

M.V. "DIOMED"

ALFRED HOLT AND COMPANY (THE BLUE FUNNEL LINE)

HISTORY

- 1956 Built by the Caledon Shipbuilding and Engineering Company Limited, Dundee for the China Mutual Steam Navigation Company Limited. Managed by Alfred Holt and Company.
- 1956 Replaced Calchas as the Company's designated training ship.
- 1963 Ceased operating as a training ship and returned to normal manning.
- 1970/2 Transferred to the Glen Line and renamed Glenbeg.
- 1972 Transferred to the Ocean Steam Ship Company.
- 1973 Sold to the Nan Yang Shipping Company.

GENERAL

| | |
|------------------|-----------|
| OFFICIAL NUMBER | 187141 |
| CODE LETTERS | GVBC |
| PORT OF REGISTRY | Liverpool |

TONNAGES

GROSS TONNAGE BRITISH 7980

NET TONNAGE BRITISH 4567

GROSS TONNAGE PANAMA

NET TONNAGE PANAMA

GROSS TONNAGE SUEZ

NET TONNAGE SUEZ

PRINCIPAL DIMENSIONS

LENGTH OVERALL 491' – 6.0"

LENGTH BETWEEN PERPENDICULARS 452' – 9.0"

BREADTH MOULDED 62' – 0.0"

DEPTH MOULDED TO UPPER DECK 35' – 3.0"

SUMMER DRAFT 28' – 5.25"

DESIGN

CONSTRUCTION Steel

ACCOMMODATION 12 passengers

CARGO CAPACITIES

| COMPARTMENT | FRAME | TOP OF BEAMS & SKIN OF SHIP | TOP OF BEAMS & INSIDE OF SPARRING | BOTTOM OF BEAM & INSIDE OF SPARRING | CAPACITY IN TONS AT 40 CU FT/TON |
|-----------------------------------|----------|-----------------------------|-----------------------------------|-------------------------------------|----------------------------------|
| No. 1 HOLD | 125-151 | 27630 | 25331 | 24259 | 606 |
| No. 2 HOLD | 102-125 | 88460 | 84343 | 81570 | 2039 |
| No. 3 HOLD (DEEP TANK) FOR'D | 93/6-102 | 21922 | 20931 | 19951 | 499 |
| No. 3 HOLD (DEEP TANK) AFT PORT | 84-92/5 | 11893 | 11427 | 10928 | 273 |
| No. 3 HOLD (DEEP TANK) AFT STBD | 84-92/5 | 11877 | 11413 | 10914 | 273 |
| No. 4 HOLD (DEEP TANK) PORT | 55-67 | 16892 | 16013 | 15387 | 384 |
| No. 4 HOLD (DEEP TANK) STBD | 55-67 | 15745 | 14932 | 14306 | 358 |
| No. 5 HOLD | 28-55 | 87468 | 82371 | 79113 | 1978 |
| No. 6 HOLD | 9-28 | 20906 | 19213 | 17925 | 448 |
| No. 1 LOWER TWEEN DECKS | 125-151 | 17338 | 15932 | 14698 | 368 |
| No. 1 UPPER TWEEN DECKS | 125-143 | 17365 | 16757 | 15533 | 389 |
| No. 2 TWEEN DECKS | 102-125 | 42905 | 41819 | 39207 | 980 |
| No. 3 UPPER TWEEN DECKS | 84-102 | 25924 | 25426 | 23049 | 576 |
| No. 3 LOWER TWEEN DECKS | 84-102 | 25462 | 23344 | 20929 | 523 |
| No. 4 TWEEN DECKS | 55-62 | 21553 | 19682 | 18317 | 458 |
| No. 5 TWEEN DECKS | 28-55 | 49460 | 48054 | 44976 | 1125 |
| No. 6 TWEEN DECKS | 5-28 | 25194 | 24167 | 22349 | 559 |
| No. 1 UPPER TWEEN DECKS STRONG RM | 143-151 | 4424 | 4160 | 3746 | 94 |
| UPPER DECK STRONG ROOM | 101-107 | 2993 | 2648 | 2462 | 61 |
| CENTRECASTLE TWEEN DECK FOR'D | 83-106 | 28373 | 27914 | 26423 | 661 |
| CENTRECASTLE TWEEN DECK AFT | 42-83 | 31708 | 30993 | 29217 | 730 |
| FORECASTLE CARGO SPACE PORT | 143-158 | 2259 | 2037 | 1815 | 45 |
| FORECASTLE CARGO SPACE STBD | 143-158 | 2300 | 2078 | 1852 | 46 |
| CARGO LOCKER IN CENTRECASTLE | 85-91 | 2780 | 2682 | 2497 | 62 |
| No. 7 HOLD (DEEP TANK) PORT | 1-14 | 4117 | 4049 | 3979 | 99 |
| No. 7 DEEP TANK STBD | 1-14 | 4131 | 4076 | 4006 | 100 |
| TOTAL | | 611079 | 581792 | 549408 | 13734 |
| No. 1 REFRIG CARGO | 60-65/6 | 1220 | 1220 | 1220 | 31 |
| No. 2 REFRIG CARGO | 60-65 | 713 | 713 | 713 | 18 |
| TOTAL GENERAL CARGO | | 613012 | 583725 | 551341 | 13783 |

