

STEEL STEAMER or MOTORSHIP.

Received at London Office... 26 FEB 1930

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 25.2.30.

Port of

No. 85398

Survey held at *Harrow-on-Tyne*Date First Survey 9th May

Last Survey 12 Feb 1930

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single Sc. MOTOR VESSEL "LUXOR"*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling OIL CARRIER*State Type of Erections *P. Band F.*TONNAGE under Tonnage Deck... *6107.97*CLASS *100A1* (State if with freeboard as condition of Class) *without*Built at *Harrow-on-Tyne*

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 430.0*Launched *29th Nov. 1929* Yard No. *994*

Total

Breadth (greatest moulded) *B 56.25*Builders *Palmer's S.B. & S. Co. Ltd*Gross Tonnage *6553.51*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 32.75*Owners *H.E. Moss & Co. Tankers Ltd*Register Tonnage *3925.95*1st Longitudinal Number (L x D) *= 14082.5*Managers *H.E. Moss & Co. Ltd*

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

2nd Numeral L x (B + D) *= 38270*Residence *Liverpool*

REGISTERED DIMENSIONS. FEET.

Framing Depth "d," at middle of length. See Sec. 3 (1d) *Long⁴ framing*Port of Registry *Liverpool*Length *430.5*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.13*

If surveyed while building, afloat, or in dry dock

Breadth *56.6*Do. Long Bridge to top of keel *✓**Building afloat in dry dock*Depth *32.9*

Draught Moulded

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.
FRAMES, Spacing amidships <i>Long⁴ framing</i>			Bracket Floors, Frame <i>in E Room</i>		
" " from 1/4 length to Collision bulkhead <i>24"</i>			" " Reversed Frame		
" " in peaks <i>longitudinal framing</i>			" " Vertical Struts		
SIDE FRAMING.			Centre Girder , depth and thickness amidships <i>66.50</i>		
Frame Amidships , Angle, [or]			" " top Angles <i>2</i> <i>3 1/2 3 1/2 50</i>		
" " Extends up to			" " bottom Angles <i>2</i> <i>4 4 57/57</i>		
Reversed Frame Amidships , Angle			Side Girders , No. each side and thickness <i>3</i> <i>75.66 x 40</i>		
" " Extends up to			Margin Plate depth (excl. of flange) and thickness <i>in tank top</i>		
Depth of Framing Girder			" " Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween Decks , Angle, [or]			" " Bracket abaft 1/4 len. from stem		
" " Second 'tween Decks , Angle, [or]			" " Vertical Angle to Tank side		
" " Third " " " "			" " Bracket forward 1/4 len. from stem		
Framing in Peaks , Angle or [<i>8 3 1/2 38</i>]			" " Gussets, spacing and scantling abaft 1/4 len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			" " Gussets, spacing and scantling forward 1/4 len. from stem		
State if Frame Joggled <i>yes</i>			Tank Side Brackets , height above base line at toe of Frame and thickness		
PLATING ARRANGEMENTS (Sec. 7), state system and particulars <i>Long⁴ framing as plan</i>			INNER BOTTOM PLATING.		
TRENGTHENING OF BOTTOM FORWARD. State Particulars <i>Keelsons as plan double reversed frames 3 strakes midship thickness</i>			Breadth and thickness of Middle Line Strake <i>1425 under engines 50 clear of engines</i>		
INGLE BOTTOM. <i>Fore deep tank</i>			Thickness of remainder in Holds		
Floors , Depth and thickness at mid-line in Holds <i>36" x 40</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>yes as app?</i>		
Height of Brackets at side above base line at toe of frame <i>at transverse only do plan</i>			BEAMS.		
Middle Line Keelson , on Floors, Angles, [or]			Uppermost Continuous Deck , amidships in Wells, Angle, [or]		
" " Through Plate or Intercoastal Plate <i>CL. B. 1st</i>			" " in way of Bridge, Angle, [or]		
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			Second Deck , amidships, Angle, [or]		
Side Keelsons , No. each side <i>2</i>			Spacing		
" " thickness of Intercoastal Plate <i>40</i>			Third Deck , amidships, Angle, [or]		
" " Angles <i>Bull angle 8 x 3 1/2 x 40</i>			Spacing		
DOUBLE BOTTOM. <i>E. Room</i>			Fourth Deck , amidships, Angle, [or]		
Solid Floors , thickness and spacing <i>40" @ 27"</i>			Spacing		
" " Are Frame and Reversed Frame joggled? <i>yes</i>			Poop Deck , Angle, [or]		
Bracket Floors , breadth and thickness at middle line			Spacing		
" " breadth and thickness at margin plate			Bridge Deck , Angle, [or]		
			Spacing		
			Forecastle Deck , Angle, [or]		
			Spacing		

