

Rpt. 1.

WRECK  
SECTION

No

N/N SAINT ROMAN  
STEEL STEAMER MOTORSHIP.Received at London Office  
15 APR 1932

State if Report has been sent on the Freeboard of the Vessel No

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

Date of completion of report 12<sup>th</sup> April 1932

Port of

Newcastle-on-Tyne

No.

88,385

Survey held at Newcastle-on-Tyne Date First Survey

16 April 1930 Last Survey 12<sup>th</sup> April 1932On the (State if Machinery fitted Aft and  
(Single, Twin or Triple Screw)

single screw "ASHMORE" (machinery fitted aft)

State Type (Full Scantling, Complete Superstructure  
with or without Tonnage Opening)

Full scantling

State Type of Erections Disconnected

TONNAGE under  
Tonnage Deck...

5143.00

CLASS 100A1

Carrying petroleum in bulk (State if with freeboard)  
as condition of Class

No

Built at Willington Quay - on - Tyne

Launched 3<sup>rd</sup> July 1931 Yard No. 1069Do. 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 (1d)

L 395.0

Breadth (greatest moulded)

B 54.75

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

D 32.0

1st Longitudinal Number (L x D) = 12640

2nd Numeral L x (B + D) = 34266.25

Framing Depth "d," at middle of length. See  
Sec. 3 (1d)Proportions—Depth to Length—Uppermost con-  
tinuous deck to top of keel  
Do. Long Bridge to top  
of keel

12.34

Draught Moulded

25' 9 1/8"

Residence 3 Finch Lane

Port of Registry London.

If surveyed while building, afloat, &amp; in dry dock

## 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.
amidships	Longitudinal		Bracket Floors, Frame	-	
about from 1/3 length to Collision bulkhead	25 1/2		" " Reversed Frame	-	
in peaks	24		" " Vertical Struts	-	
ps, Angl. [ or ]	Longitudinal		Centre Girder, depth and thickness amidships	Centre line chd	
Extends up to			" " top Angles	-	
Amidships, Angle			" " bottom Angles	-	
Extends up to			Side Girders, No. each side and thickness	As per eng. seating plan	
ng Girder			Margin Plate depth (excl. of flange) and thickness		
ermost Continuous 'tween ecks, Angle, [ or ]			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem		
and 'tween Decks, Angle, [ or ]			" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem		
d " " " "			" " Gussets, spacing and scantling abaft 1/2 len. from stem		
ks, Angle, [ or ]	7 1/2 3 1/2 46		" " Gussets, spacing and scantling forward 1/2 len. from stem		
Spacing of Rivets through line and Shell Plating amid- ps	7/8 spaced 5 1/2		Tank Side Brackets, height above base line at toe of Frame and thickness		
Joggled			INNER BOTTOM PLATING.		
NGEMENTS (Sec. 7), state system and particulars	Long framing and oil tight flat!		Breadth and thickness of Middle Line Strake	50 and as per eng. seat. plan	
NG OF BOTTOM FOR	3 strakes bottom plating midship thickness, double frames etc		Thickness of remainder in Holds	-	
te Particulars			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?	-	
M.			BEAMS.		
and thickness at mid-line in ls			Uppermost Continuous Deck, amidships	Longitudinal	
of Brackets at side above line at toe of frame			" " in Wells, Angle, [ or ]	-	
Keelson, on Floors, Angles, [ or ]			" " in way of Bridge, Angle, [ or ]	-	
" Through Plate or Intercoastal Plate			Spacing	-	
" Foundation Plate on Floors			Second Deck, amidships, Angle, [ or ]	Longitudinal	
" Flat Plate Keel Angles			Spacing		
No. each side			Third Deck, amidships, Angle, [ or ]		
thickness of Intercoastal Plate			Spacing		
Angles			Fourth Deck, amidships, Angle, [ or ]		
Tom.			Spacing		
thickness and spacing	under engines 40 every space		Poop Deck, Angle, [ or ]	7 1/2 3 42	
Are Frame and Reversed Frame joggled?	Yes		Spacing	every frames	
Bracket Floors, breadth and thickness at middle line	-		Bridge Deck, Angle, [ or ]	7 1/2 3 44	
" " breadth and thickness at margin plate	-		Spacing	alt frames	
			Forecastle Deck, Angle, [ or ]	7 3 37	
			Spacing	every frame	



## 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>									
"    in 'tween Decks, Size and Spacing.....									
"    "									

