

3 Decks.

IRON OR STEEL STEAMER.

Received at **WED 10 DEC 1908**

Date of completion of report **7 December 1908** State of Report is also sent on the Machinery of the Vessel
Survey held at **Newcastle on Tyne** Port of **Newcastle on Tyne**
On the **S.S. El Loba** Date, First Survey **12 December 1907** Last Survey **22 November 1908**
Rig **Schooner**

TONNAGE under
Tonnage Deck
Do. between Tonnage Dk. and 3rd and 4th Dk.
Total under Upper Dk. **4249.48**
Do. of Poop **251.33**
Do. of Bridge House **72.94**
Do. of Forecastle **52.06**
Do. of Houses on Dk. **28.39**
Do. of excess of Hatchways **11.84**
Do. above Crown of Engine Room **110.81**
Gross Tonnage **4799.85**
Less Crew Space **105.36**
Less above Crown of Engine Room **110.81**
TONNAGE FOR FEES **4583.68**
Less Engine Room **1535.95**
Less Navigation Spaces **210.04**

THREE DECKED VESSEL.

CLASS **100 A. 1. Carrying Petroleum in Bulk.**

Half Breadth (moulded) **25.34**
Depth from upper part of Keel to top of Upper Deck Beams **29.51**
(with the normal round up of beam)
Girth of Half Midship Frame (as per Rule) **51.62**
106.50
deduct 7 feet **7.00**
99.50
1st Number **382.16**
Length on deck from after part of stem to fore part of stern post **382.16**
2nd Number **38125**
Proportions Breadth to Length **7.55**
Depth to Length—Upper Deck to top of Keel **12.98**
Main Deck ditto **17.82**

Master **R. O. Gray**
Year of appointment **1908**
Built at **Newcastle (Walker)**
When built **1908** Launched **26 Oct 1908**
By whom built **W. G. Armstrong Whitworth & Co**
Owners **Lobitos Oilfields Ltd**
Managers **C. T. Bowring & Co Ltd**
(Where necessary to be entered in Reg. Book.)
Residence **Wheeler House Old Broad St London E.C.**
Port belonging to **London.**

Register Tonnage **2948.50**
as cut on Beam

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock

Yes

LENGTH on Deck as per Rule **383** Feet. **2** Inches. BREADTH—Moulded **50** Feet. **9** Inches. DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams **29** Feet. **19** Inches. No. of Decks with flat laid **12** Tiers. No. of Tiers of Beams **12** Round of Upper Dk. Beam, Actual **12** ins.

Dimensions of Ship per Register, Length **385.2** breadth **51.0** depth **29.05** Moulded depth, ft. **28** ins. **6** To Upper Dk.

