

Rpt. DISCLOSED
SECTION

STEEL STEAMER OR MOTORSHIP.

DISCLOSED 17 FEB 1954
Received at London Office
SECTION

No. 855 B

State if Report has been sent on the Freeboard of the Vessel

State if Report is sent on the Machinery of the Vessel

Date of completion of report 3rd FEBRUARY 1954 Port of LIVERPOOL

Survey held at NORTHWICH Date First Survey 30/10/52 Last Survey 30th JANUARY 1954

On the (State if Machinery fitted Aft and Single, Twin or Triple Screw) STEEL SINGLE SCREW DIESEL TUG "ESSO READING"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FLUSH DECK WITH SPECIAL CLASS. State Type of Erections FLUSH DECK.

TONNAGE under Tonnage Deck 75.38

Do. of space or spaces Tonnage Dk. er Dk.

age 77.48

nnage NIL

TERED DIMENSIONS.

FEET
71.00
19.70
9.60

CLASS A. FOR TOWING State if with freeboard SERVICES ON RIVER THAMES. 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) L 70.00

Breadth (greatest moulded) B 19.5

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 9.5

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 7'-3 3/4"

Built at NORTHWICH

Launched 26th NOVEMBER 1953 Yard No. 886

Builders W.J. YARWOODS & SONS

Owners ESSO PETROLEUM CO LTD.

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

Residence

Port of Registry LONDON.

If surveyed while building, afloat, or in dry dock BUILDING & AFLOAT.

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.
ES, Spacing amidships	18	✓	Bracket Floors, Frame	✓	
" from 1/2 length amidships to Collision bulkhead	12	✓	" " Reversed Frame	✓	
" in peaks	12" FOR D AFT	✓	" " Vertical Struts	✓	
FRAMING.			Centre Girder, depth and thickness amidships	✓	
ne Amidships, Angle, [or]	4" x 3" x 3/8" O.A.	✓	" " top Angles	✓	
" Extends up to	UPPER DECK	✓	" " bottom Angles	✓	
rsed Frame Amidships, Angle	NONE	✓	Side Girders, No. each side and thickness	✓	
" Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	✓	
h of Framing Girder	4"	✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	✓	
es in Uppermost Continuous 'tween Decks, Angle, [or]	✓		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	✓	
" Second 'tween Decks, Angle, [or]	✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
" Third " " " "	✓		" " 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	4" x 3" x 3/8" O.A.	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
in Peaks, Angle [or]	4" x 3" x 3/8" O.A.	✓	INNER BOTTOM PLATING.		
eter and Spacing of Rivets through Frame and Shell Plating amidships	3/4 DIA 5/4 CR TO CR.	✓	Breadth and thickness of Middle Line Strake	✓	
e if Frame Joggled	NO	✓	Thickness of remainder in Holds	✓	
the scantlings and arrangements in the Panting Area 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?	✓	
the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	✓		BEAMS.		
E BOTTOM.			Uppermost Continuous Deck, amidships in THRO' HALF 3 1/2 x 3 x 3/8"	✓	
rs, Depth and thickness at mid-line	18" x 38"	✓	" " in way of Bridge, Angle, [or]	✓	
Height of Brackets at side above base line at toe of frame	NONE	✓	Spacing	EVERY FRAME	
le Line Keelson, on Floors, Angles, [or]	6" x 6" x 5/8"	✓	Second Deck, amidships, Angle, [or]	✓	
" " Through Plate or Inter-costal Plate	NONE	✓	Spacing	✓	
" " Foundation Plate on Floors	"	✓	Third Deck, amidships, Angle, [or]	✓	
" " Flat Plate Keel Angles	"	✓	Spacing	✓	
Side Keelsons, No. each side	"	✓	Fourth Deck, amidships, Angle, [or]	✓	
" " thickness of Inter-costal Plate	"	✓	Spacing	✓	
" " Angles	"	✓	Poop Deck, Angle, [or]	✓	
DOUBLE BOTTOM.			Spacing	✓	
Solid Floors, thickness and spacing	✓		Bridge Deck, Angle, [or]	✓	
" " Are Frame and Reversed Frame joggled?	✓		Spacing	✓	
Bracket Floors, breadth and thickness at middle line	✓		Forecastle Deck, Angle, [or]	✓	
" " breadth and thickness at margin plate	✓		Spacing	✓	

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No. 855 B

1954

[illegible]

g Gear, Type (Power or hand) "HYLAND" HAND HYDRAULIC Alternative Means of Steering BLOCK & TACKLE

g Chains (Size and Test) NONE Windlass HAND (YARWOODS) Boats NONE

in Holds, thickness and material NONE Cargo Battens, thickness, material and spacing ✓

Hatchways.—(Upper Deck) NONE Thickness of Hatches ✓

Hatchways No. 1 (Fwd.) ✓ No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

er of Shifting Beams } NONE W. J. YARWOOD & SONS LTD.,

or Fore and Afters }

Builder's Signature W. J. Yarwood MANAGING DIRECTOR

SCANTLINGS.

RIVETING.

FORGINGS AND CASTINGS.

RAIL 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).

This ship has been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters. The scantlings and arrangements of the ship are as given in the report and as shown and amended on 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 Rules Requirements. The plans of 'midship section', and 'profile of decks' showing the ship as built, now forwarded herewith, have been checked with the approved arrangements, and found in order. The material and workmanship are good. The fore and aft peak tanks, bulkheads & decks have been tested in accordance with the Rules. The Steering Gear and windlass have been tested under working conditions and found satisfactory. ✓

Amount of Entry Fee..... £ 30 : 0 : 0 } Fees applied for, 19 29 FEB 1954
Special Survey Fee..... £ : : } Received by me, 19
Travelling Expenses, if any £ 6 : 14 : 10 }
whether the Vessel has been built under Special Survey ~~YES~~
Certificate sent to Huli-Liv Machy-MCH. Date of issue 29/3/54
Submitted Minute LIVERPOOL 16 FEB 1954
Character assigned +A1 For River Thames Towing Services

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

I am of opinion the Vessel should be Classed **+A1** FOR
TOWING SERVICES ON RIVER THAMES.

Signature *J. B. Taylor & C. W. Reed*
Surveyors to Lloyd's Register of Shipping.

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Total No. of Visits Diary E

Foundation