

## STEEL STEAMER or MOTORSHIP.

Received at London Office

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

*4<sup>th</sup> August 1927*Port of *Newcastle-on-Tyne*No. *81622*Survey held at *Walker-on-Tyne*

Date First Survey

*4<sup>th</sup> Jan 1927*Last Survey *29<sup>th</sup> July 1927*

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

*Single Screw Steamer "OILSHIPPER"**(Machinery fitted aft)*

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

*Longitudinal framing*State Type of Erections *Prop. Bridge & Deck disconnected*

TONNAGE under Tonnage Deck

*5186.08*CLASS *+100A*

State if with freeboard as condition of Class

FEET.

Built at *Walker-on-Tyne*

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 410.0*

Breadth (greatest moulded)

*B 53.25*

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

*D 31.08*

Total

*5186.08*

Gross Tonnage

*5525.07*

Register Tonnage

*3284.52*1st Longitudinal Number (L x D) = *12742.8*2nd Numeral L x (B + D) = *34575.3*

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

*20.0*

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

*13.19*

Do. Long Bridge to top of keel

Draught Moulded

*24.9*

Managers

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

Residence

Port of Registry

*London*

If surveyed while building, afloat, or in dry dock

*Special Survey*

## STERED DIMENSIONS.

FEET.

*410.0**53.5**30.9*

## 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.
IS, Spacing amidships	<i>Longitudinal Framing</i>		Bracket Floors, Frame <i>As per plan</i>	<i>2 6 x 3 1/2 x 52 with 3 struts each side</i>	<i>7 x 3 1/2 x 52 B.A.</i>
" from 1/2 length to Collision bulkhead	<i>✓</i>		" " Reversed Frame	<i>2 6 x 3 1/2 x 52</i>	<i>7 x 3 x 52 B.A.</i>
" in peaks	<i>for 5 ft 24"</i>		" " Vertical Struts	<i>2 6 x 3 1/2 x 52</i>	<i>7 x 3 x 52 B.A.</i>
FRAMING.			Centre Girder, depth and thickness amidships	<i>E.S. 6-8 x 40 B.S. 4-0 x 58 ft 3-8 ft</i>	
Amidships, Angle, [ or ]	<i>✓</i>		" " top Angles	<i>3 1/2 x 3 1/2 x 40 E.S. B.S. 58 Double</i>	
" Extends up to	<i>✓</i>		" " bottom Angles	<i>4 x 4 x 52 E.S. B.S. 62 Double</i>	
Reversed Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness	<i>2 each side E.S. 44 ft each side B.S. 50</i>	
" Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>✓</i>	
of Framing Girder	<i>Longitudinal</i>		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>✓</i>	
es in Uppermost Continuous 'tween Decks, Angle, [ or ]	<i>✓</i>		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>✓</i>	
" Second 'tween Decks, Angle, [ or ]	<i>✓</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>✓</i>	
" Third " " "	<i>for 8 ft 3 x 40</i>		" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>✓</i>	
ng in Peaks, Angle or [	<i>for 7 ft 3 x 40</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	
ter and Spacing of Rivets through Frame and Shell Plating amidships	<i>Longitudinal</i>		INNER BOTTOM PLATING.		
f Frame Joggled	<i>✓</i>		Breadth and thickness of Middle Line Strake	<i>for top plating E.S. 50 ft under keel plate B.S. 56</i>	
G ARRANGEMENTS (Sec. 7), state system and particulars	<i>Transverse 52 as per plan</i>		Thickness of remainder in Holds	<i>✓</i>	
THENING OF BOTTOM FOR- ED. State Particulars	<i>Stbl. riveted bottom frames. B.C. &amp; D. strakes riveted. thickness maintained to Collision bulkhead. Close riveting in forward oil tanks.</i>		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?	<i>Yes</i>	
BOTTOM.			BEAMS.		
Depth and thickness at mid-line in Holds	<i>✓</i>		Uppermost Continuous Deck, amidships in Walls, Angle, [ or ]	<i>10 3 1/2 x 40</i>	<i>for 9 x 3 1/2 x 40</i>
Height of Brackets at side above base line at toe of frame	<i>✓</i>		" " in way of Bridge, Angle, [ or ]	<i>10 3 1/2 x 40</i>	<i>for 9 x 3 1/2 x 40</i>
Line Keelson, on Floors, Angles, [ or ]	<i>✓</i>		Spacing	<i>48" for 5 ft 24" aft</i>	
" " Through Plate or Intercoastal Plate	<i>✓</i>		Second Deck, amidships, Angle, [ or ]	<i>10 3 1/2 x 40</i>	<i>for 9 x 3 1/2 x 40</i>
" " Foundation Plate on Floors	<i>✓</i>		Spacing	<i>48" for 5 ft 24" aft</i>	
" " Flat Plate Keel Angles	<i>4 x 4 x 57-57 Double in tank</i>		Third Deck, amidships, Angle, [ or ]	<i>✓</i>	
elsons, No. each side	<i>more in oil tanks.</i>		Spacing	<i>✓</i>	
" thickness of Intercoastal Plate	<i>✓</i>		Fourth Deck, amidships, Angle, [ or ]	<i>✓</i>	
" Angles	<i>✓</i>		Spacing	<i>✓</i>	
BOTTOM.			Poop Deck, Angle, [ or ]	<i>9 3 1/2 x 46</i>	
Floors, thickness and spacing	<i>44 ER. 50 B.S. spaced 28" x 29"</i>		Spacing	<i>48" x 57"</i>	
" Are Frame and Reversed Frame joggled?	<i>Yes</i>		Bridge Deck, Angle, [ or ]	<i>6 1/2 x 36</i>	
" Floors, breadth and thickness at middle line	<i>36 x 50 in Boiler Room as per plan</i>		Spacing	<i>38" 39" 44"</i>	
" breadth and thickness at margin plate	<i>50</i>		Forecastle Deck, Angle, [ or ]	<i>9 3 1/2 x 50</i>	
			Spacing	<i>48"</i>	

