

## STEEL STEAMER or MOTORSHIP.

Received at London Office

20 FEB 1926

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 *15th February 1926*Port of *Newcastle-on-Tyne*No. *80132*Survey held at *Amble*Date First Survey *8th June 1925*Last Survey *9th February 1926*

1926

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

*Steel screw, oil engine, CALDERGATE (Machinery fitted Aft)*

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

State Type of Erections *Ycl + R.Q.D.*

TONNAGE under Tonnage Deck

*106.43*CLASS *100A1*

State if with freeboard (as condition of Class)

FEET.

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 97.0*

Breadth (greatest moulded)

*B 17.125*

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

*D 8.5*

Total

*106.43*

Gross Tonnage

*137.88*

Register Tonnage

*56.41*1st Longitudinal Number (L x D) = *824.5*2nd Numeral L x (B + D) = *2485.62*

Framing Depth "d" at middle of length. See Sec. 3 (1d)

*d 8.5*

Proportions—Depth to Length—Uppermost continuous deck to top of keel

*17.125*

Do. Long Bridge to top of keel

*8.5*

Draught Moulded

*8-3*Built at *Amble, Northumberland.*Launched *28th January 1926* Yard No. *40*Builders *Amble Shipbuilding Co. Ltd.*Owners *Anglo-American Oil Co. Ltd.*Managers *✓*

(Where necessary to be entered in Reg. Book.)

Residence *London*Port of Registry *Hull*

If surveyed while building, afloat, or in dry dock

*Building and Afloat*

## RED DIMENSIONS.

FEET.

*97.0**17.2**8.5*

## 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.
Spacing amidships <i>In Wing Tanks</i>	<i>21</i>		Bracket Floors, Frame	<i>✓</i>	
" from $\frac{1}{2}$ length to Collision bulkhead	<i>21</i>		" " Reversed Frame	<i>✓</i>	
" in peaks <i>+ Engine Room</i>	<i>18</i>		" " Vertical Struts	<i>✓</i>	
HING. Longitudinal Framing in Oil Cargo Tanks			Centre Girder, depth and thickness amidships	<i>✓</i>	
amidships, Angle, <i>E</i> or <i>F</i> <i>In Wing Tanks</i>	<i>5 3 30</i>		" " top Angles	<i>✓</i>	
" Extends up to	<i>Upper Deck</i>		" " bottom Angles	<i>✓</i>	
Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness	<i>✓</i>	
" Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>✓</i>	
Framing Girder	<i>5</i>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem	<i>✓</i>	
Uppermost Continuous 'tween Decks, Angle, <i>E</i> or <i>F</i>	<i>✓</i>		" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem	<i>✓</i>	
Second 'tween Decks, Angle, <i>E</i> or <i>F</i>	<i>✓</i>		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	<i>✓</i>	
Third " " " "	<i>✓</i>		" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	<i>✓</i>	
in Peaks <i>+ Engine Room</i>	<i>4 2 3 30</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	
and Spacing of Rivets through Frame and Shell Plating amidships	<i>5/8 - 3/2 in way of Oil Wing Tanks</i>		INNER BOTTOM PLATING.		
Frame Joggled	<i>Yes</i>		Breadth and thickness of Middle Line Strake	<i>✓</i>	
ARRANGEMENTS (Sec. 7), state system and particulars	<i>Watertight Flat</i>		Thickness of remainder in Holds	<i>✓</i>	
OPENING OF BOTTOM FOR State Particulars	<i>Side Intercoastal + Double Frames</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>	
BOTTOM.			BEAMS.		
Depth and thickness at mid-line in Holds	<i>Longitudinal Framing</i>		Uppermost Continuous Deck, amidships	<i>3 1/2 2 1/2 30 in Wing Tanks</i>	
Height of Brackets at side above base line at toe of frame	<i>✓</i>		" " in way of Bridge, Angle, <i>E</i> or <i>F</i>	<i>✓</i>	
Line Keelson, on Floors, Angles, <i>E</i> or <i>F</i>	<i>Centre line Bulkhead</i>		Spacing	<i>21</i>	
" " Through Plate or Intercoastal Plate	<i>✓</i>		Second Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>✓</i>	
" " Foundation Plate on Floors	<i>✓</i>		Spacing	<i>✓</i>	
" " Flat Plate Keel Angles	<i>3 3 30 Double</i>		Third Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>✓</i>	
sons, No. each side	<i>✓</i>		Spacing	<i>✓</i>	
thickness of Intercoastal Plate	<i>✓</i>		Fourth Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>✓</i>	
Angles	<i>✓</i>		Spacing	<i>✓</i>	
DOUBLE BOTTOM.			R.Q. Deck, Angle, <i>E</i> or <i>F</i>	<i>3 1/2 2 1/2 30</i>	
Solid Floors, thickness and spacing	<i>✓</i>		Spacing	<i>18</i>	
" " Are Frame and Reversed Frame joggled?	<i>✓</i>		Bridge Deck, Angle, <i>E</i> or <i>F</i>	<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, <i>E</i> or <i>F</i>	<i>3 1/2 2 1/2 30</i>	
			Spacing	<i>18</i>	