| FRAMING. | | | | FORGINGS OR CASTINGS. | | | |
|--|-----------------|-----------------|-----------------|---|-----------------|-----------------|-----------------|
| Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. |
| FRAME, Angles, or L, E, or L Bars for 1/2 length amidships | | | | KEEL, Bar or Side Plates, depth and thickness | | | |
| 7 3/2 | 13 | 4 5/2 | 13 | 11 x 3/2 | 11 x 3/2 | | |
| Do. for 1/2 at each end | | | | STEM, moulding and thickness | | | |
| 7 3/2 | 12 | 4 3/2 | 12 | 11 x 4 1/2 | 11 x 4 1/2 | | |
| Do. in way of Double Bottoms at Solid Floors | | | | STERN-POST for Rudder do. do. | | | |
| 3 1/2 | 3 1/2 | 10 9 | 3 1/2 | 11 x 4 1/2 | 11 x 4 1/2 | | |
| Spacing of Frames from centre to centre | | | | MAIN PIECE of Rudder, diameter at head | | | |
| 25 | | 25 | | 9 1/2 | 9 1/2 | | |
| REVERSED FRAME, Angles | | | | do. at heel | | | |
| 4 4 | 9 | 4 4 | 9 | 7 1/4 | 7 1/4 | | |
| DEEP FRAMING, depth of girder | | | | RUDDER, how constructed | | | |
| 4 | | 4 | | Single plate | | | |
| FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships | | | | Can the Rudder be unshipped afloat? | | | |
| 30 | | 30 | | Round stock. Yes | | | |
| in way of Engines and Boilers | | | | KEELSONS & STRINGERS. | | | |
| thickness at the ends of vessel | | | | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. |
| depth at 1/2 the half breadth, as per Rule | | | | 70 | 11 70 | 11 | |
| height extended at the Bilges | | | | CENTRE LINE KEELSON, Vertical Plates above floors, Through Plate, or Intercoastal Plate | | | |
| FLOORS & BRACKETS in Cell Dble Bottoms Under Keels only, state if flanged (top & bottom) | | | | Rider Plate, Lower plate of M.L. Plate | | | |
| 44 | 12 1/2 | | 11 | Bulb Plate to Intercoastal Keelson | | | |
| Spacing | | | | Horizontal Plates on Floors | | | |
| 25 | | 25 | | Angles to Keel plate | | | |
| CENTRE GIRDER, in Double bottom, depth and thickness | | | | SIDE KEELSON, Angles 4 in. ha. | | | |
| 14 | 12 1/2 | 14 | 12 | Bulb or Plate above floors, for Oil Comp. | | | |
| Angles, Top | | | | Intercoastal Plate, for Oil Comp. 1/2 length | | | |
| 4 | 4 | 11 3/2 | 3 1/2 | Attached to outside Plating with Angle | | | |
| Bottom | | | | BILGE KEELSON, Angles 4 in. ha. | | | |
| 5 | 5 | 11 4 1/2 | 4 1/2 | Bulb or Plate above floors, for Oil Comp. | | | |
| SIDE GIRDERS, number on each side & thickness state if flanged (top and bottom) | | | | Intercoastal Plate for Oil Comp. 1/2 length | | | |
| 40 | | 40 | | Attached to outside Plating with Angle | | | |
| Angles | | | | BILGE STRINGER Angles | | | |
| 3 1/2 | 3 1/2 | 10 3 1/2 | 3 1/2 | Bulb Plate for length | | | |
| MARGIN PLATE, depth (exclusive of flange) and thickness | | | | Intercoastal Plate for length | | | |
| 4 | 4 | 10 4 | 4 | Attached to outside plating with Angle | | | |
| Angles to Outside Plating | | | | Upper Deck Stringer Plates, br'dth & thickness | | | |
| 3 1/2 | 3 1/2 | 10 3 1/2 | 3 1/2 | Angle on ditto | | | |
| Floors | | | | Tie Plates, outside Hatchways | | | |
| 63 | | 63 | | Deck * Iron or Steel, for full lng. | | | |
| Height of Floors at the Bilges | | | | Wood Deck. Material & thickness | | | |
| 78 | 11 1/6 | 43 | 10 9 | Middle Deck Stringer Plate, br'dth & thickness | | | |
| INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake | | | | Angles on ditto, No. 2 4 x 4 x 3/20 | | | |
| in Engine and Boiler space | | | | Tie Plates outside Hatchways | | | |
| Remainder in Holds | | | | Diagonal Tie Plates, No. of pairs | | | |
| BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | | | | Deck * Iron or Steel, for full lng. | | | |
| 7 1/2 | 3 | 9 7 1/2 | 3 | Wood Deck. Material & thickness | | | |
| Angles on upper edge at ends | | | | Lower Deck Stringer Plate, br'dth & thickness | | | |
| 7 1/2 | 3 | 10 7 1/2 | 3 | Angles on ditto, No. 1 (Bacanshild) | | | |
| Spacing | | | | Tie Plates, outside Hatchways | | | |
| 25 | | 25 | | Deck * Iron or Steel, for full lng. | | | |
| BEAMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | | | | Wood Deck. Material & thickness | | | |
| 6 1/2 | 3 | 9 6 1/2 | 3 | Steel Deck * Material and thickness in Cargo hold only | | | |
| Angles on upper edge at ends | | | | Hold, or Orlop Stringer Plate, br'dth & thkn's | | | |
| 8 1/2 | 3 1/2 | 11 8 1/2 | 3 1/2 | Angles on ditto, No. | | | |
| Spacing | | | | Tie Plates outside Hatchways | | | |
| 25 | | 25 | | Deck. Material and thickness | | | |
| BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | | | | Poop Deck Stringer Plate, breadth & thickness | | | |
| 9 3/2 | 12 | 9 3/2 | 12 | Angle on ditto | | | |
| Angles on upper edge | | | | Tie Plates | | | |
| Spacing | | | | Deck. Material and thickness | | | |
| 25 | | 25 | | Bridge Deck Stringer Plate, br'dth & thickness | | | |
| BEAMS, Hold, or Orlop, Plate or Tee Bulb | | | | Angle on ditto | | | |
| Angles on upper edge | | | | Tie Plates | | | |
| Spacing | | | | Deck. Material and thickness | | | |
| 25 | | 25 | | Forecastle Deck Stringer Plate, br'dth & th'kns | | | |
| BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb | | | | Angle on ditto | | | |
| 9 3/2 | 11 | 9 3/2 | 11 | Tie Plates | | | |
| Angles on upper edge | | | | Deck. Material and thickness | | | |
| Spacing | | | | W. T. BULKHEADS | | | |
| 50 | | 50 | | PARTITION | | | |
| BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb | | | | LONGITUDINAL | | | |
| 8 3 | 10 | 8 3 | 10 | Are the outside Plates doubled two spaces of Frames in length? | | | |
| Angles on upper edge | | | | Are the Sluice Valves and Watertight Doors in efficient working order? | | | |
| Spacing | | | | | | | |
| 50 | | 50 | | | | | |
| BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb | | | | | | | |
| 9 3/2 | 13 | 9 3/2 | 13 | | | | |
| Angles on upper edge | | | | | | | |
| Spacing | | | | | | | |
| 50 | | 50 | | | | | |
| PILLARS, In 'tween Deck, size and spacing | | | | | | | |
| Hold | | | | | | | |
| Quarter 'tween Dks., | | | | | | | |
| in Hold Channel | | | | | | | |
| WEB-FRAMES, In Fore Body, No. and spacing | | | | | | | |
| br'dth. & thickness | | | | | | | |
| 22 | 9.8 | 22 | 9.8 | | | | |
| No. of Side Stringers | | | | | | | |
| 2 | | 2 | | | | | |
| WEB-FRAMES, In E. & B. Space, No. & spacing | | | | | | | |
| br'dth. & thickness | | | | | | | |
| 22 | 9.8 | 22 | 9.8 | | | | |
| No. of Side Stringers | | | | | | | |
| 2 | | 2 | | | | | |
| Size of Angles or Tee Bars to Web-Frames | | | | | | | |
| 6 1/2 | 4 1/2 | 13 1/2 | 6 1/2 | | | | |
| BRACKET PLATES to Stringers between Web Frames, depth and thickness | | | | | | | |
| 15 | 9 1/5 | | 9 | | | | |

