

STEEL STEAMER or MOTORSHIP.

Received at London Office - 4 DEC 1924

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel Yes

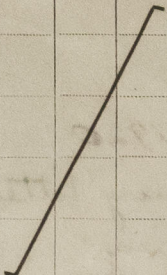


Date of completion of report 3rd December 1924 Port of NEWCASTLE-ON-TYNE No. 78591
 Survey held at Newcastle-on-Tyne Date First Survey 6th Decr 1920 Last Survey 3rd Decr 1924
 On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single screw "TACITO" (Machinery fitted aft)
 State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full scantling without tonnage openings State Type of Erections Poop, Short Bridge Forecastle

TONNAGE under Tonnage Deck... 6356.15 CLASS 100A1 State if with freeboard as condition of Class no Built at Slawdon-on-Tyne
 Do. of space or spaces between Tonnage Dk. and Upper Dk. no Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 430 Launched 28th October 1924 Yard No. 264
 Total 6356.15 Breadth (greatest moulded) 56.75 Builders Northumberland S. B. Co. Ltd
 Gross Tonnage 6702.13 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 33.50 Owners Compania General de Combustibles
 Register Tonnage 4011.26 Transverse Longitudinal Number 1-10 = 90.25 Managers ✓
 (Where necessary to be entered in Reg. Book.)
 Second Number $L \times (B + D)$ = 38807 Residence Buenos Aires
 REGISTERED DIMENSIONS. FEET.
 Length 430.0 Framing Depth "d," at middle of length. See Sec. 3 (1d) 12.83 Port of Registry Buenos Aires
 Breadth 57.0 Proportions—Depth to Length—Uppermost continuous deck to top of keel 12.83 If surveyed while building, afloat, or in dry dock
 Draught Moulded 26.1" Yes

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			Bracket Floors, Frame		
" from $\frac{1}{2}$ length to Collision bulkhead			" " Reversed Frame		
" in peaks			" " Vertical Struts		
FRAMING.			Centre Girder, depth and thickness amidships	<u>45</u> <u>.62</u>	
Name Amidships, Angle, [or]			" " top Angles	<u>3$\frac{1}{2}$</u> <u>.62</u>	
" Extends up to			" " bottom Angles	<u>6</u> <u>.58</u>	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<u>Three</u> <u>.50</u>	
" Extends up to			Margin Plate <u>in boiler space</u> depth (excl. of flange) and thickness	<u>Level</u> <u>.56</u>	<u>58' apd</u>
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem		
Names in Uppermost Continuous 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem		
" Second 'tween Decks, Angle, [or]			" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem		
" Third " " "			" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem		
Framing in Peaks, Angle, [or] (aft)	<u>8</u> <u>3$\frac{1}{2}$</u> <u>.46</u>		Tank Side Brackets, height above base line at toe of Frame and thickness		
Diameter and Spacing of Rivets through Shell Plating	<u>7</u> <u>4$\frac{1}{2}$</u>		INNER BOTTOM PLATING, <u>in B. space</u>		
State if Frame Joggled	<u>no</u>		Breadth and thickness of Middle Line Strake	<u>54</u> <u>.56</u>	
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	<u>Longitudinal framing and transverses as approved</u>		Thickness of remainder in Holds <u>B.S.</u>	<u>✓</u>	<u>56' apd</u>
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<u>Frames doubled, shell plate .68 to collision Bh.</u>		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?	<u>Yes</u>	
DOUBLE BOTTOM, in way of all oil and deep tanks to			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, [or]		
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [or]		
Middle Line Keelson, on Floors, Angles, [or]			" " Spacing		
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, [or]		
" " Foundation Plate on Floors			" " Spacing		
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, [or]		
Double Keelsons, No. each side			" " Spacing		
" thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, [or]		
" Angles			" " Spacing		
DOUBLE BOTTOM, in boiler space			Poop Deck, Angle, [or]		
Solid Floors, thickness and spacing	<u>52</u> <u>- 24</u> <u>48' apd</u>		" " Spacing		
" Are Frame and Reversed Frame joggled?	<u>no</u>		Bridge Deck, Angle, [or]		
Bracket Floors, breadth and thickness at middle line			" " Spacing		
" breadth and thickness at margin plate			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.....					Stringer Plate, breadth and thickness in way of Bridge	72 .44 ✓			
„ in 'tween Decks, Size and Spacing.....					Thickness of Plating abreast Deck openings in way of Wells .....	.44 and .40 ✓			
„ „ „ „ „					Thickness of Plating abreast Deck openings in way of Bridge .....	.44 and .40 ✓			
„ in Holds „ „					If Sheathed, material and thickness	✓			
„ „ „ „ „					Third Deck.				
Centre Line Bulkhead.					Stringer Plate, breadth and thickness.....				
Longitudinal Stiffeners and Spacing. 11.35.64.5.7.2.3.40.7 spaced 27" and 30" apart				If Plated, state thickness.....					
Plating, thickness of .....	.54 to .38 ✓				Fourth Deck.				
STRINGERS AND DECKS.					Stringer Plate, breadth and thickness.....				
Uppermost Continuous Deck.				If Plated, state thickness					
Stringer Plate, breadth and thickness in Wells	81 .60 ✓				Peop Deck.				
„ „ „ „ in way of Bridge	8 1/2 .66 ✓				Stringer Plate, breadth and thickness	50 .30 ✓			
„ Angle in Wells	6 6 .60 ✓				Plating, Sheathing <i>pitch pine 5" x 2 1/2"</i> material and thickness	<i>steel</i> .30 ✓			
Thickness of Plating abreast Deck openings in way of Wells .....	.54 and .50 ✓				Bridge Deck.				
Thickness of Plating abreast Deck openings in way of Bridge	- - -				Stringer Plate, breadth and thickness.....	41 .42 ✓			
If Sheathed, material and thickness DECK...	.46 ✓				Plating, Sheathing <i>pitch pine 5" x 2 1/2"</i> material and thickness .....	.30 ✓			
Second Deck.					Forecastle Deck.				
Stringer Plate, breadth and thickness in Wells...	72 .44 ✓				Stringer Plate, breadth and thickness.....	51 .36 ✓			
					Plating, Sheathing material and thickness .....	.30 ✓			