## PILLARS AND DECKS.

[illegible]

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	No	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.					SINGLE OR DOUBLE.	RIVETS.		Diam.
	Inches.	Inches.	Inches.	Inches.								
FLAT PLATE KEEL .....	51	.91	.70	.70		Double	1"	4"	5 for 1/2 L	1"	4 1/2	Lapped
„ DBLG. (if any)	✓					✓						
BOTTOM PLATING, No. of Strakes .....	✓	.60	.48	.48		"	7/8	3 1/2"	4 for 1/2 L	7/8	3 1/2	"
BILGE PLATING, No. of Strakes .....	✓	.60	.48	.48		"	"	"	"	"	"	"
SIDE PLATING, No. of Strakes .....	✓	.58	.46	.46		"	"	"	3 rows	"	3 1/8	"
UPPER DECK, Sheer-strake in Wells .....	50	.86	.46	.46		✓						
UPPER DECK, Sheer-strake in Bridge .....		1.03				Double	1"	4"	5 for 1/2 L	1"	4 1/2	"
STRAKE BELOW Sheer-strake in Wells .....	73	.71	.46	.46		Double	7/8	3 1/2"	4 for 1/2 L	7/8	3 1/2	"
STRAKE BELOW Sheer-strake in Bridge .....	✓					✓						
POOP SIDE PLATING .....		.38				Single	7/8	3 1/2"	3 rows, new break, 2 rows, parallel	3/4	2 5/8	"
BRIDGE SIDE PLATING .....		.53				Single	8 strake		3 rows	7/8	3 1/2	"
FOREG'TLE SIDE PLATING			.41			Single	3/4	3"	Single	3/4	2 5/8	"

## WATERTIGHT BULKHEADS.

Total No. of <b>W.T. BULKHEADS</b> in Vessel—	15
Extending to Upper Deck (Sec. 3 c).....	10
"      Deck next below.....	5
As per Rule.....	✓

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....	✓	Flat plate keel		
STEM .....	✓	Roller bar 10 x 2 1/2"	Lumber Shire Steel Co.	
STERN FRAME {	Propeller Post .....	✓	11-10 1/2" x 8"	Stahlwerk
	Rudder " .....	✓	9 x 8"	Kreiger Dusseldorf
RUDDER—A x D .....	471			
Speed of Vessel .....	10 knots			
RUDDER mainpiece at head .....	✓	Forged	18"	Wittkowitz approved
" " heel .....			8 3/8	Bergman Eimsbüttel. 10 3/4 x 8 1/8
" how constructed .....		Forged & built		
" double or single plate .....		Single plate	1 1/2" thick	
" coupling, vertical or horizontal .....		Horizontal	Coupling.	