## SHELL PLATING.

SCANTLINGS.					RIVETING.					ECLAR							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		No	BUTTS	tanker, i							
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	SINGLE OR DOUBLE.				RIVETS.	No. OF ROWS OF RIVETS.	RIVER				
	Breadth.	Thickness.	Thickness.	Thickness.										Diam.	Spacing cr. to cr.	Diam.	S
	Inches.	Inches.	Inches.	Inches.													
PLATE KEEL .....	50½	·90	·69	·69		Double	7/8	3½	5	1							
„ DBLG. (if any)																	
BOTTOM PLATING, No. of of Strakes .....	40	·60	·48	·50	✓	“	“	“	4	7/8	quest						
BIDGE PLATING, No. of Strakes .....	one	·60	·48	·50	✓	“	“	“	4	“							
SIDE PLATING, No. of Strakes .....	4	·57	·45	·45	✓	“	“	“	3	“	2.Tons. (prox) veyed u						
UPPER DECK, Sheer- strake in Wells.....	57	·80	·53	·45	✓	“	“	“	4	1	to pay s for i						
UPPER DECK, Sheer- strake in Bridge ...	L	·94				“	1	4	4	1	ittings o the spec						
STRAKE BELOW Sheer- strake in Wells.....		·66	·45	·45		“	7/8	3½	4	7/8	he first 1, s to 10,00						
STRAKE BELOW Sheer- strake in Bridge ...	L	·66	A, B and C strakes midship thickness to collision bk <sup>d</sup> .								These fees f uilt under						
POOP SIDE PLATING .....			·38			Single	7/8	3½	2	¾	r Nomina e shilling os. Od. e Power f l testing of l soule.						
BRIDGE SIDE PLATING ...	✓	·44				“	“	“	2	“	d testing o an additi ae Surveyo hin be eld						
FOREOTLE SIDE PLATING			·41			“	¾	3	1	“							

## WATERTIGHT BULKHEADS

Total No. of W.T. BULKHEADS in Vessel—							
Extending to Upper Deck (Sec. 3 c)		9					
,, Deck next below		5					
As per Rule		14 as approved					
		Plating Thickness.	STIFFENERS.				
			VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings.	Spacing.	
MIDSHIP BULKHD, Upper tween decks		34	6 <sup>7</sup> / <sub>2</sub> x 3	44	30	-	-
,, Second ,,		-					
,, Third ,,		-					
,, Holds .....		50-37	4 webs		9 <sup>7</sup> / <sub>2</sub> x 3 <sup>1</sup> / <sub>2</sub> x 46	30	
COLLISION ,, (in Hold) .....		46-34	1 web		8 <sup>7</sup> / <sub>2</sub> x 3 x 44	24	
AFTER PEAK ,, .....		46-30			8 <sup>7</sup> / <sub>2</sub> x 3 x 44	24	

FORGINGS and CASTINGS

	Casting or Forging.	Scantlings.	Remarks.
<b>KEEL, Bar</b> .....		-	use their Committee issued by judgment
<b>STEM</b> .....		10 x 2 7/16	Yard.
<b>STERN FRAME</b> {	Propeller Post ...	Casting as per W	er of Ship
	Rudder ..	" app-plan	71, Fen
<b>RUDDER—A x D</b> .....		Star Contra	
<b>Speed of Vessel</b> 10 3/4 knots.			
<b>RUDDER</b> mainpiece at head ...		11	
" " heel ...		Star Contra	
" " how constructed .....		Built	
" double or single plate		Double	
" coupling, vertical or horizontal .....		Horizontal	

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *South Durham  
Cargoe Fleet, Frodingham, Dorman Long, Consett, Pease & Partners, App  
Colville. (Open hearth process)*

Has the Steel been tested as required by the Rules? *Yes*



EQUIPMENT No 35874										LETTER Z		ANCHORS.		
In Ship 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.			
Bower ...	65	1	21	-	-	-	51	5	0	0	63 <sup>3</sup> / <sub>4</sub>	Ryan's stockless	-	T. 2/7/29. W. A. Drysdale
" ...	63	3	3	-	-	-	50	7	2	0	63 <sup>3</sup> / <sub>4</sub>	"	Taylor & Horn	T. 7/18/30 " "
" ...	54	2	0	-	-	-	45	1	1	0	54 <sup>1</sup> / <sub>2</sub>	"	"	T. 29/3/30 " "
Net weight.	183	2	24								182			
am .....	17	2	16	4	2	14	18	14	1	14	17 <sup>1</sup> / <sub>2</sub>	Rodgers' Bloomer	T. 1/11/30 W. A. Drysdale	

CHAIN CABLES.										HAWSEERS AND WARPS.								
4. and size applied.		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.	
1. Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.	Length.					Cir.	Length.		Cir.	Length.
s.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Fathoms.	Ins.	
1/3	2 1/4	9 1/8	127 1/2	685-0-0			682 1/4	170	2 1/4	Stublink	Bloomer	T. 18/11/30 W. A. Drysdale	W. LINE...	120	5	52.8	120	5
													HAWSEERS & WARPS	2-120	5	59940	2-90	2 3/4
														2-90	8	manilla	2-90	7
														2-90	7	"		

Steam Helic-Shaw Elec. Hydraulic (Hastie & Co.)
Steering Gear, Hand Blocks & Tackles

Boats & one dinghy
Steering Chains, Size and Test
nil
Windlass
Emerson Walker

Hulls, thickness and material
-
Cargo Battens, thickness, material and spacing
-

Decks, (Upper Deck)
Steel plates & angles.
Thickness of Hatches
Steel cover

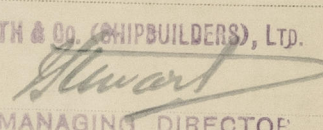
Hatchway (Forward)
10'-0" x 10'-0" No. 2 and No. 3 oiltight
No. 4 hatches
No. 5
No. 6

Rigging Beams and/or Fore and Afters
-

For

SIR W. G. ARMSTRONG, WHITWORTH & CO. (SHIPBUILDERS), LTD.