CAPACITIES FOR No. 3 LOWER TWEEN & No. 4 TWEEN DECKS ASSUME HEATING COILS IN STOWED POSITION

OIL FUEL CAPACITIES

| COMPARTMENT | FRAMES | CAPACITY IN TONS AT 39 CU FT/TON |
|--|------------|-------------------------------------|
| No. 1 DOUBLE BOTTOM TANK | 125-151 | 157 |
| No. 2 DOUBLE BOTTOM TANK PORT | 102-125 | 124 |
| No. 2 DOUBLE BOTTOM TANK STBD | 102-125 | 124 |
| No. 3 DOUBLE BOTTOM TANK PORT | 84-102 | 135 |
| No. 3 DOUBLE BOTTOM TANK STBD | 84-102 | 135 |
| No. 5 DOUBLE BOTTOM TANK PORT | 67-68 | 33 |
| No. 5 DOUBLE BOTTOM TANK STBD | 67-75 | 24 |
| No. 6 DOUBLE BOTTOM TANK PORT | 55-67 | 73 |
| No. 6 DOUBLE BOTTOM TANK STBD | 55-67 | 63 |
| No. 7 DOUBLE BOTTOM TANK PORT (DIESEL OIL) | 45-55 | 52 |
| No. 7 DOUBLE BOTTOM TANK STBD (DIESEL OIL) | 45-55 | 52 |
| TOTAL OIL FUEL IN DOUBLE BOTTOM | | 972 |
| FORE PEAK TANK AT 40 CU FT/TON | 151-STEM | 44 |
| BOILER OIL DAILY SERVICE TANKS | 81-83 STBD | 34 |
| DIESEL OIL DAILY SERVICE TANKS | 82-83 STBD | 8 |
| TOTAL OIL FUEL IN SHIP | | 1058 |
| LUBRICATING OIL TANK | 63-83 | 30 |
| PISTON COOLING TANK | 68-83 | 23 |
| RESERVE OIL TANK | 68-78 | 22 |
| OIL OVERFLOW TANK | 62-67 | 11 |

NOTE: OIL FUEL CAPACITIES CALCULATED 98% FULL AND STOWAGE AT 39 CU FT PER TON

FRESH WATER CAPACITIES

| COMPARTMENT | FRAMES | CAPACITY IN TONS |
|----------------------------------|--------|------------------|
| No. 8 DOUBLE BOTTOM TANK PORT | 28-44 | 52 |
| No. 8 DOUBLE BOTTOM TANK STBD | 28-44 | 52 |
| No. 9 DOUBLE BOTTOM TANK | 9-28 | 134 |
| No. 4 DOUBLE BOTTOM TANK PORT | 79-83 | 29 |
| No. 4 DOUBLE BOTTOM TANK STBD | 76-83 | 25 |
| TOTAL FRESH WATER IN SHIP | | 292 |

WATER BALLAST CAPACITIES

| COMPARTMENT | FRAMES | CAPACITY IN TONS |
|---|----------|---------------------|
| No 1 DOUBLE BOTTOM TANK | 125-151 | 179 |
| No 2 DOUBLE BOTTOM TANK PORT | 102-125 | 141 |
| No 2 DOUBLE BOTTOM TANK STBD | 102-125 | 141 |
| No 3 DOUBLE BOTTOM TANK PORT | 84-102 | 153 |
| No 3 DOUBLE BOTTOM TANK STBD | 84-102 | 153 |
| No 5 DOUBLE BOTTOM TANK PORT | 67-78 | 38 |
| No 5 DOUBLE BOTTOM TANK STBD | 67-75 | 27 |
| No 6 DOUBLE BOTTOM TANK PORT | 55-67 | 83 |
| No 6 DOUBLE BOTTOM TANK STBD | 55-67 | 71 |
| No 8 DOUBLE BOTTOM TANK PORT | 28-44 | 53 |
| No 8 DOUBLE BOTTOM TANK STBD | 28-44 | 53 |
| No 9 DOUBLE BOTTOM TANK | 9-28 | 138 |
| TOTAL WATER BALLAST IN DOUBLE BOTTOM | | 1230 |
| FORE PEAK TANK | 151-STEM | 50 |
| AFTER PEAK TANK | 8-9 | 87 |
| No. 3 FORWARD DEEP TANK | 93/6-102 | 626 |
| No. 3 AFT DEEP TANK PORT | 84-92/5 | 342 |
| No. 3 AFT DEEP TANK STBD | 84-92/5 | 342 |
| No. 4 DEEP TANK PORT | 55-67 | 482 |
| No. 4 DEEP TANK STBD | 55-67 | 450 |
| TOTAL WATER BALLAST IN SHIP | | 3609 |