STEEL.

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

*South Durham, Consett, Bolebow Vaughan, Pease & Partners, Dorman Long, Cargo Steel, Beaudenore,*  
*Skimmingrove, Raine, Fordingham, Brown & Co., Stahlbau & Port, Colville & Co., Glasgow & Galloway & Co.,*  
Has the Steel been tested as required by the Rules? *Yes*

EQUIPMENT No. 35806										LETTER 2		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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
30112	1st Bower	61	1	7	Stockless			49	3	3	0		Byers Improved	-	Underland 21.6.27 J.H. Batty
30115	2nd "	61	0	0	"			48	17	2	0		-	-	" 23.6.27 "
30120	3rd "	60	1	0	"			48	10	0	0		-	-	" 24.6.27 "
	Collective weight.	182	2	7								182 cwt.			
	Stream	18	0	7	4	2	7	19	2	0	21	1 1/2 cwt.	Rodgers S. Taylor & Sons S. Taylor & Sons (Brisley Hill) 22.6.27		29.4.27 A. Green

CHAIN CABLES.										HAWSERS 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.
	Fathoms.	Ins.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Ins.
14016	270	2 1/4	9 1/2	127 1/2	700.0	21	682 1/4	270	2 1/4	Steel Cable	S. Taylor (Brisley Hill) 9.8.27 H. Green	TOWLINE	120	4 1/2	59
												HAWSERS & WARPS	2090	2 1/2	12.5
													2090	2 3/4	15.5

Steering Gear, Steam *Steam* Steering Gear, Hand *Tackle to winch*

Boats *Four* Steering Chains, Size and Test *1 5/8" test 31 7/8 tons* Windlass *Steam*

Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *6x2w. 9" apart in fore holds & hold.*

Cargo Hatchways. (Upper Deck) *Oil tight with Steel Coverings Covers* Thickness of Hatches *.625" steel & oil tight hatches 3" wood to fore hold hatch.*

Size of No. 1 Hatchway (Forward) *12' x 8'* No. 2 *—* No. 3 *—* No. 4 *—* No. 5 *—* No. 6 *—*

Number of Shifting Beams and/or Fore and Afters *One Shifting Beam at No. 1 Cargo hatch.*

Builder's Signature

FOR SWAN, HUNTER & WIGHAM RICHARDSON, LTD.

*Thos. Morrison*

GENERAL DECLARATION This Vessel has been built in accordance with the accompanying approved plans, the Secretary's Letters of instruction and in general conformity with the printed Rules for the Class Contemplated. The material and workmanship are good. All the oil Compartments, Cofferdams, Summer tanks, oil fuel bunkers, deep tanks, double bottom tanks, fore & after peak tanks, the weather decks have been tested as required by the Rules. The scantlings and arrangements in the Machinery Space and forward of the oil Compartments are as approved. Where necessary the scantlings of transverses etc. have been increased for shear. The windlass, steering gear & heating coils in tanks have been tested & found satisfactory.

The freeboard markings have been cut in on the vessel's sides & verified in accordance with the Secretary's Letter of assignment. The requirements of Section 35 of the Rules for the carriage of oil fuel in the bunkers & certain of the double bottom tanks have been complied with.

The amount of Entry Fee ..... £ 9 : — Fees applied for, *4 AUG 1927*

Special Survey Fee.... £ 507 : 3 : 9 Received by me, *6/8/27*

Freeboard £ 10 : 1 : 8

Travelling Expenses, if any £ : : :

I am of opinion the Vessel should be Classed *\* 100 A 1*

Carrying petroleum in bulk.