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>no</i>			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	48	1.02	.72	.72		Double	1	3½	3	1½	3½		Double Strapped
„ DBLG. (if any)		✓											
BOTTOM PLATING, No. of Strakes .....3.)		.64	.60	.52		—	7/8	3½	4	7/8	3½		
BILGE PLATING, No. of Strakes .....2.)		.64	.56	.56		—	7/8	3½	1 @ 4 and 1 @ 3	7/8	3½ + 3½	—	
SIDE PLATING, No. of Strakes .....4.)	three @	.64	.46	.64		—	7/8	3½	3	7/8	3½		
UPPER DECK, Sheer- strake in Wells.....)	one @	.72	.46	.64		—	7/8	3½	3	7/8	3½		
UPPER DECK, Sheer- strake AT Bridge	60	.90	.46	.48		—	1	3½	3	1	4		Double Strapped
UPPER DECK, Sheer- strake AT Bridge	1.00					—	1	3½					
STRAKE BELOW Sheer- strake in Wells.....)	included in side plating					—	1	3½	4	1	4		Lapped
STRAKE BELOW Sheer- strake in Bridge ...)	one strake	.72	.46	.64		—	1	3½	4	1	4		
POOP SIDE PLATING .....				.40		Single	7/8	3½	2	7/8	3½		
BRIDGE SIDE PLATING ...		.42				—	7/8	3½	2	7/8	3½		
FOREC'TLE SIDE PLATING			.42			—	7/8	3½	2	7/8	3½		

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) 11 1884. 1762

Deck next below 7


As per Rule 11 and 7

FORGINGS and CASTINGS.

[illegible]

