

STEEL STEAMER or MOTORSHIP.

Received at London Office

6 JUL 1927

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 *29th June 1927*Port of *Glasgow*Survey held at *Glasgow*Date First Survey *28.9.26*Last Survey *7-6-1927*On the (State if Machinery fitted Aft and (if Single, Twin or Triple Screw) *Steel screw Steamer "PAUA" (Machinery Aft)*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling*State Type of Erections *R.Q.D. Tank & Hel*TONNAGE under Tonnage Deck... *793.26*CLASS *+100RI.*State if with freeboard as condition of Class *No*Built at *Glasgow*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 205.0*Launched *14th April 1927* Yard No. *450*Total *793.26*Breadth (greatest moulded) *B 36.5*Builders *Messrs Harland & Wolff Ltd. (Govan)*Gross Tonnage *1239.66*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 15.0*Owners *Anglo-Saxon Petroleum Co. Ltd.*Register Tonnage *483.74*1st Longitudinal Number (L x D) = *3075*Managers *✓*
(Where necessary to be entered in Reg. Book.)REGISTERED DIMENSIONS.
FEET.Length *205.5*Framing Depth "d," at middle of length. See Sec. 3 (1d) *See plan*Residence *London*Breadth *36.65*Proportions—Depth to Length—Uppermost continuous deck to top of keel *10.25, Tank top*Port of Registry *London*Depth *15.1*Do. Long Bridge to top of keel *✓*

If surveyed while building, afloat, or in dry dock

Draught Moulded *14-2 1/4**Special Survey.*

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.
<i>Scantlings given as in ship, are assumed to be in accordance with approved plans of the Surveyor</i>					
FRAMES, Spacing amidships	<i>26 in Oil</i>	<i>in approved plans</i>	Bracket Floors, Frame	<i>75 x 75 x 8 1/2 in</i>	<i>3 x 3 x 30 1/2</i>
" " from 1/2 length to Collision bulkhead	<i>24 in Machinery space & Fore hold</i>		" " Reversed Frame	<i>90 x 75 x 9 1/2 in</i>	<i>3 1/2 x 3 x 34 1/2</i>
" " in peaks	<i>22 1/2 in Oil Tank, 24 in Fore Peak</i>		" " Vertical Struts	<i>75 x 75 x 8 1/2 in</i>	<i>3 x 3 x 30</i>
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>31 x 40</i>	
Frame Amidships, Angle, [or]	<i>150 x 70 x 8 1/2 in</i>	<i>5 1/2 x 3 x 34</i>	" " top Angles	<i>75 x 75 x 9 1/2 in</i>	<i>3 x 3 x 36 1/2</i>
" " Extends up to	<i>Upper Deck</i>		" " bottom Angles	<i>75 x 75 x 8 1/2 in</i>	<i>3 x 3 x 40 1/2</i>
Reversed Frame Amidships, Angle	<i>75 x 75 x 10 1/2 in</i>	<i>3 x 3 x 38</i>	Side Girders, No. each side and thickness	<i>30 x 34 x 30</i>	<i>1 1/2 in x 30</i>
" " Extends up to	<i>Upper Deck</i>		Margin Plate depth (excl. of flange) and thickness	<i>3 1/4</i>	
Depth of Framing Girder	<i>150 1/2 in</i>	<i>5 1/2</i>	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>✓</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	<i>✓</i>		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>115 x 15 x 8 1/2 in</i>	<i>4 1/2 x 4 1/2 x 30</i>
" " Second 'tween Decks, Angle, [or]	<i>✓</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>Gusset at Web frames</i>	
" " Third " " " "	<i>✓</i>		" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>✓</i>	
Framing in Peaks, Angle or [<i>150 x 70 x 8 1/2 in</i>	<i>5 1/2 x 3 x 34</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>3-4-32</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>3/4 - 4 1/2</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>Yes</i>		Breadth and thickness of Middle Line Strake	<i>61 x 38 x 78 x 40</i>	<i>7 in x 40</i>
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Side Stringer & Web frame</i>		Thickness of remainder in Holds	<i>38 x 40</i>	<i>7 in x 40</i>
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Intercoastal Girders 5 x 5 frame</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>✓</i>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid line in Holds in Wing Tanks	<i>20 x 38</i>		Uppermost Continuous Deck, amidships in Wells, Angle, [or]	<i>150 x 70 x 10 1/2 in</i>	<i>6 x 3 x 36 and 5 1/2 x 3 x 30</i>
Height of Brackets at side above base line at toe of frame	<i>3-6</i>		" " in way of Bridge, Angle, [or]	<i>✓</i>	
Middle Line Keelson, on Floors, Angle, [or]	<i>3-0 x 38 Intercoastal</i>		Spacing	<i>On every frame</i>	
" " Through Plate or Intercoastal Plate	<i>150 x 75 x 10 1/2 in</i>	<i>6 x 3 x 40</i>	Second Deck, amidships, Angle, [or]	<i>130 x 75 x 10 1/2 in</i>	<i>6 x 3 x 42</i>
" " Foundation Plate on Floors	<i>12 x 30</i>		Spacing	<i>On every frame</i>	
" " Flat Plate Keel Angles	<i>90 x 90 x 10 1/2 in</i>	<i>3 1/2 x 3 1/2 x 40</i>	Third Deck, amidships, Angle, [or]	<i>✓</i>	
Side Keelsons, No. each side	<i>✓</i>		Spacing	<i>✓</i>	
" " thickness of Intercoastal Plate	<i>✓</i>		Fourth Deck, amidships, Angle, [or]	<i>✓</i>	
" " Angles	<i>✓</i>		Spacing	<i>✓</i>	
DOUBLE BOTTOM. <i>Forward & aft of oil</i>			Poop Deck, Angle, [or]	<i>160 x 70 x 8 1/2 in</i>	<i>6 x 3 x 40</i>
Solid Floors, thickness and spacing	<i>31 on Gray frame</i>		Spacing	<i>On alternate frames</i>	
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Bridge Deck, Angle, [or]	<i>✓</i>	
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		Spacing	<i>✓</i>	
" " breadth and thickness at margin plate	<i>✓</i>		Forecastle Deck, Angle, [or]	<i>170 x 75 x 9 1/2 in</i>	<i>6 1/2 x 3 x 38</i>
			Spacing	<i>On alternate frames</i>	