Signature *A. J. Akester*

Surveyor to Lloyd's Register of Shipping.

Committee's Minute *100 A 1*

Character assigned *+ 100 A 1 Carrying Petroleum in Bulk*

*Lloyd's Assoc.*

*+ L.M.C. 7:27 P.D. C.L.*

*Filed for Oil Fuel 7:27 P.D. above 1500*



# NEWCASTLE-ON-TYNE

## no. 81622

### S.S. "OILSHIPPER"

#### PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.				
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Spacing.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			Number.	Diameter. Inches.	
Framing from Awning, Shelter or Upper Deck to Margin Plate.	of $\Delta$ , $\square$ , $\square$ ..... n Bridge 'tween Decks ... om Uppermost Continuous No. 1	<i>B.A. in Oil Compartments.</i>																
	" 2	7 1/2	3 1/2	44	8	3 1/2	50							7/8	5 1/4	throughout	8	7/8
	" 3	7 1/2	3 1/2	44	8	3 1/2	50							"	"	"	-	"
	" 4	8	3 1/2	46	8	3 1/2	46							"	"	"	-	"
	" 5	9	3 1/2	40	9	3 1/2	40							"	"	"	9	7/8
	" 6	9	3 1/2	51	9	3 1/2	51							7/8	5 1/4	4" for 10 rivets	-	"
	" 7	10	3 1/2	45	10	3 1/2	45	10	3 1/2	40	10	3 1/2	40	7/8	5 1/4	4" for 10 rivets	10	7/8
	" 8	10	3 1/2	49	10	3 1/2	49							"	"	"	-	"
	" 9	10	3 1/2	58	10	3 1/2	58							"	"	"	-	"
	" 10	11	3 1/2	43	11	3 1/2	43							"	"	"	-	"
	" 11	11	3 1/2	52	11	3 1/2	52							7/8	5 1/4	3 1/2" for 10 rivets	11	7/8
	" 12	12 x 3 1/2 x 52	12 x 3 1/2 x 52										"	"	"	-	"	
	" 13	15 x 4 x 4 x 41	15 x 4 x 4 x 41										"	"	"	-	"	
	" 14	<i>in Bottom Longitudinals 7/8 Rivets spaced 4" apart throughout No 1 tank.</i>																
	" 15																	
	" 16																	
ing of tudinal mes	Amidships	30																
At Ends	30																	
le ms or $\square$	Tank Top Longitudinals																	
Bottom																		
ing of Longitudinals	Amidships																	
At Ends...																		
Side Transverses.																		
Bridge	Depth and Thickness	<i>Transverse framing.</i>																
n Decks	Face Angles																	
	Lugs to Shell*																	
Awning, Shelter or 'tween Decks	Depth and Thickness	<i>24 in top 30 in bottom x 40 in O.C.</i>																
	Face Angles	<i>3 1/2 x 3 1/2 x 42</i>																
	Lugs to Shell*	<i>3 1/2 x 3 1/2 x 40 joggled</i>																
Hold.	Depth and Thickness	<i>31 x 46</i>																
	Face Angles	<i>6 x 3 1/2 x 60</i>																
	Lugs to Shell*	<i>6 x 6 x 46</i>																
	Brackets	<i>40 top 46 Bottom 10 x 2 to 9 x 5</i>																
ing of Transverse Frames																		
* State if joggled or liners.																		
itudinal ms of or $\Delta$	Bridge Deck ...	<i>Trans. framing</i>																
	Awg. or Shlter Dk.																	
	Upper	<i>B.A.</i>	7 x 3 x 48	- 35	6 x 3 x 42	- 32	<i>B.A.</i>											
	Second		8 x 3 x 40															
	Third																	
	Transverse Beams.																	
	Spacing.																	
	In Ships.	Plate.	Angles.												As approved.	Plate.	Angles.	
		1 1/2 x 40	with 5" fl.															
		1 1/2 x 40	with 4 x 3 1/2 x 42 L															
		19 x 40	with 6 x 3 1/2 x 54															

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.

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