Builder's Signature


  
MANAGING DIRECTOR.

DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel Yes (b) whether the vessel, not being a tanker, is fitted for carrying oil as cargo ✓ The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the approved plans as per Secretary's letters as well as with the Printed Rules. Workmanship are good. All the oil tanks, cofferdams, bunkers, peaks, & bottom tanks have been tested as required by the Rules. Leaks & watertight bulkheads above tanks have been satisfactorily tested. tried in the side bunkers & double bottom tank aft also in the fore & aft above 150° F. plans were returned on the 29th Octr 1931.

..... £ 10: 0: 0

Fees applied for,
  
96. 19/31

Fee ... £ 529: 14: 6

Received by me,
  
16.6. 19/31

if any £ : :

I am of opinion the Vessel should be Classed "100A1"
  
"Carrying petroleum in bulk"

as been built under Special Survey
  
Yes

Signature
  
J. Macdonald
  
Surveyor to Lloyd's Register of Shipping.

castle-on-Tyne

Date of issue
  
19/4/32

TUE 19 APR 1932

FRI 19 JAN 1934

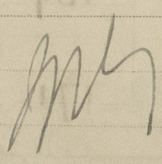
ned +100A1

Carrying Petroleum in Bulk

+ L.M.C. 4.32 C.L.

2 GB. 180lb. oil Eng.

Lloyd's A & C





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 the Plans should be embodied.)

# REPORT ON OIL ENGINE MACHINERY.

No. 88385

15 APR 1932

CONTEMPLATED.

(LLOYD'S REGISTER.)

VESSELS OF 100 TONS AND UPWARDS.

G.R. 180.  
Lloyd's Register.

1932

M.V. "ASHMORE" Newcastle-on-Tyne No. 88385

## PARTICULARS OF LONGITUDINAL FRAMING.

	AMIDSHIPS.			ENDS. (aft)			AMIDSHIPS.			ENDS.			RIVETING.		Rivets in Brackets to Bulkheads.		
	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.		
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam. Ins.	Speng. Ins.	Inches.	Number.	Diameter. Inches.
Transverse framing																	
1st Continuous No. 1	7 1/2	3 1/2	36	6 1/2	3 1/2	36	7 1/2	3 1/2	36	6 1/2	3 1/2	36	7/8	5 1/4		8	7/8
" 2	"	"	"	"	"	"	"	"	"	"	"	"	"	"		"	"
" 3	"	"	"	2nd Deck			"	"	"	2nd Deck			"	"		"	"
" 4	8	3 1/2	44	7	3 1/2	46	8	"	44	7	3 1/2	42	"	"		"	"
" 5	8 1/2	"	42	7 1/2	"	40	8 1/2	"	42	7	"	48	"	"		9	"
" 6	9	"	42	8	"	40	9	"	42	7 1/2	"	46	"	"	9 @ 3 15/16	9	"
" 7	9	"	46	8 1/2	"	40	9	"	46	8	"	46	"	"	"	9	"
" 8	9 1/2	"	42	9	"	42	9 1/2	"	42	8 1/2	"	46	"	"	"	10	"
" 9	9 1/2	"	50	9	"	50	9 1/2	"	50	9	"	46	"	"	"	"	"
" 10	10	"	46	9 1/2	"	48	10	"	46	9	"	52	"	"	9 @ 3 1/16	"	"
" 11	12	"	46	9 1/2	"	48	11 1/2	"	50	9 1/2	"	48	"	"	"	11	"
" 12	12 x 3 1/2 x 3 1/2	54/60		10	"	48	12 x 3 1/2 x 3 1/2	54/60		10	3 1/2	48	"	"	"	16	"
" 13																	
" 14																	
" 15																	
" 16																	
30							30										
30																	
30																	
Longitudinals																	
"																	
Midships																	
Ends...																	
Thickness																	
Thickness	20 1/2	42		18	38		20 1/2	42		18	38						
Single	3 1/2	3 1/2	42	3	3	40	3 1/2	3 1/2	42	3	3	40					
Double	3 1/2	3	40	3 1/2	3	38	3 1/2	3	40	3 1/2	3	38	7/8	3 15/16			
Thickness	30	46		30	50		30	46		30	50						
Double	6	3 1/2	52	8	3 1/2	46	6	3 1/2	52	8	3 1/2	46					
Double	6	6	46	6	6	50	6	6	46	6	6	50	7/8	3 15/16			
Bars	at lower ends																
as approved	40																
Transverse beams																	
6 1/2	3	42	6	3	32	6 1/2	3	42	6	3	32	30					
7 1/2	3	40	5 1/2	3	44	7 1/2	3	40	5 1/2	3	44	30					
-																	
Spacing																	
Transverse Beams																	
17 x 40 flange	17 x 40 flange																
20 x 40 6 x 3 1/2	20 x 40 6 x 3 1/2																