

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

State Type (Full Scantling, Complete Superstructure with or without Tonnage Overages) **FULL SCANTLING** State Type of Erections **POOP: BRIDGE: FLE**

Draught Moulded 28-1

[illegible]



# 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>CENTRE LINE DK. GIRDER.</b>				
PILLARS, No. of Rows <b>DEPTH 9 THKS.</b>	<b>66" x 40"</b>	<b>FACE PLATE 8" x 40"</b>	Stringer Plate, breadth and thickness in way of Bridge <b>AT LONG BND.</b>	<b>31" x 40" FL 4"</b>
" <b>DECK CONN.</b> in between Decks, Sine and Spacing	<b>WELDED.</b>		Thickness of Plating abreast Deck openings in way of Wells	✓
<b>DECK TRANSVERSE (CR. TANKS)</b>	<b>32" x 42"</b>		<b>LOWER STRINGER.</b> Thickness of Plating abreast Deck openings in way of Bridge <b>6TH THK. AT SHEL.</b>	<b>32" x 44" FL 4"</b>
" " " " " " (WING TANKS).	<b>32" x 42"</b>		<b>LOWER STRINGER.</b> Thickness of Plating within line of openings <b>6TH THK. AT LONG BND.</b>	<b>32" x 42" FL 4"</b>
" in Holds " " " "	<b>FACE PLATE 8" x 42"</b>		If Sheathed, material and thickness	✓
" " " " " "	✓		<b>W.T. FLAT IN WAY OF FORE PEAK.</b>	<b>36"</b>
<b>2 Longt. Centre Line Bulkheads.</b>	<b>32 1/2" APART.</b>	<b>10" x 42" O.S. B.P.</b>	Stringer Plate, breadth and thickness	<b>34"</b>
Stiffeners and Spacing		<b>42" - 53"</b>	If Plated, state thickness	<b>34"</b>
Plating, thickness of			<b>Fourth Deck. STEERING GEAR FLAT.</b>	<b>36"</b>
<b>STRINGERS AND DECKS.</b>			Stringer Plate, breadth and thickness	<b>34"</b>
Uppermost Continuous Deck.			If Plated, state thickness	<b>34"</b>
Stringer Plate, breadth and thickness in Wells in way of POOP	<b>89 1/2" x 70"</b>	<b>90"</b>	<b>Poop Deck.</b>	<b>38"</b>
" " " " in way of Bridge	<b>90"</b>		Stringer Plate, breadth and thickness	<b>30"</b>
" " " " Angle in Wells	<b>6" x 6" x 70" AND AS APP.</b>		Plating, Sheathing, material and thickness	<b>30"</b>
Thickness of Plating abreast Deck openings in way of Wells	<b>70" AND AS APP.</b>		<b>Bridge Deck.</b>	<b>44"</b>
Thickness of Plating abreast Deck openings in way of Bridge	<b>80"</b>		Stringer Plate, breadth and thickness	<b>34"</b>
Thickness of Plating within line of openings	<b>70"</b>		Plating, Sheathing, material and thickness	<b>34"</b>
If Sheathed, material and thickness	<b>NOT SHEATHED.</b>		<b>Forecastle Deck.</b>	<b>36"</b>
<b>Second Deck. UPPER STRINGER.</b>			Stringer Plate, breadth and thickness	<b>36" NOT SHEATHED.</b>
Stringer Plate, breadth and thickness in Wells AT SHEL	<b>31" x 42" FL 4"</b>		Plating, Sheathing, material and thickness	

## SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				EDGES.		BUTTS.		
	AMIDSHIPS.		FORWARD.	AFT.	State if jogged?		RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.	SINGLE OR DOUBLER.	NO.	No. of ROWS OF RIVETS.	RIVETS. Diam. Spacing cr. to cr.	
Flat Plate Keel.....	<b>50"</b>	<b>1.02</b>	<b>.80</b>	<b>.80</b>	<b>WELDED</b>		<b>WELDED.</b>		
" <b>Btlg. (if any)</b>		<b>.67</b>	<b>.50</b>	<b>.52</b>	"		"		
Bottom Plating, No. of Strakes <b>4</b>		<b>.67</b>	<b>.80</b>	<b>.52</b>	"		"		
Bilge Plating, No. of Strakes <b>1</b>		<b>.67</b>	<b>.50</b>	<b>.59</b>	<b>DOUBLE 5 1/4"</b>	<b>7/8</b>	<b>3 1/2</b>		
Side Plating, No. of Strakes <b>1</b>		<b>.67</b>	<b>.59</b>	<b>.53</b>	<b>DOUBLE 5 1/4"</b>	<b>7/8</b>	<b>3 1/2</b>		
Upper Deck, Sheer-strake in Wells.....		<b>.70</b>	<b>.67</b>	<b>.70</b>	<b>DOUBLE 5 1/4"</b>	<b>7/8</b>	<b>3 1/2</b>		
Upper Deck, Sheer-strake in Bridge ...	<b>69</b>	<b>.92</b>	<b>.48</b>	<b>.48</b>	<b>DOUBLE 6"</b>	<b>1</b>	<b>4</b>		
Strake below Sheer-strake in Wells.....	<b>90</b>	<b>.75</b>	<b>.48</b>	<b>.48</b>	<b>DOUBLE 6"</b>	<b>1</b>	<b>4</b>		
Strake below Sheer-strake in Bridge ...					<b>WELDED.</b>				
Poop Side Plating.....			<b>.40</b>		"		"		
Bridge Side Plating.....			<b>.44</b>		"		"		
Forecastle Side Plating			<b>.44</b>		"		"		

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	<b>15</b>
Extending to Upper Deck (Sec. 3 c)	<b>15</b>
" Deck next below	✓
As per Rule	<b>AS APPROVED.</b>

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
<b>IN CR. TANKS.</b>					
MIDSHIP BULKH'D, Upper 'tween decks	<b>42" x 52"</b>	<b>10" x 42" B.P.</b>	<b>30"</b>	<b>2 STRINGERS.</b>	✓
" " <b>IN WING TANKS.</b> Second	<b>42" x 52"</b>	<b>10" x 42" B.P.</b>	<b>30"</b>	<b>2 STRINGERS.</b>	✓
" " Third	✓				
" " Holds	✓				
COLLISION " (in Hold) <b>(169)</b>	<b>28" x 42" AS APP.</b>	<b>6" x 3" x 36"</b>	<b>20"</b>	<b>2 FLATS 2 STRINGERS.</b>	✓
AFTER PEAK " <b>(9)</b>	<b>30" x 75"</b>	<b>4" x 3" x 30"</b>	<b>20"</b>	<b>2 FLATS 1 STRINGER.</b>	✓

## FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, <b>FLAT BAR.</b>		<b>50" x 1.02" - .80"</b>		
STEM <b>ROUND STEEL PLATES.</b>		<b>50" - 69" (10 3/4")</b>	<b>Below</b>	
STERN FRAME { Propeller Post		<b>AS PER</b>	<b>COLVILL'S LTD.</b>	
{ Rudder		<b>APP. PLAN</b>	<b>COLVILL'S LTD.</b>	
Speed of Vessel		<b>13 1/2 KNOTS.</b>		
RUDDER—Type		<b>SIMPLEX.</b>		
" A x D.		<b>407.75</b>		
" Diam. of head		<b>11"</b>		
" Mainpiece at top pintle		<b>AS PER APP PLAN.</b>		
" heel		<b>"</b>		
" how constructed		<b>FORGED STEEL W. PLATES.</b>		
" double or single plate		<b>DOUBLE .60"</b>		
" coupling, vertical or		<b>HORIZONTAL.</b>		
" horizontal				

## STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **As per Lloyd's Register**

**Appleby Ltd.; Worsell; Wargo Ltd.; Dorman Long; Shumway;**

**South Durham; Steel Co. of Scotland; L. & M. Steel Co.**

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



Rpt. 1°.

"CALTEX CALCUTTA"

SUNDERLAND RPT. NO. 35918

## PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.				
	In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.
aming of L, L, C												
ames in Bridge 'tween Decks ...												
imes from Uppermost Continuous Deck												
No. 1	17"	4"	4"	56"								
" 2	17"	4"	4"	56"								
" 3	17"	4"	4"	56"								
" 4	17"	4"	4"	56"								
" 5	17"	4"	4"	56"								
" 6	LONG <sup>1</sup> / <sub>2</sub> BHD.											
" 7	17"	4"	4"	56"								
" 8	17"	4"	4"	56"								
" 9	17"	4"	4"	56"								
" 10	17"	4"	4"	56"								
" 11	CENTRE GIRDER.											
" 12												
" 13												
" 14												
" 15												
" 16												
CENTRE TANKS.	30"											
WING TANKS.	30"											
Tank Top Longitudinals												
Bottom												
Longitudinals { Amidships												
{ At ends...												
Transverses.												
TANKS.												
Depth and Thickness	48"	48"										
Face Angles FLAT...	12"	70"										
Lugs to Shell*	WELDED.											
Depth and Thickness	48"	48"										
Face Angles FLAT...	6"	48"										
Lugs to Shell*	WELDED.											
Depth and Thickness	✓											
Face Angles	✓											
Lugs to Shell*	✓											
" " Back Bars	✓											
Brackets	✓											
ing of Transverse Frames...	✓											
* State if joggled or liners.												
dinal												
of												
E												
Bridge Deck	6"	3"	34"									
INCR. TANKS	9"	3 1/2"	38"	9"	3 1/2"	38"						
Upper "	9"	3 1/2"	38"	9"	3 1/2"	38"						
IN WINGS.	9"	3 1/2"	38"	9"	3 1/2"	38"						
Second "	9"	3 1/2"	38"	9"	3 1/2"	38"						
Third "	✓											

