

With or Without

STEEL STEAMER.

Disconnected Erections.

State if Report is also sent on the Machinery of the Vessel. Yes.

Received at London Office. TUE. 18 JUL. 1922

Date of completion of report 15th July 1922 Port of No. 75707
Survey held at Helburn-on-Lyne Date, First Survey 2nd December 1920 Last Survey 14th July 1922

On the (State if Single, Twin, or Triple Screw) steel single screw steamer "BADARPUR" Rig Schooner

CLASS 100A1 carrying petroleum in bulk Master J. Younger
Year of appointment (1) As Master in service of owner of present vessel: 19 04
(2) As Master of this vessel: 19 22

Breadth (greatest moulded) 56.75
Depth, at middle of length from top of keel to top of upper deck beams at side 39.25
Transverse Number 96.00
Length on deck from fore part of stem to after part of stern post 440
Longitudinal Number 42240
Depth "d," at middle of length (See Secs. 2 & 13) 11.2
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 11.2
Long Bridge Deck Beam at side to top of keel 11.2
Built at Helburn-on-Lyne
When built 1922 Launched 14th Decr 1921
By whom built R.W. Hawthorn Leslie & Co. Ltd.
Owners Burma Oil Co. Ltd.
Managers
(Where necessary to be entered in Reg. Book.)
Residence London
Port belonging to Rangoon

Destined Voyage Gulf of Mexico If Surveyed while Building, Afloat, & in Dry Dock Yes
Gross Tonnage 8079.28
Less Crew Space 304.43
Less Engine Room 2585.37
Less Navigation Spaces 240.61
Total deductions = 3130.41
Register Tonnage 4948.87

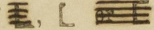


LENGTH on Deck as per Rule 440 0 Breadth Moulded 56 9 Depth, ACTUAL—Top of Floors to top of Upper Dk. Beams 38 11
Do. do. do. do. Second Dk. Beams 30 11
Moulded depth, ft. ins. To Bridge Dk. Round of Upper 14 1/2 ins.
To Upper Dk. Dk. Beam, Actual

Dimensions of Ship per Register, Length 440.0 breadth 57.1 depth 38.95 Moulded depth, ft. 39 ins. 3 To Upper Dk. Dk. Beam, Actual 14 1/2 ins.

FRAMING.				PILLARS.			
	Inches in Ship.	Inches in Ship.	Inches in Ship.		Inches in Ship.	Inches in Ship.	Inches in Ship.
NAME, Angles, or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or or							

[illegible]

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.		R.P.S.	
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Diam. Speng.			Number.	Diameter.	Length	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.	Inches.	per T.		
Framing of 																				
Frames in Bridge 'tween Decks...																				
Frames from Uppermost Continuous Deck																				
Framing from  Upper Deck to  CENTRAL LINE	No. 1	7 1/2	3 1/2	40	6 1/2	3 1/2	36	7 1/2	3 1/2	40	6	3 1/2	36	7/8	5 1/4	5 1/4		Continuous thro' W.T. 8" as required with upper D.K. type	130	
	" 2	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	40	
	" 3	9	3 1/2	44	"	"	"	9	3 1/2	44	"	"	"	"	4 3/8	"	"	7/8		
	" 4	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"		
	" 5	10	3 1/2	50	7 1/2	3 1/2	40	10	3 1/2	45	7	3 1/2	34	"	"	3 1/2	"	for 11 rivets		
	" 6	10	3 1/2	52	"	"	"	10	3 1/2	48	7	3 1/2	36	"	"	"	"	"		
	" 7	11	3 1/2	50	7 1/2	3 1/2	46	11	3 1/2	50	7	3 1/2	46	"	"	"	"	"		
	" 8	11	3 1/2	56	8	3 1/2	48	"	"	"	7 1/2	3 1/2	48	"	"	3 1/2	"	"		
	" 9	12	3 1/2	52	8 1/2	3 1/2	48	12	3 1/2	52	8	3 1/2	48	"	"	"	"	"		
	" 10	12	3 1/2	58	9	3 1/2	46	12	3 1/2	58	8 1/2	3 1/2	46	"	"	"	"	"		
	" 11	12	3 1/2	60	9 1/2	3 1/2	44	12	3 1/2	60	9	3 1/2	44	"	"	"	"	"		
	" 12	"	"	"	10	3 1/2	45	"	"	"	"	"	"	"	"	"	"	"		
	" 13	15	4	47	10	3 1/2	50	15	4	47	10	3 1/2	44	"	"	"	"	"		
	" 14	PLATE 16 1/2 x 40 ANGLES 3 1/2 x 3 1/2 x 40	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"		
	" 15	18 1/2 x 40	7 1/2	3 1/2	42	3	18 1/2 x 40	6 1/2	3 1/2	42	"	"	"	"	"	4 3/8 with double angle connections to shells all fore & aft	"			
	" 16	30	24					30			24									
Spacing of Longitudinal Frames		Amidships			At Ends															
Double Bottoms		Tank Top Longitudinals			Bottom															
L, L or C																				
Spacing of Longitudinals		Amidships			At Ends...															
Transverses.																				
In Bridge 'tween Decks	Depth and Thickness																			
	Face Angles																			
	Lugs to Shell*																			
In Awning, Shelter or Upper 'tween Decks.	Depth and Thickness																			
	Face Angles																			
	Lugs to Shell*																			
In Hold.	Depth and Thickness																			
	Face Angles																			
	Lugs to Shell*																			
Brackets																				
Spacing of Transverse Frames																				
* State if joggled or liners.																				
Longitudinal Beams of L, L or C	Bridge Deck	7 1/2	3	34	6 1/2	3	32	7 1/2	3	34	6 1/2	3	32	3 1/2						
	Upper D.K.	8	3	40	8	3	40	8	3	40	8	3	40	30						
	Second	8	3	44	8	3	44	8	3	44	8	3	44	25-30						
	Third																			
Transverse Beams.																				