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.
PILLARS , No. of Rows.....	✓	As per approved plans	Stringer Plate, breadth and thickness in way of Bridge	✓
„ in 'tween Decks, Size and Spacing.....	✓		Thickness of Plating abreast Deck openings in way of Wells	✓
„ „ „ „ „	✓		Thickness of Plating abreast Deck openings in way of Bridge	✓
„ in Holds „ „	✓		Thickness of Plating within line of openings...	✓
„ „ „ „	✓		If Sheathed, material and thickness	✓
<i>Longitudinal stringers</i> Centre Line Bulkheads in Oil			Third Deck.	
Stiffeners and Spacing.....	B.R. 150 x 70 x 8 1/4 in. 52 x 3 x 34 x 0.1		Stringer Plate, breadth and thickness.....	✓
Plating, thickness of	45 - 37 1/2 in. bulk sides 40		If Plated, state thickness.....	✓
STRINGERS AND DECKS.	<i>Horizontal plating</i> 16 x 38 plate		Fourth Deck.	
Uppermost Continuous Deck.	78 x 75 x 9.5 in. 3 x 3 x 26		Stringer Plate, breadth and thickness.....	✓
Stringer Plate, breadth and thickness in Wells	88 x 40 bulk top 40		If Plated, state thickness	✓
„ „ „ „ in way of Bridge	✓		Poop Deck.	
„ Angle in Wells	150 x 150 x 13 1/4 in. 6 x 4 x 44		Stringer Plate, breadth and thickness	75
Thickness of Plating abreast Deck openings in way of Wells	✓		Plating, Sheathing, material and thickness ...	28 Sheathed S. & P.P.
Thickness of Plating abreast Deck openings in way of Bridge	✓		Bridge Deck.	
Thickness of Plating within line of openings...	✓		Stringer Plate, breadth and thickness.....	25 x 34
If Sheathed, material and thickness	✓		Plating, Sheathing, material and thickness ...	24 - 30
Second Deck.			Forecastle Deck.	
Stringer Plate, breadth and thickness in Wells...	✓		Stringer Plate, breadth and thickness.....	30
			Plating, Sheathing, material and thickness ...	30 Sheathed S. & P.P.

SHELL PLATING.

