

WRECK
SECTION
NO. 101STEEL ~~STEAMER~~ OR MOTORSHIP.

Received at London Office

State if Report has been sent on the Freeboard of the Vessel ☒ YESState if Report is sent on the Machinery of the Vessel ☒ YESDate of completion of report **2ND SEP^R**Port of **SUNDERLAND**No. **35843**Survey held at **SUNDERLAND**Date First Survey **20 July 1951**Last Survey **7 August 1951**On the (State if Machinery fitted Aft and
if Single, Twin or Triple Screw)**M.V. "CALTEX DELHI"****MACH^Y AFT****SINGLE SCREW**State Type (Full Scantling, Complete Superstructure
with or without Tonnage Openings)**FULL SCANTLING**State Type of Erections **POOP BRIDGE FCL**TONNAGE under
Tonnage Deck ...**7474.63**Do. of space or spaces
between Tonnage Dk.
and Upper Dk.

Total

Gross Tonnage **8526.60**Register Tonnage **4807.79**

REGISTERED DIMENSIONS.

FEET

Length **470.6**Breadth **62.05**Depth **36.15**CLASS **1100AL CARRYING PET, IN BULK**
Long Framing, 8TMOOKS.State if with freeboard
as condition of Class

No

Length from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a)**L 465.0**

Breadth (greatest moulded)

B 61.75Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c)**D 34.8**

1st Longitudinal Number (L x D) =

16,182

2nd Numeral L x (B + D) =

44,896Framing Depth "d" at middle of length. See
Sec. 3 (1d)**✓**Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel**12.82**Do. Long Bridge to
top of keel**✓**

Draught Moulded

28'-1"Built at **SUNDERLAND**Launched **10.1.52** Yard No. **788**Builders **W^M DOXFORD & SONS LTD.**Owners **OVERSEAS TANKSHIP (U.K.) LTD.**

Managers

(Where necessary to be entered in Reg. Book)

Residence **✓**Port of Registry **LONDON**

If surveyed while building, afloat, or in dry dock

DURING CONSTRUCTION AND 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.
IN OIL TANKS.	32 1/2		Bracket Floors, Frame	NONE FITTED.	
FRAMES, Spacing amidships IN MATER. RM.	30"		" " Reversed Frame	✓	
" " IN FORWARD OF DEEP TANK. From 1 length amidships to Collision bulkhead	27"		" " Vertical Struts	✓	
" " in peaks	24"		Centre Girder, depth and thickness amidships	66" x 54" - 46"	
SIDE FRAMING.			" " top Angles	WELDED TO T.T.	
Frame Amidships, Angle E IN OIL TANKS WITH 2 SIDE STRINGERS	11" 3 1/2" 43"		" " bottom Angles	WELDED TO KEEL	
" " Extends up to	UPPER DECK.		Side Girders, No. each side and thickness	TWO 62"	
Reversed Frame Amidships, Angle	✓		Margin Plate depth (excl. of flange) and thickness	FLAT TANK TOP.	
" " Extends up to	✓		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	✓	
Depth of Framing Girder	11"		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	✓	
Frames in ENGINE ROOM Uppermost Continuous	10" 3 1/2" 40"		" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
Decks, Angle, E or F	8" 3" 40"		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	✓	
MAIN DK. TO FCL. DK.	8" 3" 40"		Tank Side Brackets, height above base line at toe of Frame and thickness	8'-0" x 44"	
" " Second between Decks, Angle, E or F	8" 3" 40"		INNER BOTTOM PLATING (AFT.)		
" " FORWARD CARGO HOLD	9" 3 1/2" 47"		Breadth and thickness of Middle Line Strake	42" x 52"	
IN WAY OF DEEP BUNKER FORWARD from 1/2 len. forward to 10/16 len. from Stem	12" 3 1/2" 45"		Thickness of remainder in Holds	1' 2 1/2" 0 52"	
" " in Peaks, Angle or F	9" 3 1/2" 44"		Are Rule requirements complied with regard- ing increases of scantlings in way of double bottom in E. 1/2 B. space and framing in Bunkers and Boiler Room?	MOTOR VESSEL	
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	7/8" @ 5 1/2" DRMS.		BEAMS.		
State if Frame Joggled	YES.		Uppermost Continuous Deck, amidships in Wells, Angle, E or F	SEE PAGE 5	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES.		" " in way of Bridge, Angle, E or F	"	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES.		Spacing	"	
SINGLE BOTTOM.			UPPER DK. BEAMS IN WAY OF FCL.		
Floors, Depth and thickness at mid line in Holds	LONGITUDINAL		Second Deck, amidships, Angle, E or F	8" x 3" x 40"	
Height of Brackets at side above base line at toe of frame	FRAMING ON BOTTOM		Spacing	24"	
Middle Line Keelson on Floors, Angles, E or F	IN WAY OF CARGO TANKS.		W.T. FLAT BEAMS IN WAY OF F. PEAKS	8" x 3" x 40"	
" " Through Plate or Inter- costal Plate	48" x 44"		Third Deck, amidships, Angle, E or F	8" x 3" x 40"	
" " Foundation Plate on Floors FCL. PLATE	9" x 50"		Spacing	24"	
" " Flat Plate Keel Angles	C.G. WELDED TO KEEL.		BEAMS IN WAY OF STEERING GEAR FLAT	8" x 3 1/2" x 44"	9" x 3" x 44"
Side Keelsons, No. each side	✓		Fourth Deck, amidships, Angle, E or F	8" C PLATES	
" " thickness of Intercoastal Plate	✓		Spacing	24"	
" " Angles	✓		POOP DECK, Angle, E or F	8" x 3" x 35"	8" x 3" x 40"
DOUBLE BOTTOM (AFT.)	62" AND 46" APP.		Spacing	30" AND 24"	
Solid Floors, thickness and spacing	EVERY FRAME FLOORS WELDED TO T.T. & SHELL.		Bridge Deck, Angle, E or F	SEE PAGE 5.	
" " Are Frame and Reversed Frame joggled?	NO.		Spacing	"	
Bracket Floors, breadth and thickness at middle line	✓		Forecastle Deck, Angle, E or F	8" x 3" x 40"	
" " breadth and thickness at margin plate	✓		Spacing	27" AND 24"	