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.

EQUIPMENT No.		LETTER				ANCHORS.				TONNAGE U. DK. OR PLATING No. FOR TRAWLERS							
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
85503	1st Bower	92	1	4	-	-	-	64	10	✓	0	77	0	0	Hall's stockless	Hingley & Sons	N. 30/12/21 H. Green
85523	2nd "	91	1	14	-	-	-	64	0	0	0	76	0	0	" "	" "	N 13/1/22 -
85504	3rd "	86	3	7	-	-	-	61	17	✓	2	66	2	0	" "	" "	N 30/12/21 -
	4th "																
	Collective weight.	270	1	25								219	2	0			
85506	Stream	30	3	21	-	-	-	29	7	✓	2	22	0	0	Hall's stockless	Hingley & Sons	N 30/12/21 H. Green
	Kedge.....																

If Patent state Name of Patentee

Stockless state Mechanical Tests.

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

1st Bower 59 cwt 2 qrs 17 lbs H.C.L. N° 651 24/11/21.
 2nd " 56 " 1 " 5 " W.A.D. N° 652 2/12/21.
 3rd " 55 " 1 " 25 " W.A.D. N° 637 27/10/21.
 4th " 19 " 3 " 14 " N.D. N° C. 2206 2/10/20.

CHAIN CABLES.										HAWERS AND WARPS.			
Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length and size per Table 31.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.	Breaking Test of Steel Wire Towline.	Length and size per Table 31.	
	Length. Diam.	Stress. Break- ing.	Supplied.	Per Rule.	Length. Diam.					Length. Cir.	Tons.	Length. Cir.	
69830	150	2 3/4	106 1/2	149 1/2	147	3 1/8	45	0	16	300	2 7/8	130	5 3/4
69844	"	"	"	"	447	1 1/8	"	"	"	"	"	"	"
69760 and 80	60	"	"	"	123	3 3/8	178	0	6	"	"	"	"
69781 and 2	60	"	"	"	180	1 1/2	"	"	"	"	"	"	"
	120	5	59		120	5				100	7	113	
										400	8	manilla	
										200	10	3	

Boats 4 steel lifeboats and one teak dinghy
 Pumps, Number One to forward scupper
 Windlass is Emerson Walker & Thompson's also for Captain the windlass aft.
 Engine Room Skylights.—How constructed? steel plates & angles
 Coal Bunker Openings.—How constructed? nil
 Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 2 scuppers and 6 freeing ports @ 5'0" x 18" on each side.
 Ceiling in Holds, thickness and material
 Cargo Hatchways.—How formed? steel plates and angles
 State size No. 1 Hatch (Forward) 10'0" x 16'0" No. 2 Hatch hatchways No. 3 Hatch hatchways No. 4 Hatch hatchways
 Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch one web in No. 1 hatchway — no fore afters.
 No. of Breasthooks 4 and decks No. of Crutches deep floors.
 Bulwarks, height above deck and description 3'6" x 32 steel plate
 Main Rail, material and size 6 1/2 x 3 x 50 Lysack's patent
 The foregoing is a correct description.
 Builder's Signature (here only) John D. Batty
 Surveyor's Signature J. MacDonald
 Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) M 17/9/20, 16/10/20, 29/10/20, 26/12/21, 4-5/3/21, 10/5/21, 15/6/21, 22/6/21, 1-8 and 10/7/21, 5/10/21, 25/11/21, 9/12/21.