## PILLARS AND DECKS.

PILLARS, No. of Rows.....	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
in 'tween Decks, Size and Spacing.....									
" " " " " "									
in Holds <i>Fore Peak &amp; Engine Room</i>					<i>2 1/2 as per plan</i>				
<b>Centre Line Bulkhead.</b> <i>+ Wing Bulkheads, Oil Light.</i>									
Stiffeners and Spacing. <i>Horizontal B.R.</i>					<i>5 x 2 1/2 x 30</i>				
Plating, thickness of .....					<i>26</i>				
<b>STRINGERS AND DECKS.</b>									
<b>Uppermost Continuous Deck.</b>									
Stringer Plate, breadth and thickness in Wells					<i>3 1/2 x 30</i>				
" " " " " in way of Bridge									
" Angle in Wells .....					<i>3 3 30</i>				
Thickness of Plating abreast Deck openings in way of Wells .....									
Thickness of Plating abreast Deck openings in way of Bridge .....									
Thickness of Plating within line of openings...									
If Sheathed, material and thickness .....									
<b>Second Deck.</b>									
Stringer Plate, breadth and thickness in Wells...									
Stringer Plate, breadth and thickness in way of Bridge .....									
Thickness of Plating abreast Deck openings in way of Wells .....									
Thickness of Plating abreast Deck openings in way of Bridge .....									
Thickness of Plating within line of openings...									
If Sheathed, material and thickness .....									
<b>Third Deck.</b>									
Stringer Plate, breadth and thickness.....									
If Plated, state thickness.....									
<b>Fourth Deck.</b>									
Stringer Plate, breadth and thickness.....									
If Plated, state thickness .....									
<b>R.Q. Deck.</b>									
Stringer Plate, breadth and thickness .....									
Plating, Sheathing, material and thickness .....									
<b>Bridge Deck.</b>									
Stringer Plate, breadth and thickness.....									
Plating, Sheathing, material and thickness .....									
<b>Forecastle Deck.</b>									
Stringer Plate, breadth and thickness.....									
Plating, Sheathing, material and thickness .....									

## SHELL PLATING.

SCANTLINGS.						RIVETING.					
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.		
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing or to cr.		Diam.	Spacing or to cr.
FLAT PLATE KEEL .....	<i>35</i>	<i>40</i>	<i>40</i>	<i>34</i>		<i>Double</i>	<i>5/8</i>	<i>2 1/4</i>	<i>2</i>	<i>3/4</i>	<i>2 1/8</i>
" DELG. (if any)											
BOTTOM PLATING, No. of Strakes <i>One</i> .....		<i>28</i>	<i>36</i>	<i>34</i>		<i>Double in oil</i>	<i>5/8</i>	<i>2 1/4</i>	<i>2</i>	<i>5/8</i>	<i>2 1/4</i>
BILGE PLATING, No. of Strakes <i>One</i> .....		<i>37 1/2</i>	<i>30</i>	<i>34</i>		"	<i>5/8</i>	<i>2 1/8</i>	<i>2</i>	<i>3/4</i>	<i>2 5/8</i>
SIDE PLATING, No. of Strakes <i>One</i> .....		<i>28</i>	<i>25</i>	<i>25</i>		"	<i>5/8</i>	<i>2 1/8</i>	<i>2</i>	<i>5/8</i>	<i>2 1/4</i>
UPPER DECK, Sheer-strake in Wells.....	<i>44</i>	<i>28</i>	<i>25</i>	<i>25</i>	<i>41</i>				<i>2</i>	<i>5/8</i>	<i>2 1/4</i>
UPPER DECK, Sheer-strake in Bridge ...					<i>Sheerstrake increased to 36 at break of R.Q.D.</i>						
STRAKE BELOW Sheer-strake in Wells.....											
STRAKE BELOW Sheer-strake in Bridge ...											
R.Q.D. POOP SIDE PLATING .....		<i>28</i>		<i>25</i>		<i>Double</i>	<i>5/8</i>	<i>2 1/8</i>	<i>2</i>	<i>5/8</i>	<i>2 1/4</i>
BRIDGE SIDE PLATING ...											
FORECASTLE SIDE PLATING			<i>25</i>			<i>Single</i>	<i>5/8</i>	<i>2 1/8</i>	<i>2</i>	<i>5/8</i>	<i>2 1/4</i>