004662-004667-0008 1/3

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.
CENTRE LINE DECK GIRDER							
PILLARS, No. of Rows	DEPTH & THKS.	66" x 40"	FACE PLATE 8" x 40"	Stringer Plate, breadth and thickness in way of Bridge		31" x 40" FL 4"	
" in 'tween Decks, Size and Spacing		WELDED.		Thickness of Plating abreast Deck openings in way of Wells			
DECK TRANSVERSE (CR. TANKS)		32" x 42"		LOWER STRINGER			
"		FACE PLATE 8" x 42"		Thickness of Plating abreast Deck openings in way of Bridge		32" x 44" FL 4"	
"		32" x 42"		LOWER STRINGER			
" in Holds	(WING TANKS)	FACE PLATE 8" x 42"		Thickness of Plating within line of openings		32" x 42" FL 4"	
"				BTN. THK. AT LONG. BND.			
"				If Sheathed, material and thickness			
2 LONG. Centre Line Bulkheads				W.T. FLAT Third Deck. IN WAY OF F. PEAK.			
Stiffeners and Spacing	32 1/2" APART	10" x 42"		Stringer Plate, breadth and thickness		36"	
Plating, thickness of		42" - 53"		If Plated, state thickness		34"	
STRINGERS AND DECKS.				Fourth Deck. STEERING GEAR FLAT.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness		36"	
Stringer Plate, breadth and thickness in Wells		89 1/2" x 70"		If Plated, state thickness		34"	
" " " " in way of Bridge		90"		Poop Deck.			
" " " " in way of Bridge		90"		Stringer Plate, breadth and thickness		38"	
" Angle in Wells		6" x 6" x 70" AS APP.		Plating, Sheathing, material and thickness		30"	
Thickness of Plating abreast Deck openings in way of Wells		70" AS APP.		Bridge Deck.			
Thickness of Plating abreast Deck openings in way of Bridge		80"		Stringer Plate, breadth and thickness		44"	
Thickness of Plating within line of openings		70"		Plating, Sheathing, material and thickness		34"	
If Sheathed, material and thickness		NOT SHEATHED.		Forecastle Deck.			
Second Deck. UPPER STRINGER.				Stringer Plate, breadth and thickness		36"	
Stringer Plate, breadth and thickness in Wells		31" x 42" FL 4"		Plating, Sheathing, material and thickness		36" NOT SHEATHED.	
" AT SHELL							

SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>No</i> State if jogged?			BUTTS.			
	AMIDSHIPS.		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 cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
Flat Plate Keel.....	50	1-02	.80	.80	/	WELDED			WELDED			
<i>A</i>		.67	.50	.52	/							
Dbg (if any) <i>B</i>		.67	.80	.52	/	WELDED			"			
<i>C</i>		.67	.50	.59	/							
Bottom Plating, No. of Strakes <i>D</i>		.67	.59	.53	/	WELDED			"			
Bilge Plating, No. of Strakes <i>E</i>		.70	.67	.70	/	DOUBLE	7/8	3 1/2	"			
<i>F</i>		.66	.48	.52	/							
Side Plating, No. of Strakes <i>G</i>		.66	.48	.48	/	DOUBLE	7/8	3 1/2	"			
Upper Deck Sheer-strake in Wells <i>H</i>		.66	.48	.48	/	DOUBLE	7/8	3 1/2	"			
Upper Deck, Sheer-strake in Bridge ... <i>K</i>	69	.92	.48	.48	/	DOUBLE	1	4	"			
Strake below Sheer-strake in Wells <i>J</i>	90	.75	.48	.48	/	DOUBLE	1	4	"			
Strake below Sheer-strake in Bridge ... }												
Poop Side Plating.....				.40	/	WELDED			"			
Bridge Side Plating.....			.44		/							
Forecastle Side Plating			.44		/	WELDED			"			

WATERTIGHT BULKHEADS.

FORGINGS AND CASTINGS.

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

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, IN CR. TANKS.	42"-52"	10" x 42" B.P.	30"	2 STRINGERS.	
" " IN WING TANKS.	42"-52"	10" x 42" B.P.	30"	2 STRINGERS.	
" " Third	✓				
" " Holds	✓				
COLLISION " (in Hold) (162)	28"-42"	6" x 3" x 36" 1/4" AB APP.	30"	2 FLATS 2 STRINGERS	
AFTER PEAK " (2)	30"-75"	4" x 3" x 30" 1/4"	30"	2 FLATS 1 STRINGER.	

Casting or Forging.		Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
KEEL, Bot FLAT PLATE		50" x 1-02" — 80"		
STEM ROLL'D STEEL PLATES		50" — 69" (10 1/2 x 3)	Below W.L.	
STERN X Propeller Post		As APP. PLAN.	COLVILLE'S LTD.	
FRAME ✓ Rudder		"	Simplex	
Speed of Vessel		13 1/2 KNOTS	COLVILLE'S LTD.	
RUDDER—Type		SIMPLEX		
" A x D		407.75		
" Diam. of head		11"		
" Mainpiece at top pintle		As APP. PLAN.		
" " heel		" "		
" how constructed		FORGED STEEL & WELDED PLATES.		
" double or single plate		DOUBLE 60"		
" 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)		SIEMENS OPEN HEARTH.
	Appleby Rod. Carrsett. Cargo Fleet. Dorman Long. Strenuous. South Durham Steel Co of Scotland. Sunderland.		
	Has the Steel been tested as required by the Rules?		YES.