DEEP TANK CAPACITIES INCLUDE HATCH AND DRAIN WELLS

BALE CAPACITIES

WHEN THE HEATING COILS ARE IN POSITION IN No. 3 FORWARD AND No. 3 AFT PORT AND STARBOARD DEEP TANKS AND IN No. 4 PORT AND STARBOARD DEEP TANKS THE BALE CAPACITIES OF No. 3 LOWER TWEEN AND No. 4 TWEEN DECKS ARE AS FOLLOWS: -

| COMPARTMENT | FRAME | TOP OF BEAMS & SKIN OF SHIP | TOP OF BEAMS & INSIDE OF SPARRING | BOTTOM OF BEAM & INSIDE OF SPARRING | CAPACITY IN TONS AT 40 CU FT/TON |
|-------------------------|--------|--------------------------------|--------------------------------------|--|-------------------------------------|
| No. 3 LOWER TWEEN DECKS | 84-102 | 25462 | 24530 | 22114 | 553 |
| No. 4 TWEEN DECKS | 55-62 | 21553 | 20510 | 19142 | 478 |

CARGO OIL CAPACITIES

| COMPARTMENT | FRAMES | UNDER DECK | HATCH | EXPANSION TRUNK | TOTAL |
|--------------------------------|----------|-------------|-----------|-----------------|---------------|
| No. 3 FORWARD DEEP TANK | 93/6-102 | 544 | 4.0 | 10.6 | 558.60 |
| No. 3 AFT DEEP TANK PORT | 84-92/5 | 298 | 2.0 | 3.9 | 303.90 |
| No. 3 AFT DEEP TANK STBD | 84-92/5 | 297 | 2.0 | 3.9 | 302.90 |
| No. 4 DEEP TANK PORT | 55-67 | 420 | 2.0 | 7.0 | 429.00 |
| No. 4 DEEP TANK STBD | 55-67 | 392 | 2.0 | 7.0 | 401.00 |
| No. 7 HOLD (DEEP TANK) PORT | 1-14 | 99 | 4.0 | - | 103.00 |
| No. 7 HOLD (DEEP TANK) STBD | 1-14 | 99 | 4.0 | - | 103.00 |
| TOTAL CARGO OIL IN SHIP | | 2149 | 20 | 32.4 | 2201.4 |

DRAIN WELL NOT INCLUDED IN UNDER DECK CAPACITY

LIQUID TONS AT 40 CU FT/TON AT 100%

STEWARDS STORES

| COMPARTMENT | CAPACITY IN CU FT | CAPACITY IN TONS AT 40 CU FT/TON |
|----------------------|-------------------|----------------------------------|
| FLOUR STORE | 798 | 20 |
| LINEN STORE | 544 | 13 |
| LINEN STORE | 552 | 13 |
| GROCERY STORE | 771 | 19 |
| BEER & MINERAL STORE | 1653 | 41 |
| BONDED STORE | 677 | 17 |
| STEWARDS STORE AFT | 1016 | 25 |
| UTENSIL STORE | 830 | 20 |
| | 6841 | 168 |

INSULATED STORES

| COMPARTMENT | CAPACITY IN CU FT | CAPACITY IN TONS AT 40 CU FT/TON |
|----------------|----------------------|-------------------------------------|
| MEAT ROOM | 887 | 22 |
| HANDING ROOM | 564 | 14 |
| VEGETABLE ROOM | 899 | 22 |
| POTATO ROOM | 390 | 9 |
| | 2740 | 67 |

ENGINES

| | |
|------------|---|
| BUILDER | J G Kincaid and Company, Greenock |
| TYPE | 2 Cycle – Single Acting [Burmeister and Wain] |
| CYLINDERS | 6 |
| BORE | 750 mm |
| STROKE | 1500 + 500 mm |
| BHP | 8000 |
| STARTED BY | Compressed Air |

AUXILIARY BOILER

BUILDER

TYPE

DIMENSIONS

WORKING PRESSURE 100 pounds

FUEL

SURFACE AREA

ELECTRICAL INSTALLATION [SHIP'S PLANT AND REFRIGERATION PLANT]