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—					
Extending to Upper Deck (Sec. 3 c)					<i>4 Oil Light Bulkheads to upper deck</i>
Deck next below					<i>2 " " " " R.Q.D.</i>
As per Rule					<i>1 " " " " Fcl. 04</i>
					<i>Fore &amp; After Peak Bulkheads.</i>
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD, Upper tween decks					
" " Second					
" " Third					
" " Holds .....	<i>26</i>			<i>5 x 2 1/2 x 30</i>	<i>22 1/2</i>
COLLISION " (in Hold) .....	<i>26</i>	<i>4 1/2 x 32</i>	<i>24</i>	<i>Waterlight flat</i>	
AFTER PEAK " .....	<i>50-26</i>	<i>4 1/2 x 32</i>	<i>24</i>		

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....				<i>Flat-plate keel</i>
STEM .....	<i>Rolled</i>	<i>5 1/4 x 1 1/8</i>	<i>Dorman Long</i>	
STERN FRAME	Propeller Post .....	<i>Forged</i>	<i>5 1/4 x 2 1/4</i>	<i>Dorman Long</i>
	Rudder " .....	"	<i>5 x 2 1/4</i>	<i>Thompson &amp; Co.</i>
RUDDER—A x D .....		<i>50.69</i>		
Speed of Vessel .....		<i>8 knots</i>		
RUDDER mainpiece at head ...	<i>Forged</i>	<i>3 1/4 to 4</i>	<i>Dorman Long</i>	
" " heel ...		<i>3</i>		
" how constructed .....	<i>Forged &amp; Built</i>			
" double or single plate		<i>Single plate</i>	<i>72</i>	
" coupling, vertical or horizontal.....	<i>Nil.</i>			

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <i>(Open Hearth) Dorman Long &amp; Co.</i>
	Has the Steel been tested as required by the Rules? <i>Yes.</i>



EQUIPMENT No. 2692-05												LETTER	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.				Cwts.	
58666	1st Bower	5	1	14	Stockless				Y	14	0	Y	4 1/2	Perkins Type (Tongue)	✓	Lipton 12 25 W.A. Drysdale
57242	2nd "	5	1	10	-0-				Y	14	0	Y	4 1/4	-0- (" )	✓	" 22 25 "
	3rd "															
	Collective weight.	10	2	24									8 3/4			
	Stream	1	0	22	Including stock								3/4 in stock			

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.	
	Length.	Diam.	Statury.	Break-ing.	Supplied.	Per Rule			Length.	Diam.					Length.	Ins.	Tons.		Length.	Ins.
28994.	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.	Stud	Kendrick & Mole & Cardiff 20 8/32	ajone	TOWLINE...	Fathoms.	Ins.	Tons.	Fathoms.	Ins.	Tons.
	120	1 1/16	8 3/8	12 3/4	29-1-0			29	120	1 1/16					75	5 1/2		75	5 1/2	
														HAWSERS & WARPS	90	3		90	3	
Iron Stream } Chain-plate } Steel Wire }														"						
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Steering Gear, Steam
Steering Gear, Hand

Boats
Steering Chains, Size and Test
Windlass

Ceiling in Holds, thickness and material
Cargo Battens, thickness, material and spacing

Cargo Hatchways.—(Upper Deck)
Thickness of Hatches

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  
AMBLE SHIPBUILDING CO., LTD.  
Builder's Signature

GENERAL DECLARATION This vessel has been built in accordance with the approved plans, the Committee's letters of instruction and the Society's printed rules. The materials and workmanship employed during the construction are of good quality. The freeboard has been verified and the freeboard marks cut in on the vessel's sides. The whole of the oil cargo tanks, Cofferdams, Oil Fuel bunkers, Ubing tanks, After Peak, Fore Peak and deep tank forward, Bulkheads and weather decks have been tested in accordance with rule requirements. The hand pumps, windlass and steering gear have been satisfactorily worked.

The following approved plans accompany this report:—Midships Section, Profile and deck plans, Plan of Stern frame, Rudder Quadrant & Tilts, Strengthening forward, Plan of wing, Transverse and Centre line bulkheads, Bilge & Ballast piping arrangements and plan of piping ports, also 2 forging reports.

The amount of Entry Fee
£ 2 : 0 : 0
Fees applied for,
19 FEB. 1926

Special Survey Fee
£ 30 : 0 : 0
Received by me,
1/3/26

Freight
2 0 0
I am of opinion the Vessel should be Classed
100A1 "Carrying Petroleum in Bulk", Coasting Great Britain and Ireland (except West Coast) Cork to Pentland Firth

Travelling Expenses, if any
£ 7 : 12 : 11

State whether the Vessel has been built under Special Survey
Yes
Signature
Alex Munro

Certificate to be sent to
Newcastle
Date of issue
2/3/26
Hull & Nue  
hull & nue

Committee's Minute
FRI. 26 FEB 1926

Character assigned
100 A1 Carrying Petroleum in Bulk.  
Coasting Great Britain, Ireland except West Coast  
Cork to Pentland Firth  
Lloyd's A & B.P. + L.M.O 2:26  
Oil Engines

The Surveyors are requested not to write on or below the Committee's Minute.

