Deck, Angle, 7 x 4 or 7 x 4	5 x 3 1/2 x .31	
Bracket Floors, breadth and thickness at middle line			Spacing	27	
" " breadth and thickness at margin plate			Forecastle Deck, Angle, 7 x 4 or 7 x 4	5 x 3 1/2 x .31 & 6 x 4 x .35	
			Spacing	27 & 24	

PILLARS AND DECKS.

PILLARS, No. of Rows...	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
Fr. 84-14" O.D. x .75				
Tubular				
in 'tween Decks, Size and Spacing.....	66-12 1/2" O.D. x .50			
Tubular				
in Holds	24-14" O.D. x .75			
Tubular				
Stepped on to efficient seating on Tunnel.				
Fr. 39-40. Tunnel Escape				
forms pillar.				
Centre Line Bulkhead.				
Stiffeners and Spacing.....	These pillars are in conjunction with deep hatch end beams and bracketed top and bottom.			
Plating, thickness of				
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	42 x .60			
" " " " in way of Bridge	42 x .50			
" " " " at Breaks	42 x .75			
Angle in Wells				
Thickness of Plating abreast Deck openings in way of Wells	.50			
Thickness of Plating abreast Deck openings in way of Bridge	.50			
Thickness of Plating within line of openings...	.31 & .34			
If Sheathed, material and thickness				
Second Deck.				
Stringer Plate, breadth and thickness in Wells...				

SHELL PLATING.

STRAKES.	AS IN VESSEL.	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.	RIVETING.	BUTTS.	STRAPPED OR LAPPED.
	AMIDSHIPS.	FORWARD.	APFT.			
	Breadth.	Thickness.	Thickness.	Thickness.		
	Inches.	Inches.	Inches.	Inches.		
FLAT PLATE KEEL	46	.56				
" DBLG. (if any)	-	-				
BOTTOM PLATING, No. of Strakes	88	.47	.53	.60		
BILGE PLATING, No. of Strakes	75 1/2	.47				
SIDE PLATING, No. of Strakes	82	.45	.40	.45		
UPPER DECK, Sheer-strake in Wells	69	.81	.43	.40		
UPPER DECK, Sheer-strake in Bridge	69	.45				
STRAKE BELOW SHEER-strake in Wells	60	.45	.40	.40		
STRAKE BELOW SHEER-strake in Bridge	60	.45				
POOP SIDE PLATING			.31	.50		
BRIDGE SIDE PLATING		.45				
FORECASTLE SIDE PLATING		.33				

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	4.
Extending to Upper Deck (Sec. 3 c)	
Deck next below	
As per Rule	

STIFFENERS.

	VERTICAL.	HORIZONTAL.
	Scantlings.	Scantlings.
	Spacing.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks		
" Second "		
" Third "		
" Holds No. 61	42-30 8"x4"	30"
" (in Hold)	36-30 5"x3 1/2"	24" 2 Flats.
AFTER PEAK	65-30 8"x4"	24" also tunnel.
	40 1/2"	24" Escape Trunk

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

STEEL. Manufactured in America.

Has the Steel been tested as required by the Rules?

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL Bar		7 3/8" x 2"		
STEM Flat Bar				
STERN FRAME	Propeller Post	Streamline Casting.		
	Rudder	None		
Speed of Vessel		11 Knots.		
RUDDER Type		Balanced.		
" A x D		8 1/2"		
" Diam. of head		8 1/2"		
" Mainpiece at top pintle				
" heel		E.W.		
" how constructed		Double .44		
" double or single plate coupling, vertical or horizontal		Horizontal.		

EQUIPMENT No.

LETTER Q.

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 33.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
53577	1st Bower	37 3 7	-	34 8 0 14	33. 0. 0.	Sykes Brittanica	-	Sunderland 21/4/49
p9201	2nd "	36 3 14		33 16 2 17		Balldt	-	W.D. Stone.
p11541	3rd "	31 1 20		29 14 2 11		do.	-	Philadelphia 23/6/42.
	Collective weight.	106 0 13						-do- 19/1/43.
p11546	Stream	15 0 0		16 13 0 14	94. 0. 0.	Balldt.		Philadelphia 19/1/43.

CHAIN CABLES.

HAWERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.			Length and Size per Table 33.	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 33.						
	Length.	Diam.	Status.	Diam.	Tons.	Owts.	qrs.						lbs.	Per Rule.	Owts.		Length.	Diam.	Length.	Cir.	Tons.	Length.	Cir.
25261	14 2/3	1 1/8	56 7/8	82 1/2	15.3.27				344 1/2	240	1 1/6	Stud	Sunderland	21 1/6/49	W.D. Stone	90	5"	90	3 1/2"				
25288	71 1/2	"	"	"	79.0.17					"	"	"	"	21 1/6/49	W.D. Stone	"	"	"	"				
25289	28 3/4	"	"	"	31.1.13					"	"	"	"	19 7/49	W.D. Stone	"	"	"	"				
36472	120	"	59 1/2	87 1/2	136.3.11					"	"	"	National Malleable & Stl. Casting Co.	19 7/49	W.D. Stone	20 90	2 1/2"	20	90	2 1/4"			
Iron (Stream Chain or Steel Wire)	75 3/4	4								75	4		Pittsburgh	9/12/42.	"	"	"	"	20	90	1 3/4"		

Steering Gear, Type (Power or hand) Telemotor

Alternative Means of Steering Tackles led to Winch.

Steering Chains (Size and Test) Direct to Rudder Head, Windlass American Hoist and Derrick Co. 2 @ 23x7.9 x 3.3 x 34 per. Boats 1 @ 14x5.5 x 2.8 x 11 per.

Ceiling in Holds, thickness and material 2 1/2" under hatches, Cargo Battens, thickness, material and spacing Not fitted.

Cargo Hatchways.-(Upper Deck) Plates and angles. Thickness of Hatches 2 5/8".

Size of Hatchways No. 1 (Fwd. 31'6"x21'0" No. 2 34'3"x21'0" No. 3 27'0"x21'0" No. 4 27'0"x21'0" No. 5 - No. 6 -

Number of Shifting Beams Nos. 1 & 2 hatches - 5. Nos. 3 & 4 hatches - 4.

Builder's Signature

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 No.

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo No. 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 is of the American Built N3- S -A1 Type, perviously classed with the British Corporation Register. The scantlings and arrangements have been examined where exposed and found to be in accordance with the drawings for this type of vessel and as approved by the American Bureau.

The Windlass and Steering Gear including the auxiliary steering gear have been tried over satisfactorily.

The Special Survey for Classification has been carried out (See Report 8) and the vessel's condition and standard of workmanship as now seen is considered to be good and satisfactory.

The Rudder Drawing forwarded for S.S. "GURDEN GATES" also applies to this vessel.

The amount of Entry Fee £ : : Fees applied for, 19

Special Survey Fee... £ See report 8. Received by me, 19

Travelling Expenses, if any £ : : 19

I am of opinion the Vessel should be Classed 100A1 (E.W.)

Signature MacLeod

Surveyor to Lloyd's Register of Shipping.

ertificate to be sent to Spindley Date of issue 3/2/50

Committee's Minute / FRI. 30 DEC 1949

Character assigned 100A1 8.49 Imm

Wrote by 2 WTB 225 lb (Sp. 220 lb) hmc 9.49 subject FD ch 540

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.)

Rpt. 8.

Sister Vessel "WILLIAM BURSLEY" - Sunderland Report No.34865 dated 17th March, 1948.

PARTICULARS OF ELECTRIC WELDING (if employed)

All Welded.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book
E.S.D. - Cargo Battens not fitted.

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

1st Bower
2nd "
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 21.7 ft., R.Q.D. - ft., Bridge 63.0 ft., Forecastle 25.8 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated
Official No. 168491 Signal Letters M.A.U.B. Extreme Breadth over Belting (Circ. 1611)
No. and Material of Decks One Deck - Steel.
Parts of Bottom of Vessel coated with cement or approved composition Cement wash in double bottom.
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,	Frs. 11-44 74.25	147.4	Upper	10	23.6
Double bottom, under Engines and Boilers,	" 44-59 33.75	96.2	Lower	16	50.2
Double bottom, if under Engines only,				12	40.9
Double bottom, if under Boilers only,	" 59-104 101.25	245.2			
Double bottom, forward,	209.25	488.8			
Total length (if continuous) and Capacity					

Order for Special Survey No.

Date

Dates of Surveys held while building

12th, 15th July, 8th, 11th & 12th September, 1949.

Total No. of Visits



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