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., 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, &c., on the first page.



## ANCHORS.

## CHAIN CABLES.

## HAWSERS AND WARPS.

Steering Gear, Type (Power or hand) HASTIES ELECTRIC HYDRAULIC Alternative Means of Steering AND PUMP  
Steering Chains (Size and Test) TELE MOTOR CONTROL FROM BRIDGE Windlass CLARK CHAPMAN  
Ceiling in Holds, thickness and material NONE FITTED Cargo Battens, thickness, material and spacing ✓  
Cargo Hatchways.—(Upper Deck) N<sup>o</sup> 1 17'0" x 9'0" CORRUGATED 30"x 50": 24 CARGO HATCHES 4'0" DIAM. Thickness of Hatches 50" O.T. COVERS.  
Size of Hatchways No. 1 (Fwd.) 17'0" x 9'0" No. 2 MAIN CARGO HATCHES 24@ 4'0" DIAM. CORRUGATED 30"x 75" No. 3 ✓  
Number of Shifting Beams and/or Fore and Afters NONE FITTED. For and on behalf of WILLIAM DOXFORD & SONS, LIMITED.

Builder's Signature

Shinyard General Manager

## GENERAL DECLARATION.

It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel MOTOR SHIP.

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo MOTOR TANKER. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

This vessel has been built under special survey in conformity with the Society Rules and Regulations and the Secretary's letter. The details and arrangements of the ship are as given in the report and as shown and amended on the approved plans now forwarded. All modifications or additions to the original approved arrangement made during construction have been indicated on the plans and have been approved as being in accordance with or by standards equivalent to, the Rule requirements. The plans of Machinery Section and Profile and Deck showing the ship as built are forwarded herewith have been checked with the approved arrangement and found in order. The materials and workmanship are good. The Forewinds as arranged have been marked on the vessel sides, verified and cut in. The Main Cargo Tanks, Oil Fuel Bunkers, Settling Tanks, Peakers, Fresh Water Tanks, Life Raft davits, Double Bottom Tanks have been tested in accordance with the Rules and found satisfactory. The Windlass, Steering Gear and Auxiliary means of Steering, Pumps have been tried under working conditions and found satisfactory. Oil Fuel is carried in O.F. Bunkers, in Settling Tanks and in Double Bottom Tanks under Engines F.P. at max 150° F.

The amount of Entry Fee 60.9 NEW 1848 1348.0.0

Fees applied for,  
NOV 20 1952

(Special notations, where part of class, to be stated.)

**FREEBOARD.**  
Special Survey of

~~Special Survey Fee~~..... £34:0:0

Received by me,

Travelling Expenses, if any ..... £ : :

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

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

Signature Paul F. H. Dunham  
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Sunderland

Date of issue 31/12/82

Committee's Minute \_\_\_\_\_ TUES. 9 DEC 1952

*Character assigned*

TUES. 9 DEC 1952

Character assigned +100A1 Carrying Petroleum in bulk

10,52 Sld.

Lloyd's A+C P

+ LMC 11,52 Oil Eng.

CL Smith

2 DB (WT) 220 lb

DB 10016

White Sld.

0224 <sup>3</sup>/<sub>3</sub>



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.)

DRY-DOCKING:

Vessel placed in Greenwell's dry dock Sunderland 18<sup>TH</sup>-20<sup>TH</sup> OCT. 1952.  
for cleaning and painting: Bottom cleaned examined and re-coated and found satisfactory.

Enging Reports etc. and plans enclosed herewith.  
Transverse Bulkhead Web and horizontal Girders.  
Openings in Supt. Bhd. in way of Pump Room.  
Modification to Pallars in Engine Room.  
Water Botes in main Pump Rooms.