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.....				
" in 'tween Decks, Size and Spacing.....				
" " " " " "	C.L. 13kd			
" in Holds " "				
" " " " " "				
Centre Line Bulkhead.				
Stiffeners and Spacing.....	horizontal 94 3/2 x 37 to 6 x 3 x 33 BA	30 3/8 space		
Plating, thickness of	49/40			
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells.....	67 65			
" " " " in way of Bridge.....	78			
" Angle in Wells	6 6 65			
Thickness of Plating abreast Deck openings in way of Wells	51 53			
Thickness of Plating abreast Deck openings in way of Bridge				
Thickness of Plating within line of openings...				
If Sheathed, material and thickness				
Second Deck.				
Stringer Plate, breadth and thickness in Wells...	65 x 48	43		
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				
Third Deck.				
Stringer Plate, breadth and thickness.....				
If Plated, state thickness.....				
Fourth Deck.				
Stringer Plate, breadth and thickness.....				
If Plated, state thickness				
Poop Deck.				
Stringer Plate, breadth and thickness	37 x 36 + 06 = 42			
Plating, Sheathing, material and thickness	26" sheathed .30 exposed + .06 = .82 + .06 = .88			
Bridge Deck.				
Stringer Plate, breadth and thickness.....	75 1/2 42			
Plating, Sheathing, material and thickness	26 sheathed 2 1/2" O.P.			
Forecastle Deck.				
Stringer Plate, breadth and thickness	38 x 36 + 06 = 42			
Plating, Sheathing, material and thickness	26 sheathed + .06 = .82			

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?		RIVETS.	No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	Spacing cr. to cr.			Diam.	Spacing cr. to cr.	
FLAT PLATE KEEL	52	94	74	74		double	1" 4"	5	1" 4 1/2	lapped		
" DBLG. (if any)												
BOTTOM PLATING, No. of Strakes.....	22	63	50	50		"	7/8 3 1/2	4	7/8 3 1/2	"		
BILGE PLATING, No. of Strakes.....	22	62	50	50	3 strakes thickness maintained to collision bar	"	" "	4	7/8 3 1/2	"		
SIDE PLATING, No. of Strakes.....	22	60	46	46		"	" "	8	7/8 3 1/2	"		
UPPER DECK, Sheer-strake in Wells.....	51	90	46	46	plating ending in stern frame increased as rule.	-		5	1" 4 1/2	"		
UPPER DECK, Sheer-strake in Bridge	1	108				double	1" 4" in way of heavy plating		1 1/8 in heavy plating			
STRAKE BELOW Sheer-strake in Wells.....	5	80	46	46		double	1" 4"	4	1" 4"	"		
STRAKE BELOW Sheer-strake in Bridge												
POOP SIDE PLATING		40				single	7/8 3 1/2	2	3/4 2 5/8	"		
BRIDGE SIDE PLATING		42				"	" "	2	3/4 2 5/8	"		
FORECASTLE SIDE PLATING		42				"	" "	2	3/4 2 5/8	"		

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c).....	11
" Deck next below	17
As per Rule.....	appd as above

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D , Upper tween decks	34/35	BA 6 x 3 x 36	2' 4 1/2"	BA 6 x 3 x 46	2' 5"
" " Second	33	BA 6 x 3 x 36	2' 4 1/2"		
" " Third				BA 10 x 3 1/2 x 40	2' 6"
" " Holds	50/36			BA 7 x 3 x 38	2' 6"
COLLISION (in Hold)	50/31			BA 9 x 3 1/2 x 58	2' 6"
AFTER PEAK	50/30	BA 10 x 3 1/2 x 50	2' 6"	BA 7 x 3 x 32	2' 6"

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		Flat Plate		
STEM		rolled		
STERN FRAME { Propeller Post	Forged	10 1/2 x 8 1/2	Sld Forge	
{ Rudder	Scrap	9 x 8 1/2		
RUDDER—A x D		5' 22" 6		
Speed of Vessel		10 3/4		
RUDDER mainpiece at head	ingot steel	11 1/2	Wm Rogerson & Co	
" " heel		8 1/2	Arms by Sld Forge	
" " how constructed			Arms struck & keyed	
" double or single plate	single 1.12"			
" 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) *Open hearth process*
S. Durham, Bolckow Vaughan, Dorman Long, Corbett, Cargo Steel, Peace Partners Steel Co of Scotland
 Has the Steel been tested as required by the Rules? *yes*

EQUIPMENT No. 39716												LETTER a f.		ANCHORS.	
Number of Certificate.	Anchor.	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.			
32637	1st Bower ...	74	3	21				56	5	0	0	68	Byers Imp'd		Sld 3.12.29 Butler
32742	2nd " ...	74	3	7				56	5	0	0		" "		" 7.1.30 "
32712	3rd " ...	58	2	0				47	10	0	0		" "		" 27.12.29 "
	Collective weight.	208	1	0								194 1/2			
18189	Stream	19	0	0	4	3	0	19	17	2	0	19	Iron Stock	Kendrick Mole	Off 15.1.30 Wright