SCANTLINGS.							RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <small>State if jogged?</small>			BUTTS.				
	<small>MIDSHIPS.</small>		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing or. to or.		
FLAT PLATE KEEL	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.		Inches.	Inches.			
" DELG. (if any) ✓	.52	.60	.58	.49									
BOTTOM PLATING, No. } of Strakes ... }		.59	.40 + .42	.40 - .36									
BILGE PLATING, No. of } Strakes ... }		.41	.36	.44									
SIDE PLATING, No. of } Strakes ... }		.39	.36	.44									
UPPER DECK, Sheer- } strake in Wells..... }	.66	.39	.36	.35									
Raised Inside } UPPER DECK, Sheer- } strake in Bridge ... }		.40		.36									
STRAKE BELOW Sheer- } strake in Wells..... }													
STRAKE BELOW Sheer- } strake in Bridge ... }													
POOP SIDE PLATING28									
BRIDGE SIDE PLATING ... ✓													
FOREC'TLE SIDE PLATING				.30									

WATERTIGHT BULKHEADS.

Oil Tight
Total No. of W.T., **BULKHEADS** in Vessel— **2 W.T., 7 O.T**
Extending to Upper Deck (Sec. 3 c) **9**
" Deck next below **✓**
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 bent		
STEM		Roll'd 6 3/8 x 12	D. Childs & Co.	
STERN FRAME {	Propeller Post	Forging 6 3/8 x 4 1/4	Childs & Co.	
	Rudder "	" 5 1/2 x 4 1/4	"	
RUDDER—A x D. = 17 1/4				
Speed of Vessel. 9 1/2 knots				
RUDDER mainpiece at head ...	Forging	7 1/2	Childs & Co.	
" " heel ...	"	5 1/2	"	
" how constructed		Forged and annealed		
" double or single plate		Single plate 9 1/4 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) *Daniel Colville & Sons Ltd.*
The Steel Company of Scotland Ltd. Gutschhoffnungshütte, Oberhausen. Fried. Krupp, Rheinhausen.
William Beardmore & Co. Ltd. (Open Hearth)
Has the Steel been tested as required by the Rules? *Yes.*

See letter 31-10-38 to Owners 20 bear and

EQUIPMENT No. 11485-21

LETTER *M*

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.				
29954	1st Bower	28	0	0	Stockless			24	2	2	0	25½	Eyes Improved Stockless	—	Sunderland 28½ J. H. Butler
29955	2nd "	25	3	0	82			25	8	0	14	25½	—	—	" 29½ "
29957	3rd "	22	1	21	89			22	15	0	0	22	—	—	" 29½ "
	Collective weight.	76	0	21								73			
42562	Stream	6	2	9	1	2	19	8	17	2	0	6½	Rodgers	—	Cradley Heath 28½ S. C. Paul

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.		Supplied.	Per Rule.							Fathoms.	Ins.		Fathoms.	Ins.
61811	29½	1½	47½	39-3-20	39-1-27		210	1½	—	Sept 27 1927 W. A. Byrd	OWLINE	2-120	3	26-2	90	3½
61852	186½	1½	47½	240-3-19	240-8-15		210	1½	—	" 11½ "	HAWSERS & WARPS	2-120	2½	18-2	90	1½
				280-3-1	280-1-14							8-120	2½	14-7	90	2½
												5-90	5	14		
Free Stream	75	3½	26				75	3½	—	Thelwellton 1927						

Steering Gear, Steam *Hastie & Co. good*

Steering Gear, Hand *good*

Boats *2 Life Boats, one Dingy*

Steering Chains, Size and Test *✓*

Windlass *Steam (Common Walker & Thompson)*

Ceiling in Holds, thickness and material *✓*

Cargo Battens, thickness, material and spacing *Course Iron 2½ x 7½ - 9 apart*

Cargo Hatchways.—(Upper Deck)

Steel Oil light hatches

Thickness of Hatches

Coverings 4.0, Covers 5.0

Size of No. 1 Hatchway (Forward) *✓*

No. 2 *✓*

No. 3 *✓*

No. 4 *✓*

No. 5 *✓*

No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *✓*

For HARLAND & WOLFF, LTD

Builder's Signature

John Dickerson
Managing Director

GENERAL DECLARATION

This vessel has been built in accordance with the Surveyor's letters of instructions, the accompanying approved plans and in general conformity with the Society's printed rules. The workmanship and materials employed during the construction are of good quality. The whole of the Oil Cargo tanks, Cofferdams, Oil Fuel Bunkers, Fore and Aft Peak Tanks, Double Bottom tanks, Weather decks, Bulkheads and girders have been tested in accordance with rule requirements. The scantlings and arrangements at the fore and aft ends of the oil tanks are in accordance with the approved plans. The hatchboard markings have been put in on the vessel's sides and verified.