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.
Framing														
Frames in Bridge 'tween Decks ...														
Frames from Uppermost Continuous Deck														
No. 1			17"	4"	4"	56"	68"	/						
" 2			17"	4"	4"	56"	68"	/						
" 3			17"	4"	4"	56"	68"	/						
" 4			17"	4"	4"	56"	68"	/						
" 5			17"	4"	4"	56"	68"	/						
" 6			LONG ^t BHP			/								
" 7			17"	4"	4"	56"	68"	/						
" 8			17"	4"	4"	56"	68"	/						
" 9			17"	4"	4"	56"	68"	/						
" 10			17"	4"	4"	56"	68"	/						
" 11			CENTRE GIRDER			/								
" 12														
" 13														
" 14														
" 15														
" 16														
Spacing of Longitudinal Frames			CENTRE TANKS Amidships			30"	/							
			WING TANKS. At Ends			30"	/							
Double Bottoms			Tank Top Longitudinals											
L or C			Bottom											
Spacing of Longitudinals			Amidships											
			At ends...											
BOTTOM TRANSVERSES.														
CENTRE TANKS														
Side			Depth and Thickness			48"	x	48"	/					
'tween Decks)			FACE FLAT.			12"	x	70"	/					
			Face Angles						/					
			Lugs to Shell*			WELDED			/					
TANKS.			Depth and Thickness			48"	x	48"	/					
Side			Face Angle			6"	x	48"	/					
(in Hold)			Face Angles			FLAT.			/					
			Lugs to Shell*			WELDED.			/					
			Depth and Thickness			✓			/					
			Face Angles			✓			/					
Bottom			Lugs to Shell*			✓			/					
			" " Back Bars			✓			/					
			Brackets			✓			/					
Spacing of Transverse Frames...						✓			/					
			* State if joggled or liners.											
Longitudinal Beams of			Bridge Deck ...			6"	3"	34"	/					
			IN CR. 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.

HAWSERS AND WARPS.

0008 313

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 Hawthorn Leslie dry dock (River Tyne) 5th - 8th Aug 1952

Bottom and Rudder cleaned examined and re-coated. It was observed that very slight pitting had commenced in the vicinity of the upper turn of bilge amidships, port and starboard. This was thoroughly cleaned and satisfactorily coated.

Alfred J. S. Shaffer

Forging Report etc and plans enclosed herewith.

Transverse Bulkhead Web and Horizontal Girders.

Openings in Long. Bld., in way of Pump Room.

Modification to Pillars in Engine Room.

Water boxes in main Pump Rooms.

Cruiser Stern.

Modification to Bottom Shell.

Detail of break in Poop Side

Line and Off End Pumping

Section thro main Cargo Tanks

Midship Deck houses.

Stern frame & Rudder

Plate Stem

Off the fuel Bunkers

Casings and Side houses.

Framing in hds 1 & 2 Wing Tanks.

Modification to Stern frame post

Midship Section (Equipment)

Midship Section

Propeller and Decks.

Fore End Section

Midship Section (as fitted)

Propeller & Decks (as fitted)

Shell Expansion

Framing in hds 7 & 8 Wing Tanks

Off End Section

Lower Top plating and E.R. Girders.

For Particulars of Longitudinal Framing see Rpt 1^x

SISTER SHIP TO "CALTEX TANGANYIKA"

SUNDERLAND RPT N^o 35815

PARTICULARS OF ELECTRIC WELDING (if employed)

KEEL AND BOTTOM SHELL BUTTS AND SEAMS WELDED: SIDE SHELL BUTTS WELDED: FORE AND POOP SIDE SHELL BUTTS AND SEAMS WELDED:

MAIN BHD^s 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

PART WELDED: OIL ENGINE: CRUISER STERN: MACH^y AFT:

LONGITUDINAL FRAMING AT BOTTOM AND DECK: ECHO SOUNDING:

D.F.: RADAR: GYRO: AUTOMATIC PILOT:

RADIOATOR IV

RADAR Equipment (State if fitted) YES

State Type Pattern No. 1412A SER N^o 215

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. 51.3.21 / A.E.G. 2853 7.12.51

2nd " 51.3.0 / A.E.G. 3062 26.2.52

3rd " 44.2.0 / A.E.G. 2586 14.9.51

STREAM:- 19.0.21 / A.E.G. 5191 14.6.51

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 110' 0" ft., R.Q.D. ✓ ft., Bridge 41' 6 1/2" ft., Forecastle 38' 6 1/2" ft.

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

Official No. 184664 Signal Letters G.P.B.X. 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. BUNKER</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>FORWARD COFFERDAM</u>	<u>3-6</u>	<u>109</u>
Total length (if continuous) and Capacity	✓		<u>AFT COFFERDAM.</u>	<u>3-6</u>	<u>201</u>
			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 6301

Date 4-1-49

Dates of Surveys held while building

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

Total No. of Visits 99

Lloyd's Register Foundation