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.	Statu- tory.	Break- ing.	Supplied.	Per Rule.		Length.	Diam.	Length.					Cir.	Length.		Cir.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
65615	133 3/4	2 5/16	96 1/4	134 3/4	682	0	0	3			Steel	Kendrick Mole	Tipton 29.1.30 Drysdale	TOWLINE...	120	6"	89.5	120	5 1/4	
* 34026	15	2 5/16	96 1/4	134 3/4	40	0	0	120 4			"	"	Off 25.1.30 Wright	HAWSERS & WARPS }	5	90	3 1/2	26	2 90 2 3/4	
	270 3/4				722	0	0												2	90 2 3/4
* This length of cable was supplied to sister vessel "Luculus" broken by accident as reported now repaired & retested as above										Cir.	Steel	Kendrick Mole	Off 14.6.29 Jones	"						
33288	40	1 5/16	31	46 1/2	53	0	14							"						
Iron Stream Chain Steel Wire	40	5"		73										"						

Steering Gear, Steam	Donkey	Steering Gear, Hand	Tackles to winch
Boats	24'	Steering Chains, Size and Test	Windlass
Ceiling in Holds, thickness and material		Cargo Battens, thickness, material and spacing	Clarke Chapman
Cargo Hatchways.—(Upper Deck)	steel Coaming & covers 7' x 4' main (deck) 3' 1/2 x 8' 1/2 summer (deck)	Thickness of Hatches	.70 main, .50 summer
Size of No. 1 Hatchway (Forward)	9' x 12	No. 2	No. 3
Number of Shifting Beams and/or Fore and Afters	plate cover .30"	5 angle stiffeners 5' x 3' x .40 angles fore aft	No. 5
PALMERS SHIPBUILDING & IRON CO.,			
Builder's Signature			

GENERAL 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 an oil tanker, is fitted for carrying oil as cargo oil tanker 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, the Society's Rules and the Committee's instructions. The workmanship materials are good and to my satisfaction. all cargo tanks, cofferdams, fuel & other oil tanks ballast & fresh water tanks have been filled with water and tested to rule head. all fittings not tested as part of above under pressure have been hose tested. all weather decks have been tested by flooding with hose. The assigned pressures have been marked on vessels sides verified and cut in.

The vessel was examined in dry dock prior to completion - 2 plates E3 & 5 were found included on port side framed in place, bottom coated

Plates E4 & E5 port (garboard = A) were observed to be pitted in the neighbourhood of the W.L. at which vessel lay at quays. The pitting does not in any way impair the vessels efficiency but owners superintendent desired that these plates should be kept under observation. they have been specially cleaned & the pittings stopped with fold size (over)

The amount of Entry Fee	£ 10: 0: 0	Fees applied for,		I am of opinion the Vessel should be Classed	+ 100 A1
Special Survey Fee....	£ 545: 15: 0	Received by me,	3.3.30	notation of "Carrying petrol in bulk"	
Travelling Expenses, if any £	:			notation of "longitudinal framing"	
State whether the Vessel has been built under Special Survey	yes	Signature		Surveyor to Lloyd's Register of Shipping.	
Certificate to be sent to	Newcastle	Date of issue	24/3/30.		

Committee's Minute

Character assigned

TUE 4 MAR 1930

+ 100 A1

carrying Petroleum in bulk
Lloyd's Reg. + Lmb 2.30 C.L.
oil Eng.

White N/A.

20B-120 A



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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.)

The approved plans are forwarded herewith. Prints of sections as built were forwarded with report on sister vessel "LUCULUS" No. 85057

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

1st Bower 46.2.24, including pin 51.1.0 M.B. Ddf 7091 25.10.29
2nd " 47.1.18 " " 51.3.7 K.H. " 7309 12.12.29
3rd " 32.2.11 " " 35.2.14 K.H. " 7298 16.12.29

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 110.2 ft., R.Q.D. _____ ft., Bridge 34 ft., Forecastle 43.5 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *not joined*

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 dks (all)

Official No. 16141 ; Signal Letters _____ Is bottom of Vessel coated with cement *yes outside*
particulars of composition *fillets of cement at seams & bolts in oil spaces* if not give

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <i>Feed, cooling &c water</i>	47.25	132	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		149
Double bottom, if under Engines only,			Deep tank, aft,		91
Double bottom, if under Boilers only,			Deep tank, forward, <i>oil fuel or ballast</i>	36	410
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom			(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. 5365

Date

3.9.29

Dates of Surveys held while building

1929
May 9. 15. 23. 29. 30. 31. June 3. 19. July 15. 23. 30. Aug. 6. 8. 13. 14. 23. 30. Sep. 6. 20. 27. Oct. 3. 4. 7. 9. 10.
14. 21. 23. 24. 25. 28. 29. 30. 31. Nov. 1. 4. 5. 6. 7. 8. 11. 12. 13. 18. 19. 20. 21. 22. 25. 26. 29. Jan. 24. Feb. 3. 5. 7. 10.
11. 12.

Total No. of Visits

58

[illegible]

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.

Seamless, lap welded or riveted longitudinal joint / seams

010428-010439-0169

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entered in their