MAIN GENERATORS

OUTPUT

CYLINDERS

BORE

STROKE

BHP

AUXILIARY GENERATOR

OUTPUT

CYLINDERS

BHP

WIRELESS INSTALLATION

TRANSMITTER

RECEIVERS

DF

AUTO ALARM

ECHOMETER

RADAR

REFRIGERATION

REFRIGERATION MACHINES

UNITS

COMPRESSORS

COMPRESSOR BORE

COMPRESSOR STROKE

COMPRESSOR RPM

REFRIGERATING MEDIUM

MOTORS

BHP

AMPS

VOLTS

RPM

INSULATION

LINING

INSULATING MEDIUM

DERRICKS

| DERRICK NUMBER | LENGTH | HEEL DIAMETER | CENTRE DIAMETER | TOP DIAMETER | WORKING LOAD | TEST LOAD | MATERIAL |
|----------------|----------|---------------|-----------------|--------------|--------------|-----------|------------|
| 1 & 2 | 51' - 9" | 8.5" | 12.75" | 11.375" | 5 | 6.25 | STEEL TUBE |
| 3 & 4 | 54' - 0" | 12.5" | 14" | 12.75" | 10 | 12.5 | STEEL TUBE |
| 5 & 6 | 57' - 0" | 12.5" | 14" | 12.375" | 10 | 12.5 | STEEL TUBE |
| 7 & 8 | 41' - 0" | 10.5" | 12.75" | 11.375" | 5 | 6.25 | STEEL TUBE |
| 9 & 10 | 36' - 6" | 10.5" | 12.75" | 11.75" | 5 | 6.25 | STEEL TUBE |
| 11 & 12 | 41' - 0" | 10.5" | 12.75" | 11.375" | 5 | 6.25 | STEEL TUBE |
| 13 & 14 | 41' - 0" | 10.5" | 11.75" | 10.375" | 5 | 6.25 | STEEL TUBE |
| 15 & 16 | 41' - 0" | 10.5" | 12.75" | 11.375" | 5 | 6.25 | STEEL TUBE |
| 17 & 18 | 39' - 6" | 10.5" | 12.75" | 11.75" | 5 | 6.25 | STEEL TUBE |
| 19 & 20 | 48' - 9" | 10.5" | 12.75" | 11.75" | 10 | 12.5 | STEEL TUBE |
| 21 & 22 | 49' - 6" | 10.5" | 12.75" | 11.75" | 10 | 12.5 | STEEL TUBE |
| 23 & 24 | 45' - 0" | 10.5" | 12.75" | 11.75" | 5 | 6.25 | STEEL TUBE |
| 25 & 26 | 36' - 0" | 8.5" | 9.625" | 8.625" | 5 | 6.25 | STEEL TUBE |
| 27 | 41' - 0" | 10.5" | 11.75" | 10.75" | 7 | 8.75 | STEEL TUBE |
| 28 | 64' - 0" | 26.625" | 28" | 21" | 70 | 77 | STEEL TUBE |

MAST LENGTHS

| MAST | HOUSING | DECK TO HOUNDS | HOUNDS TO TOP | POOLE | EXTREME | KEEL TO TOP OF MAST |
|----------|--------------|----------------|---------------|---------|---------------|---------------------|
| FOREMAST | 10' - 7.375" | 56' - 0" | 33' - 6" | 6' - 0" | 106' - 1.375" | 135' - 6.3125" |
| MAINMAST | 10' - 8.375" | 57' - 0" | 34' - 0" | 6' - 0" | 107' - 8.375" | 135' - 4.0625" |

MAST DIAMETERS

| MAST | HEEL | DECK | HOUNDS | HEAD |
|----------|------|------|---------|-------|
| FOREMAST | 42" | 42" | 29.625" | 4" |
| MAINMAST | 36" | 36" | 25.125" | 4.25" |

PERFORMANCE

SERVICE SPEED 15 kts

MAXIMUM SPEED

MAXIMUM RANGE

SHIP'S COMPLEMENT

| | |
|---------------------------------|----|
| DECK OFFICERS | |
| MIDSHIPMEN | 22 |
| RADIO OFFICERS | |
| DOCTOR | |
| ENGINEER OFFICERS | |
| REFRIGERATION ENGINEER OFFICERS | |
| ELECTRICAL ENGINEER OFFICERS | |
| BOSUN | 1 |
| CARPENTER | 1 |
| COOKS | |
| PANTRY MAN | |
| BAKER | |
| BUTCHER | |
| STEWARDS | |
| DONKEY MAN | |
| STORE KEEPER | |
| ABLE SEAMEN | |
| GREASERS | |
| LAMP TRIMMER | |
| TOTAL | |