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Lloyd's Register  
Foundation



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.)

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

1st Bower *Forged*  
2nd " "  
3rd " "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. *29.75* ft., Bridge ☒ ft., Forecastle *12.5* ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *1st (Stl) Oil Eng.*

Official No. *149061*; Signal Letters ☒ Is bottom of Vessel coated with cement *No* if not

particulars of composition *Cement in peaks only*

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,		<input checked="" type="checkbox"/>	Fore peak tank,	<i>6-0</i>	
Double bottom, under Engines and Boilers,		<input checked="" type="checkbox"/>	After peak tank,	<input checked="" type="checkbox"/>	
Double bottom, if under Engines only,		<input checked="" type="checkbox"/>	Deep tank, aft,	<i>7-6</i>	
Double bottom, if under Boilers only,		<input checked="" type="checkbox"/>	Deep tank, forward,	<i>2-3</i>	
Double bottom, forward,		<input checked="" type="checkbox"/>	Other tanks, if fitted,	<i>2-3</i>	
Total capacity of double bottom			(If necessary, furnish further information (see ch.)		
			<i>Aft Cofferdam</i> <i>28-0</i>		
			<i>Using Ballast spaces Aft</i> <i>24-6</i>		
			<i>" " " Forward</i>		

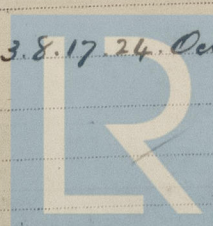
\* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. *5132*

Date *10.6.25*

Dates of Surveys held while building

*1925*  
*Jun. 8. July 1. 16. 23. Aug. 7. 24. Sep. 3. 8. 17. 24. Oct. 1. 23. 28. Nov. 6. 10. 24. Dec.*  
*18. 23. 30. 1926 Jan. 6. 15. Feb. 3. 5. 9.*



Lloyd's Register Foundation  
Total No. of Visits *2*



## PARTICULARS OF LONGITUDINAL FRAMING.

20 Feb 1926

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		Rivets in Brackets to Bulkheads.			
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Spacing of Rivets on each side of Transverses and Bulkheads.		Number.			
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.		Inches.		
Framing of L, L or C .....																			
Frames in Bridge 'tween Decks ...																			
Frames from Uppermost Continuous Deck		No. 1,																	
		" 2																	
		" 3																	
		" 4																	
		" 5																	
		" 6																	
		" 7																	
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		" 11																	
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		" 13																	
		" 14																	
		" 15																	
		" 16																	
Spacing of Longitudinal Frames		Amidships																	
		At Ends																	
Double Bottoms		Tank Top Longitudinals	5 1/2	3	30	5 1/2	3	30	5 1/2	3	30	5 1/2	3	30	5/8	3 3/4	3 1/2 apart.	6	3/4
		Bottom																	
		Amidships																	
		At Ends...																	
Transverses.																			
In Bridge 'tween Decks		Depth and Thickness																	
		Face Angles																	
		Lugs to Shell*																	
In Awning, Shelter or Upper 'tween Decks.		Depth and Thickness																	
		Face Angles																	
		Lugs to Shell*																	
		Centre line 3/4	11 x 24			11 x 24			11 x 24			11 x 24							
		Depth and Thickness	9 x 24			9 x 24			9 x 24			9 x 24			5/8	3 3/4			
		Face Angles	2 1/2 2 1/2 24			2 1/2 2 1/2 24			2 1/2 2 1/2 24			2 1/2 2 1/2 24			5/8	2 1/2			
		Lugs to Shell*	2 1/2 2 1/2 25			2 1/2 2 1/2 25			2 1/2 2 1/2 25			2 1/2 2 1/2 25			5/8	2 1/2			
		Brackets	30			30			30			30							
In Hold in oil																			
Spacing of Transverse Frames		One in each tank																	
* State if joggled or liners.																			
Longitudinal Beams of		Bridge Deck																	
		Awg. or Shltr. Dk.																	
		Upper Tank Lip	5	2 1/2	28	5	2 1/2	28	4 1/2	2 1/2	26	4 1/2	2 1/2	26	2-0				
		Second																	
		Third																	
Transverse Beams.																			
		Plate.																	
		Angles.																	
		As approved.																	
		Plate.																	
		Angles.																	

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