[illegible]

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case).

M. 16.8.07 8.11.07 20.2.08

Workmanship. Are the butts of plating planed or otherwise fitted? *Lapped & planed.*

Is the riveted work properly closed? *Yes*

Are the liners between the frames and plates solid single pieces? *Yes* 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? *a few.*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes* State results of tests *Satisfactory*

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par. 24)? *Yes* State results of tests *Satisfactory*

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *Yes* State results of tests *Satisfactory*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved plans, the Rules and the Secretary's letters quoted above.*

The workmanship and materials are good throughout. The oil carrying compartments and cofferdam spaces have been tested with water as required by the Rules.

The oil fuel bunkers have been tested as required by the Rules and the requirements of Section 48 of the Rules complied with.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *100* ft., R.Q.D. or Break _____ ft., Bridge Dk *27.5* ft., F'castle *16.5* ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Not joined*

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) *Two decks (Steel) and web frames*

Official No. _____; Signal Letters _____ State if Machinery is fitted aft *Yes.*

How are the surfaces preserved from oxidation? Inside *Portland Cement & Paint clear of oil tanks* Outside *Paint*

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

| Where Fitted. | *Length. Feet. | Water Capacity. Tons. | Where Fitted. | *Length. Feet. | Water Capacity. Tons. |
|---|-------------------|--------------------------|--|-------------------|--------------------------|
| Double bottom, aft, | | | Fore peak tank, | | |
| Double bottom, under Engines and Boilers, | | | After peak tank, | <i>20.7</i> | <i>58</i> |
| Double bottom, if under Engines only, | | | Deep tank, aft, | <i>6.3</i> | <i>21</i> |
| Double bottom, if under Boilers only, | <i>41.8</i> | <i>75</i> | Deep tank, forward, | <i>113.9</i> | <i>428</i> |
| Double bottom, forward, | | | Other tanks, if fitted, | | |
| Total capacity of double bottom | | | (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 *Yes*

Order for Special Survey No. *1995*

Date *19.12.07*

No. *808* in builder's yard.

DATES OF SURVEYS held while building

1907 Dec 12 1908 Jan 9 Feb 23 Mar 5 12 23 24 31 Apr 6 10 16 22 24 28 May 1 13 19 22 26 29 June 1 11 15 22 July 6 13 30 Aug 10 13 14 22 25 26 27 28 29 30 31 Sep 1 2 3 4 9 16 17 18 24 25 29 30 Oct 1 2 7 9 12 13 15 20 21 27 Nov 1 6 7 8 11 19 22 23 24

Total No. of Visits *90*

The amount of Entry Fee £ *5 : 0 : 0*

Special Survey Fee £ *139 : 12 : 0*

Travelling Expenses, if any £ : :

Fees applied for, *8 DEC 1908*

Received by me, *72.12.1908*

Certificate to be sent to *Newcastle-on-Tyne*

State whether the Vessel has been built under Special Survey *Yes*

I am of opinion this Vessel should be Classed *100 A. 1. Steel. Carrying Petroleum in Bulk*

With, or without Freeboard, as condition of Class *Without*

Surveyor to Lloyd's Register of British and Foreign Shipping. *E. J. Hilton*

Committee's Minute

Character assigned *100 A. 1. Carrying petroleum in bulk*

Lineds & C. P.

+ L.M.B. 12.08

Elec. Lgt.

Fixed for 12.08

J.P.