

## STEEL STEAMER OF MOTORSHIP.

Received at London Office

3 NOV

State if Report has been sent on the Freeboard of the Vessel yesState if Report is sent on the Machinery of the Vessel yesDate of completion of report 24<sup>th</sup> October 1927 Port of Amsterdam No. 10016Survey held at Amsterdam Date First Survey 3<sup>rd</sup> July 1926 Last Survey 21<sup>st</sup> October 1927On the (State if Machinery fitted Aft and of Single, Twin or Triple Screw) Steel Single Screw Motorship "ELAX" (Mach. fitted aft)State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) ✓ State Type of Erections ✓TONNAGE under Tonnage Deck... 6760.65 CLASS ✦ 100A 1 State if with freeboard as condition of Class no. Built at AmsterdamDo. 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 440. Launched 26<sup>th</sup> March 22 Yard No. 184.Total 6760.65 Breadth (greatest moulded) B 59. Builders Nederl. Scheepsb. Maatsch.Gross Tonnage 7403.21 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 32.15 Owners Anglo Saxon Petroleum Co. Ltd.Register Tonnage 4277.44 1st Longitudinal Number (L x D) 14410 Managers ✓2nd Numeral L x (B + D) 40370 (Where necessary to be entered in Reg. Book)REGISTERED DIMENSIONS. FEET. Framing Depth "d," at middle of length. See Sec. 3 (1d) 13.43 Residence LondonLength 440.4 Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.43 Port of Registry LondonBreadth 59.5 Do. Long Bridge to top of keel 25' 4 1/2" If surveyed while building, afloat, or in dry dock Building.Depth 32.15 Draught Moulded 25' 4 1/2"

## 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 1/2		Bracket Floors, Frame		
" " from 1/4 length to Collision bulkhead	✓ 27		" " Reversed Frame		
" " in peaks	✓ 24		" " Vertical Struts		
DE FRAMING.			Centre Girder, depth and thickness amidships	✓ 51 1/2 .56	
Frame Amidships, Angle, E or C	✓ 8 1/2 3 1/2 .40		" " top Angles	DOUBLE 3 1/2 3 1/2 .54	
" " Extends up to	Deck		" " bottom Angles	6 6 .50	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	3 - .50/1.44	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	FLAT	
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	DOUBLE	
Frames in Uppermost Continuous 'tween Decks, Angle, E or C			" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	BOTTOM	
" " Second 'tween Decks, Angle, E or C			" " Gussets, spacing and scantling abaft 1/4 len. from stem	TO	
" " Third " " " "			" " Gussets, spacing and scantling forward 1/4 len. from stem	SIDES	
Framing in Peaks, Angle or C	✓ 8 3 1/2 .46		Tank Side Brackets, height above base line at toe of Frame and thickness		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	✓ 7/8" sp 5 1/4"		INNER BOTTOM PLATING.		
State if Frame Joggled	Amidships		Breadth and thickness of Middle Line Strake	THICKNESS	
PLATING ARRANGEMENTS (Sec. 7), state system and particulars	Web frames in connection with stringers in accord. with the app. plans.		Thickness of remainder in Holds	OF PLATING .52"	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Increased plating; heavy single frames etc in accord. with the app. plans.		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?	UNDER ENGINES 1"	
DOUBLE BOTTOM.			BEAMS.		
Frames, Depth and thickness at mid-line in Holds	✓ 55 .48		Uppermost Continuous Deck, amidships in Wells, Angle, E or C	8 3 .42	
Height of Brackets at side above base line at toe of frame	✓		" " in way of Bridge, Angle, E or C		
Line Keelson, on Floors, Angles, E or C	✓ 3 1/2 3 1/2 .44		Spacing	24	
" " Through Plate or Intercoastal Plate	✓ 55 .46		Second Deck, amidships, Angle, E or C	9 1/2 3 1/2 .46	
" " Foundation Plate on Floors	✓ 12 .60		Spacing	27 1/2	
" " Flat Plate Keel Angles	✓ 4 4 .50		Third Deck, amidships, Angle, E or C		
Keelsons, No. each side	Two.		Spacing		
" thickness of Intercoastal Plate	.44		Fourth Deck, amidships, Angle, E or C		
" Angles	6 6 .44		Spacing		
BOTTOM. UNDER ENGINES			Poop Deck, Angle, E or C	LONGIT.	
Floors, thickness and spacing	✓ 48/138: 2 1/2" apart		Spacing	BEAMS.	
" Are Frame and Reversed Frame joggled?	yes		Bridge Deck, Angle, E or C	6 1/2 3 .40	
Bracket Floors, breadth and thickness at middle line			Spacing	27 1/2	
" breadth and thickness at margin plate			Forecastle Deck, Angle, E or C	LONGIT.	
			Spacing	BEAMS.	



# PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>	<i>One</i>	<i>/</i>	Stringer Plate, breadth and thickness in way of Bridge .....		
<b>FORECASTLE AS APPROVED</b>	<i>3 3/4</i>	<i>/</i>	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...	<i>36/34</i>	
"    in Holds    "    "	<i>I 10x8x.40</i>	<i>/</i>	If Sheathed, material and thickness .....		
"    "    "    "    "    "	<i>ON EVERY TRANSVERSE</i>	<i>/</i>	<b>Third Deck.</b>		
<b>Centre-Line Bulkheads</b>			Stringer Plate, breadth and thickness.....		
Stiffeners and Spacing.....	<i>8 3 38</i>	<i>/</i>	If Plated, state thickness.....		
Plating, thickness of .....	<i>2 1/2 APART</i>	<i>/</i>	<b>Fourth Deck.</b>		
	<i>42 AND FURTHER AS APPR.</i>	<i>/</i>	Stringer Plate, breadth and thickness.....		
<b>STRINGERS AND DECKS.</b>			If Plated, state thickness .....		
<b>Uppermost Continuous Deck.</b>			<b>Poop Deck.</b>		
Stringer Plate, breadth and thickness in Wells	<i>68.10</i>	<i>/</i>	Stringer Plate, breadth and thickness .....	<i>37.40</i>	
"    "    "    "    in way of Bridge	<i>68.10</i>	<i>/</i>	Plating, Sheathing, material and thickness ...	<i>40</i>	
"    Angle in Wells .....	<i>6 6 .58</i>	<i>/</i>	<b>Bridge Deck.</b>		
Thickness of Plating abreast Deck openings in way of Wells .....	<i>.58</i>	<i>/</i>	Stringer Plate, breadth and thickness.....	<i>41.42</i>	
Thickness of Plating abreast Deck openings in way of Bridge .....	<i>.58</i>	<i>/</i>	Plating, Sheathing, material and thickness ...	<i>26; 3" PP</i>	
Thickness of Plating within line of openings...	<i>.52</i>	<i>/</i>	<b>Forecastle Deck.</b>		
If Sheathed, material and thickness .....			Stringer Plate, breadth and thickness.....	<i>37.36</i>	
<b>Second Deck. AFT.</b>			Plating, Sheathing, material and thickness ...	<i>18; 3" PP</i>	
Stringer Plate, breadth and thickness in Wells...	<i>37.48</i>	<i>/</i>			

## SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	RIVETS.	No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.	Inches.	Inches.	
FLAT PLATE KEEL .....	<i>49</i>	<i>1.04</i>	<i>.76</i>	<i>.76</i>		<i>Double</i>	<i>1 3 1/2</i>	<i>5</i>	<i>1 1/8</i>	<i>4 1/2</i>	<i>Lapped</i>
"    DBLG. (if any)											
BOTTOM PLATING, No. of Strakes .....	<i>68/81</i>	<i>.68</i>	<i>.50</i>	<i>.50</i>		<i>"</i>	<i>1 3 1/2</i>	<i>4</i>	<i>1</i>	<i>4</i>	<i>"</i>
BILGE PLATING, No. of Strakes .....	<i>79</i>	<i>.68</i>	<i>.50</i>	<i>.50</i>		<i>"</i>	<i>1 3 1/2</i>	<i>4</i>	<i>1</i>	<i>4</i>	<i>"</i>
SIDE PLATING, No. of Strakes .....	<i>84/89</i>	<i>.64</i>	<i>.46</i>	<i>.46</i>		<i>"</i>	<i>7/8 3</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>
UPPER DECK, Sheer-strake in Wells.....	<i>57</i>	<i>1.12</i>	<i>.48</i>	<i>.48</i>		<i>"</i>	<i>1 1/8 3 7/8</i>	<i>5</i>	<i>1 1/8</i>	<i>4 1/2</i>	<i>"</i>
UPPER DECK, Sheer-strake in Bridge ...	<i>"</i>	<i>"</i>				<i>"</i>					
STRAKE BELOW Sheer-strake in Wells.....	<i>63</i>	<i>.85</i>	<i>.48</i>	<i>.48</i>		<i>"</i>	<i>1 3 1/2</i>	<i>4</i>	<i>1</i>	<i>4</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Bridge ...	<i>"</i>	<i>"</i>									
POOP SIDE PLATING .....			<i>.40</i>			<i>Single</i>	<i>3/4 3</i>	<i>2</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>
BRIDGE SIDE PLATING ...		<i>.50</i>				<i>Double</i>	<i>7/8 3 1/2</i>	<i>2</i>	<i>7/8</i>	<i>3 1/8</i>	<i>"</i>
FORECASTLE SIDE PLATING			<i>.42</i>			<i>Single</i>	<i>3/4 3</i>	<i>2</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>

## WATERTIGHT BULKHEADS.

<b>Total No. of W.T. BULKHEADS in Vessel—</b>	<i>14</i>
Extending to Upper Deck (Sec. 3 c).....	<i>1</i>
"    Deck next below.....	
As per Rule.....	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
<b>MIDSHIP BULKHEAD, Upper tween decks</b>					
"    "    Second    "					
"    "    Third    "	<i>.44</i>	<i>28x3x.40</i>	<i>30</i>	<i>STRINGERS AS APPR.</i>	
"    "    Holds .....	<i>.50</i>	<i>27x3x.38</i>	<i>24</i>	<i>3 SEMI-BOX BEAMS.</i>	
<b>COLLISION</b> "    (in Hold) .....	<i>.34</i>	<i>210x.38</i>	<i>24</i>	<i>1 SEMI-BOX BEAM.</i>	
<b>AFTER PEAK</b> "    "    .....	<i>.34</i>	<i>210x.38</i>	<i>24</i>		

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar .....</b>	<i>FLAT KEEL PLATE</i>			
<b>STEM .....</b>	<i>ROLLED</i>	<i>10 1/2 x 2 1/8</i>	<i>S.A. des forges et acieries de Dilling.</i>	
<b>STERN FRAME</b> { Propeller Post .....	<i>FORGING</i>	<i>10 1/2 x 8 1/2</i>	<i>Oberbiller</i>	
{ Rudder .....	<i>"</i>	<i>9 x 8 1/2</i>	<i>Ploblwerk</i>	
<b>RUDDER—A x D.....</b>	<i>10.10</i>			
<b>Speed of Vessel.....</b>	<i>12 K.N.</i>			
<b>RUDDER</b> mainpiece at head ...	<i>FORGING</i>	<i>13 1/2</i>	<i>Dortmunder</i>	
"    "    heel ...	<i>"</i>	<i>10 1/4</i>	<i>Union.</i>	
"    how constructed .....			<i>As approved.</i>	
"    double or single plate coupling, vertical or horizontal .....			<i>single 1.10"</i>	

<b>STEEL.</b>	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	<i>Dorman Long &amp; Co Ltd. David Colville &amp; Sons Ltd. The South Durham Steel &amp; Iron Co Ltd.</i>
	Has the Steel been tested as required by the Rules? <i>Yes.</i>







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. 4b

PILLARS,

"

"

"

Long 17  
Centre Line  
Stiffeners

Plating,

TRINGERS  
Uppermost  
Stringer

"

"

Thickness  
in way

Thickness  
in way

Thickness

If Sheath

Second Deck  
Stringer Plate

STRAKE

AT PLATE KEY

DBLG.

OTTOM PLATING  
of Strakes ...

EDGE PLATING,  
Strakes .....

DE PLATING,  
Strakes .....

