

## STEEL STEAMER OR MOTORSHIP.

Received at London Office

22 DEC 1947

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

15 - 12 - 47

Port of

*Grimsby*

No.

*22881*

Survey held at

*Grimsby*

Date First Survey

*15<sup>th</sup> August 1947*

Last Survey

*5<sup>th</sup> December**1947*

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

*Single S.S. "SKIPSEA" ex "SAMCONSTANT"*

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

*Liberty Ship*

State Type of Erections

TONNAGE under Tonnage Deck ...

*6728.97*

CLASS

*100 A1*State if with freeboard as condition of Class *no*

Built at

*Baltimore*

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

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

*L 417.73*

Launched

*April 1944*Yard No. *2353*

Total

*6728.97*

Breadth (greatest moulded)

*B 56.9*

Builders

*Bethlehem Fairfield Shipyard Inc.*

Gross Tonnage

*7293.49*

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

*D 37.33*

Owners

*Wm Brown Atkinson & Co Ltd*

Register Tonnage

*4446.50*

1st Longitudinal Number (L x D)

*15594*

Managers

(Where necessary to be entered in Reg. Book)

## REGISTERED DIMENSIONS.

FEET

*423.5**57.1**34.85*

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

*24.9*

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

*11.19*

Do. Long Bridge to top of keel

Draught Moulded

*27.734*

Residence

Port of Registry

*Hull*

If surveyed while building, afloat, or in dry dock

*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.
FRAMES, Spacing amidships			Bracket Floors, Frame		
from $\frac{1}{2}$ length amidships to Collision bulkhead			Reversed Frame		
in peaks			Vertical Struts		
IDE FRAMING.			Centre Girder, depth and thickness amidships		
Frame Amidships, Angle, $\square$ or $\sqsubset$			top Angles		
Extends up to			bottom Angles		
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness		
Extends up to			Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder			Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, $\square$ or $\sqsubset$			Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area		
Second 'tween Decks, Angle, $\square$ or $\sqsubset$			Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		
Third			Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area		
from $\frac{1}{2}$ len. for'd. to 15% len. from Stem			Tank Side Brackets, height above base line at toe of Frame and thickness		
in Peaks, Angle or $\sqsubset$			INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			Breadth and thickness of Middle Line Strake		
State if Frame Joggled			Thickness of remainder in Holds		
Are 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?		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?			BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, $\square$ or $\sqsubset$		
Floors, Depth and thickness at mid-line in Holds			in way of Bridge, Angle, $\square$ or $\sqsubset$		
Height of Brackets at side above base line at toe of frame			Spacing		
Middle Line Keelson, on Floors, Angles, $\square$ or $\sqsubset$			Second Deck, amidships, Angle, $\square$ or $\sqsubset$		
Through Plate or Inter-costal Plate			Spacing		
Foundation Plate on Floors			Third Deck, amidships, Angle, $\square$ or $\sqsubset$		
Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, $\square$ or $\sqsubset$		
thickness of Inter-costal Plate			Spacing		
Angles			Poop Deck, Angle, $\square$ or $\sqsubset$		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing			Bridge Deck, Angle, $\square$ or $\sqsubset$		
Are Frame and Reversed Frame joggled?			Spacing		
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, $\square$ or $\sqsubset$		
breadth and thickness at margin plate			Spacing		



PILLARS AND DECKS.
PILLARS, No. of Rows
in 'tween Decks, Size and Spacing
in Holds
Centre Line Bulkhead.
Stringers and Spacing
Plating, thickness of
STRINGERS AND DECKS.
Uppermost Continuous Deck.
Stringer Plate, breadth and thickness in Wells
in way of Bridge
Angle in Wells
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
Second Deck.
Stringer Plate, breadth and thickness in Wells

SHELL PLATING.
SCANTLINGS.
AS IN VESSEL.
ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.
STRAKES.
Flat Plate Keel
Dblg. (if any)
Bottom Plating, No. of Strakes
Bilge Plating, No. of Strakes
Side Plating, No. of Strakes
Upper Deck, Sheer-strake in Wells
Upper Deck, Sheer-strake in Bridge
Strake below Sheer-strake in Wells
Strake below Sheer-strake in Bridge
Poop Side Plating
Bridge Side Plating
Forecastle Side Plating
RIVETING.
EDGES.
BUTTS.
No. of Rows of Rivets.
Diam. Spacing cr. to cr.
Diam. Spacing cr. to cr.