The following plans accompany this report:—Approved Midship section, Profile and Deck, Stern frame, Rudder, Alternative Detail of Rudder Post & Stimpont, Judgment, Raising list, Bracket attachment of Bottom Longitudinals to Transverse, Oil light Bulkheads, Arrangements in way of Oil Fuel Bunkers, Fore end arrangement, Aft end arrangement, Aft end floor, Fore end floor, Longitudinal Bulkheads, Oil light bulkheads, After Body, Side stringers, Horizontal stiffeners & longitudinal ribs S. 1 & 2, Oil Fuel Tank, Propeller, Motor casing, Mainmast, Captain's House & Navigating bridge, Engineer's store workshop & F. W. Tanks, Pumping plan, Engine seating, Outboard Quadrant & Siller, Midship section & Profile & Decks of vessel as built, 14 Foregoing ports = 25 plans in all.

The amount of Entry Fee £ 5 : 0 : 0

Fees applied for

Special Survey Fee £ 189 : - : -

4-7-1927

Received by me,

Frederick
Travelling Expenses, if any £ 5 : - : -

5/8/27

I am of opinion the Vessel should be Classed *100A1*

"Carrying Petroleum in bulk". Longitudinal Framing at Bottom and at Deck

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

Signature

Alfred Manso Geo. Webster
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to

Glasgow

Date of issue

8/6/27

Committee's Minute

GLASGOW

5-JUL 1927

Character assigned

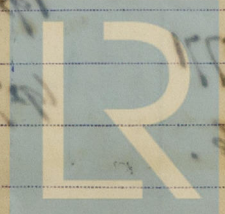
100A1

6.27
Carrying Petroleum in bulk.

Lloyd's A & C

+ LMC 6.27

Longitudinal framing
at bottom and at deck



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Lloyd's Register
Foundation

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Original Texts

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M.V. "PAUA"

GLASGOW REPORT No 46775.

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.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
Ins.	Spang.	Ins.	Spang.	Ins.	Spang.	Ins.	Spang.	Ins.	Spang.	Ins.	Spang.	Number.	Diameter.
Bottom Longitudinals													
ing of L E C													
es in Bridge 'tween Decks...													
es from Uppermost Continuous Deck No. 1													
" 2													
" 3													
" 4													
" 5													
" 6													
" 7													
" 8													
" 9													
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ing of		Amidships		26		26		26		26			
tudinal		At Ends		26		26		26		26			
es		Tank Top Longitudinals		✓									
ns		Bottom		✓									
or		Amidships		✓									
g of Longitudinals		At Ends...		✓									
Transverses.													
ridge		Depth and Thickness		✓									
Decks		Face Angles		✓									
		Lugs to Shell*		✓									
n		Depth and Thickness		✓									
'tween		Face Angles		✓									
cks.		Lugs to Shell*		✓									
		Depth and Thickness		36x42		36x42		36x42		36x42			
		Face Angles		220-85-12-5 7/8		220-85-12-5 7/8		6-3 1/2 x 670 A		6-3 1/2 x 670 A		8-8 spacing	
Hold.		Lugs to Shell*		240-90-13-5 7/8		240-90-13-5 7/8		8-3 1/2 x 620 A		8-3 1/2 x 620 A		9-9 Mean spacing	
		Brackets		180-180-10-5 7/8		180-180-10-5 7/8		5-8 x 420 A		5-8 x 420 A			
				42		42		42		42			
				8-8 x 10-10		8-8 x 10-10		8-8 x 10-10		8-8 x 10-10			
* State if joggled or liners.													
udinal		Bridge Deck ...		✓									
ns of		Upper		130-70-9-5 7/8		130-70-9-5 7/8		6-3-34 B.A		6-3-34 B.A		26	
E		Second		✓								Transverse	
		Third		✓								Beams.	
												8-8 spacing	
												9-9 Mean spacing	

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.