PPER DECK,  
strake in Wel

PPER DECK,  
strake in Bri

RAKE BELOW  
strake in Wel

RAKE BELOW  
strake in Bri

OP SIDE PLATING

BRIDGE SIDE PLATING

REC'TLE SIDE PLATING

total No. of W

Ext

As p

SHIP BUL

"

"

"

COLLISION

FTER PEAK

Man

STEEL.

Has

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

1st Bower

2nd "

3rd "

Weight of head: 50-2-21; Dusseldorf 426-11-26. H. Mann.  
44-1-14; " 4-2-27. M. Berg.  
40-3-14; " 4-2-27. M. Berg.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98½ ft., R.Q.D. ft., Bridge 34 ft., Forecastle 58½ ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated no.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) One Steel deck

Official No. 149919; Signal Letters KWPH.

Is bottom of Vessel coated with cement yes; outside strake if not given

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	21	161
Double bottom, under Engines and Boilers,			After peak tank,	14	63
Double bottom, if under Engines only,	69	317	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	31.5	284
Double bottom, forward,			Other tanks, if fitted, <u>TW. TANKS IN POOP</u>	2x9	2x2
			(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 119  
Date 29-11-24  
Dates of Surveys held while building  
1926: 3-6-8-9-13-15-22-26-31/7; 4-5-7-10-12-13-16/8; 25/9  
2-4-13-22-25-30/10; 3-5-9-13-17-24-30/11; 3-11-18-22-29-31/12  
1927: 3-7-13-19-21-26-27/1; 2-5-7-9-10-15-16-21-23/2; 1-4-7-8-12-16-18  
23-24-26/3; 4-21-27-30/4; 25/5; 3-7/6; 13/7; 5-8-13-23/8; 6-10-15-21-27/9  
5-7-10-11-12-13-15-17-18-21/10  
Total No. of Visits 91



# 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. Speng. Ins. Ins.	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.	Number.			Diameter. Inches.		
<p>ming of L, L or C .....</p> <p>mes in Bridge 'tween Decks...</p> <p>mes from Uppermost Continuous Deck No. 1</p> <p>Framing from Awning, Shelter or Upper Deck to Margin Plate.</p> <p>No. 2</p> <p>" 3</p> <p>" 4</p> <p>" 5</p> <p>" 6</p> <p>" 7</p> <p>" 8</p> <p>" 9</p> <p>" 10</p> <p>" 11</p> <p>" 12</p> <p>" 13</p> <p>" 14</p> <p>" 15</p> <p>" 16</p>																	
<p>acing of longitudinal frames</p> <p>Amidships .....</p> <p>At Ends .....</p>																	
<p>ble oms</p> <p>or C</p> <p>ing of Longitudinals</p>																	
<p>Tank Top Longitudinals</p> <p>Bottom</p> <p>Amidships</p> <p>At Ends...</p>																	
<p>Transverses.</p> <p>Bridge</p> <p>en Decks</p> <p>Awning, elter or er 'tween Decks.</p> <p>Depth and Thickness</p> <p>Face Angles</p> <p>Lugs to Shell*</p> <p>Depth and Thickness</p> <p>Face Angles</p> <p>Lugs to Shell*</p> <p>Depth and Thickness</p> <p>Face Angles</p> <p>Lugs to Shell*</p> <p>Brackets</p> <p>ing of Transverse Frames</p> <p>* State if joggled or liners.</p>																	
<p>Bridge Deck ...</p> <p>FORECASTLE</p> <p>Upper</p> <p>Second</p> <p>Third</p>																	

Motorship **"ELAX."**  
Amsterdam Report N° 10016

One Longit. each side 10" x 3 1/2" x .50"  
Rivets 4 1/2" apart in foremost tank and for 9 riv. each side of bulkheads and transverses.

15" x 4" 1/16" in all tanks  
liners fitted; Transverses 9" apart

Transverse 12 x 4 1/2" 3/16" and further 30 x 46 2 10 x 3 1/2 x .56 30 x 44 2 6 x 3 1/2 x .46 12 x 3 1/2 x .375 .50

Lloyd's Register Foundation

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.

002374-002384-0121 3/3