Cruise Stern

Modification to Bottom Shell.

Detail of frame in Poop side.

Fore and Aft End Pumping

Suction thro' main Cargo Tanks.

Midship Deckhouses.

Stern frame and Rudder.

Plate Stern

Aft 112 Fuel Bunkers.

Casings and Side Bunkers.

Framing in nos 1-2 Wing Tanks

Modification to Stern frame fore.

Midship Section (Equipment)

Midship Section

Profile and Decks.

Fore End Section

Midship Section (as fitted)

Profile and Decks (as fitted)

Shell Expansion

Framing in nos 7-8 Wing Tanks

Aft End Section

Tank Top plating and E.R. Girders.

For Particulars of Longitudinal Framing See  
RPT 1\*

SISTER SHIP TO "CALTEX DELHI"  
SUNDERLAND RPT. N° 35873.

PARTICULARS OF ELECTRIC WELDING (if employed)

Kel and Bottom Shell Butts and Seams Welded: Side shell Butts welded: Fore & Poop side shell Butts and  
Seams welded: Main Bhd welded: Stringers and Deck Butts welded: Aux. Seams welded:  
Tank Top plating and girders in way welded:

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Welding: Part Electric Welded: Longitudinal Framing at Bottom  
and Decks: Cruise Stern: Machinery Aft: D.F.: Echo Sounding:  
Gyro: Automatic Pilot: Radar:

RADAR Equipment (State if fitted) Yes.

State Type or Pattern No. RADIOLOCATOR II 1412A

State } Maker MARCONI  
Name } and/or  
of } Supplier

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

1st Bower 52.1.14 A.E.G. 2850 7.12.51  
2nd " 52.2.7 A.E.G. 2808 23.11.51  
3rd " 44.3.0 A.E.G. 2647 2.10.51  
STREAM:— 18.3.7 A.E.G. 2896 14.12.51

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 110'-0" ft., R.Q.D. ✓ ft., Bridge 41'-6" ft., Forecastle 30'-6" ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 184703 Signal Letters G.P.S.Z. Extreme Breadth over Belting 62'-0 3/8" Over-all Length 490'-6 1/2"  
(Circ. 1611) (Circ. 1703)

No. and Material of Decks ONE DECK STEEL (UPPER)

Parts of Bottom of Vessel coated with cement or approved composition CEMENT IN DOUBLE BOTTOM AFT AND IN PEAK

Particulars of composition (if fitted) and of approval

CEMENT.

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)  
Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	✓	✓	Fore peak tank,	<u>27'-0 1/2"</u>	<u>157</u>
Double bottom, under Engines and Boilers,	<u>87'-6"</u>	<u>230</u>	After peak tank,	<u>18'-0"</u>	<u>94</u>
Double bottom, if under Engines only,	✓	✓	Deep tank, aft, <u>O.F. BUNKERS</u>	<u>10'-0"</u>	<u>293</u>
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	<u>40'-6"</u>	<u>668</u>
Double bottom, forward,	✓	✓	Other tanks, if fitted, <u>FORW. COFFERDAM.</u>	<u>3'-6"</u>	<u>109</u>
Total length (if continuous) and Capacity	✓	✓	(If necessary furnish further information by sketch.) <u>AFT COFFERDAM.</u>	<u>3'-6"</u>	<u>201</u>

Order for Special Survey No. 6302

Date 4.11.49

Dates of Surveys  
held while building

1951 Oct 2, 3, 4, 10, 11, 12, 15, 17, 19, 23, 24 Nov 2, 6, 7, 8, 9, 12, 13, 14, 15, 16, 19, 21, 25, 29, 30 Dec 3, 5, 6, 10, 13, 14, 17, 21, 27, 31 1952  
1, 9, 11, 14, 15, 17, 18, 21, 22, 23, 24, 25, 28, 29, 30, 31 Feb 1, 4, 5, 6, 7, 8, 11, 12, 13, 14, 15, 18, 19, 20, 21, 22, 25, 26, 27, 28, 29 Mar 3, 4, 5, 12, 13  
Apr 24 Jul 3, 16, 17, 21 Aug 20, 21, 25, 29 Sep 2, 3, 5, 8, 9, 11, 12, 16, 18, 24 Oct 1, 3, 7, 10, 14, 18, 20, 24, 29 Nov 3, 4, 5, 7, 12, 13

Total No. of Visits 116

Lloyd's Register  
Foundation