Workmanship. Are the butts of plating planed or otherwise fitted? Planed & overlapped.
 Is the riveted work properly closed? yes
 Are the liners between the frames and plates solid single pieces? Longitudinal framing Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? yes
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? yes
 Do any rivets break into or through the seams or butts of the plating? Very few.
 Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped? yes
 Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? yes State results of tests Satisfactory.
 Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? yes State results of tests Satisfactory.
 General Remarks (State quality of workmanship, &c.) This vessel has been constructed in accordance with the approved plans, the Secretary's letters as mentioned above and in other respects in compliance with the requirements of the Rules. The materials and workmanship are good.
 The approved plans (10 in number) are forwarded herewith.

The Surveyor should state the Number of Report and Name of any Sister Vessel.
 Plans to be forwarded with F.E. Report showing vessel as built.

The amount of Entry Fee £ 11 : 0 : 0
 Special Survey Fee.... £ 602 : 19 : 3
 Travelling Expenses, if any £ : :
 Fees applied for, 14/7/22
 Received by me, 22/7/22
 Certificate to be sent to Newcastle. Date of issue 31.7.22.
 (In triplicate)
 State whether the Vessel has been built under Special Survey yes
 I am of opinion this Vessel should be Classed "Longitudinal Framing" Lloyd's A.C.P.
 With or without Freeboard, as condition of Class yes
 J. MacDonald
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI JUL 21 1922
 Character assigned + 100A1
 Carr: pet. in bulk
 Fitted for oil fuel 7.23 Habas 1500
 Lloyd's ar.cl. + d.m.c. 7.23 S.D. C.
 White A/c
 J.P.

The Surveyor is requested to write on or below the Committee's Minute.

GENERAL REMARKS—(continued).

[Faint handwritten notes and sketches, including a small diagram of a ship's hull section.]

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 32.5 ft., R.Q.D. ft., Bridge 34.37 ft., Forecastle 63.75 ft.
(in feet and tenths). *When the Poop is joined to the B.D., this should be distinctly stated*

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 2 DKS (stl)
Official No. ; Signal Letters
How are the surfaces preserved from oxidation? Inside Cement and paint Yes Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors.

Where Fitted.	Length.		Where Fitted.	Length.	
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,	<u>22.5</u>	<u>290</u>
Double bottom, under Engines and Boilers,			After peak tank,	<u>10</u>	<u>80</u>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,	<u>32</u>	<u>84</u>	Deep tank, forward,	<u>40.5</u>	<u>444</u>
Double bottom, forward,			Other tanks, if fitted,		
	Total capacity of double bottom	<u>84</u>	(If necessary, furnish further information by sketch.)		

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

State whether the above have been tested as required by the Rules

Order for Special Survey No. 4946

Date 14.12.20

No. 528 in builder's yard.

DAIES of Surveys held while building

[Handwritten dates and survey details:]
1920 1921
Dec. 2, 10, Jan. 15, 26, 31, Feb. 1, 3, 11, 14, 16, 17, 21, 23, 25, 28, Mar. 2, 7, 9, 10, 15, 21, 23, Apr. 4, 5, 6, 7, 11, 12, 14, 18, 19, 20, 22, 26, 27, 28, 29, May 3, 4, 6, 10, 12, 15, 20, 24, 27, 31, June 1, 2, 3, 6, 7, 10, 14, 15, July 13, 14, 18, 25, 28, Aug. 4, 9, 12, 22, 29, Sep. 2, 5, 12, 15, 19, 22, 27, 30, Oct. 4, 6, 12, 13, 19, 26, Nov. 2, 4, 7, 8, 9, 10, 11, 14, 15, 16, 18, 19, 21, 22, 23, 24, 25, 26, 29, Dec. 1, 5, 8, 12, 14, 19, 21, 22, 29, 1922
Jan. 16, 26, Feb. 2, 15, Mar. 2, 10, 22, 28, Apr. 5, June 6, 13, 14, 16, 30, July 4, 5, 14

Total No. of Visits 125

Surveyor's Signature

[Signature: J. Macdonald]

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