WATERTIGHT BULKHEADS.
Total No. of W.T. BULKHEADS in Vessel
Extending to Upper Deck (Sec. 3 c)
Deck next below
As per Rule
STIFFENERS.
VERTICAL.
HORIZONTAL.
MIDSHIP BULKH'D, Upper 'tween decks
Second
Third
Holds
COLLISION (in Hold)
AFTER PEAK
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
STEEL.
Has the Steel been tested as required by the Rules?

EQUIPMENT No. 39503 LETTER A.T. ANCHORS.
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.

CHAIN CABLES.
HAWERS 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.

Steering Gear, Type (Power or hand)
Alternative Means of Steering
Steering Chains (Size and Test)
Windlass
Boats
Ceiling in Holds, thickness and material
Cargo Battens, thickness, material and spacing
Cargo Hatchways. (Upper Deck)
Thickness of Hatches
Size of Hatchways No. 1 (Fwd.) No. 2 No. 3 No. 4 No. 5 No. 6
Number of Shifting Beams and/or Fore and Afters
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.
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo.
This vessel was originally built under the special supervision of the Surveyors to the American Bureau of Shipping and was classed with that Society.
The scantlings and arrangements have been examined where exposed and found to be in accordance with the plans for this type of vessel.
The Special Survey for classification has been partly carried out (see Report 8) and the vessel's condition, standard of workmanship, as now seen, is considered to be good and satisfactory.
Oil can be carried as fuel in Nos. 1, 2, 3, 5, & 6 D.B. Tanks and as fuel or cargo oil in Nos. 1, 2, & 3 Deep Tanks F.P. above 150° F.
The steering gear, windlass and bilge suction were examined under working conditions and found satisfactory.
Particulars of the vessel's equipment were taken from the endorsed test certificates issued by the American Bureau of Shipping, but no opportunity was afforded to verify markings. (Please see Report 8).

The amount of Entry Fee
Special Survey Fee
Travelling Expenses, if any
Fees applied for
Received by me
I am of opinion the Vessel should be Classed 100 A1 when the Classification Survey has been completed.
Signature R.S. Piddington
Surveyor to Lloyd's Register of Shipping.
Committee's Minute
Character assigned
100171 subject
Classification contemplated
Examined 12.47 LMC 12.47
Cargo battens not fitted
Write down
Lloyd's Register of Shipping
015139 - 015154 - 0065



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.)

This vessel is an American "SAM" type ship.  
Midship Section & Capacity Plans showing general arrangement enclosed herewith.  
Structural Reinforcements for "SAM" type vessels have been effected previously.  
Reports C 11 + C 11 (comp) completed and / foreboard assigned.

PARTICULARS OF ELECTRIC WELDING (if employed)

Vessel electrically welded throughout, except:  
seams of shell plating,  
frames in way of forward and after peaks, (riveted hull angle frames)  
bulwarks to sheerstrake

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book.  
Electrically Welded, Cruiser Stern,  
Direction Finder. Echo Sounding Device. Fitted for Oil Fuel F.P. above 150° F.  
"pt C'm". "Carrying oil F.P. above 150° F in deep tanks"

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 \_\_\_\_\_ ft., R.Q.D. \_\_\_\_\_ ft., Bridge \_\_\_\_\_ ft., Forecastle \_\_\_\_\_ ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 169877 Signal Letters G D L D Extreme Breadth over Belting \_\_\_\_\_ Over-all Length 441.5 /  
(Circ. 1611) (Circ. 1703)

No. and Material of Decks 2 - Steel

Parts of Bottom of Vessel coated with cement or approved composition Cement in dry tank under bilers. /

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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, <sup>h/s 5 &amp; 6</sup>	135.0	368	Fore peak tank,		145
Double bottom, under Engines and Boilers, Cofferdam	2.5	-	After peak tank,		155
Double bottom, if under Engines only, <sup>h/s 4</sup>	27.5	136	Deep tank, aft, <sup>h/s 3</sup>	20 ✓	760
Double bottom, if under Boilers only, <sup>dry tank</sup>	20.0	-	Deep tank, forward, <sup>h/s 1 &amp; 2</sup>	61 ✓	648
Double bottom, forward, <sup>h/s 1, 2, 3</sup>	183.25	735	Other tanks, if fitted,		
Total length (if continuous) and Capacity	368.25 ✓	1239 ✓	(If necessary furnish further information by sketch.)		

Order for Special Survey No. \_\_\_\_\_

Date \_\_\_\_\_

Dates of Surveys  
held while building



© 2021

Lloyd's Register  
Foundation