NEWCASTLE-ON-TYNE. No. 78591

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		Where and when tested Superintendent		
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Spacing. Ins. Ins.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.		Rivets in Brackets to Bulkheads. Number. Diameter. Inches.	
Framing of 		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.					
Frames in Bridge 'tween Decks...		6	3	36				6	3	36				$\frac{7}{8}$ 54	54	6	$\frac{7}{8}$	29/8/24 J.L.
Frames from Uppermost Continuous Deck	No. 1	9	3 1/2	40	7	3 1/2	36	9	3 1/2	40	7	3 1/2	36	"	"	8	"	21/8/24 J.L.
	" 2	"	"	"	7	3 1/2	44	"	"	"	7	3 1/2	36	"	"	"	"	S AND WA
	" 3	"	"	"	9	3 1/2	40	"	"	"	7	3 1/2	44	"	"	10	"	
	" 4	9	3 1/2	46	"	"	"	9	3 1/2	46	7	3 1/2	48	"	"	11	"	
	" 5	11	3 1/2	45	"	"	"	11	3 1/2	45	9	3 1/2	40	"	"	"	"	
	" 6	"	"	"	9	3 1/2	44	"	"	"	"	"	"	"	"	"	"	
	" 7	11	3 1/2	48	11	3 1/2	44	11	3 1/2	48	"	"	"	"	"	12	"	
	" 8	11	3 1/2	52	"	"	"	11	3 1/2	52	11	3 1/2	44	"	"	"	"	
	" 9	11	3 1/2	58	"	"	"	11	3 1/2	58	"	"	"	"	"	"	"	
	" 10	11	3 1/2	64	11	3 1/2	48	11	3 1/2	64	"	"	"	"	"	"	"	
	" 11	15	4	40	11	3 1/2	52	15	4	40	11	3 1/2	48	"	"	"	"	
	" 12	15	4	40	"	"	"	15	4	40	"	"	"	"	"	18	"	
	" 13	and			and			and			and				14	"		
	" 14	9	3 1/2	40				9	3 1/2	40						"	"	
	" 15	9	3 1/2	38				9	3 1/2	38						"	"	
	" 16														"	"		
	" 17														"	"		
	" 18														"	"		
Spacing of Longitudinal Frames		Amidships			At Ends			Amidships			At Ends							
		27 and 30			27 and 30			27 and 30			27 and 30							
Double Bottoms	Tank Top Longitudinals															No. 6		
L, L or C	Bottom																	
Spacing of Longitudinals																		
Transverses.																		
In Bridge	Depth and Thickness	Partial bulkheads in way of 3 1/2 3 1/2 40 in way of 3 1/2 3 1/2 40																
'tween Decks	Face Angles	not fitted fore deep 3 1/2 3 1/2 40 fore deep 3 1/2 3 1/2 40																
	Lugs to Shell	joggled 18 40 18 40 18 40 18 40																
In 'tween Decks	Depth and Thickness	3 1/2 3 1/2 44 3 1/2 3 1/2 40 3 1/2 3 1/2 44 3 1/2 3 1/2 40																
	Face Angles	not joggled 3 1/2 3 1/2 40 3 1/2 3 1/2 40 3 1/2 3 1/2 40 3 1/2 3 1/2 40																
	Lugs to Shell	joggled 36 46 22 50 36 46 22 50																
In Hold.	Depth and Thickness	7 4 72 3 1/2 3 1/2 50 6 1/2 4 72 3 1/2 3 1/2 50																
	Face Angles	not joggled 6 6 46 6 6 46 6 6 46 6 6 46																
	Lugs to Shell	joggled 3 1/2 3 1/2 44 3 1/2 3 1/2 44 3 1/2 3 1/2 44 3 1/2 3 1/2 44																
	Brackets	11-9" 6-0 and 9-2 11-9" 6-0 and 9-2																
Spacing of Transverse Frames																		
Longitudinal Beams of	Bridge Deck	6 3 32 6 3 32 38																
	Awg. or Shltr. Dk.	7 1/2 3 40 6 3 32 7 1/2 3 40 6 3 32 33 and 30																
	Upper	7 1/2 3 44 6 3 32 7 1/2 3 44 6 3 32 30																
	Second																	
	Third																	

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.

—T.

EQUIPMENT No. 40262												LETTER	at	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.					
87070	1st Bower ...	66	0	0	-	-	-	51	10	0	0	65	Hartthorne's stockless	shingle flange	N. 29/8/24.	H. Green	
87103	2nd „ ...	65	0	0	-	-	-	51	0	0	0	65	-	-	-	-	-
87069	3rd „ ...	64	1	16	-	-	-	50	15	0	0	64½	-	-	-	-	-
	Collective weight.	195	1	16								19 4½					
87081	Stream	19	0	6	5	0	0	19	19	2	21	19	Ordinary		-	N. 21/8/24.	H. Green

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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Length.	Cir.					Length.	Cir.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
76494	135	2½	96½	134½	363	0	5				Studrup Shingle flange	N 28/8/24 H. Green	TOWLINE...	120	5¼	65	120	5¼	
76505	135	"	"	"	361	2	17	720½	270	2½	"	N 29/8/24 H. Green	HAWSERS & WARPS	2-90	2¾	15½	2-90	2¾	
Chain Cable Steel Wire	90	5		59	724	2	22		90	5			"	2-90	3¼	22	2-90	2¾	
Steel wires certified by Newall & Son Ltd																			

Steering Gear, Steam Donkin 16" and Steering Gear Hand combined

Boats 4 lifeboats Steering Chains, Size and Test Nil Windlass Emerson Walker

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

Cargo Hatchways.—(Upper Deck) Oil tight fore to fore hold Thickness of Hatches Plate covers and 2½ to No. 1.

Size of No. 1 Hatchway (Forward) 10'8" x 9'0" No. 2 ☒ No. 3 ☐ No. 4 ☐ No. 5 ☐ No. 6 ☐

Number of Shifting Beams and/or Fore and Afters One to No. 1 hatch.

Builder's Signature Ramsay Leblie FOR THE NORTHUMBERLAND SHIPBUILDING CO., LTD.

GENERAL DECLARATION This vessel has been built in accordance with the approved plans and instructions as per Secretary's Letters, as well as with the printed Rules. The materials and workmanship are good. The freeboard has been verified & the freeboard marks "cut in" on the vessel's sides. All oil cargo & fuel tanks, cofferdams, double bottom tanks, deep & peak tanks, weather decks and bulkheads have been satisfactorily tested.

Plans enclosed:—Midship Section, Profile & decks, Sternframe & rudder, Fore end transverse & peak bulkhead, Sections in way E & B space fore fuel, Stern, Packing at bulkhead shell bar, Cofferdam bulkhead, Quadrant & stiller, Intersection of oil fuel tankers, Intercostal plates in fore deep, Oil cargo & fuel pumping arrange, Aft end bilge to fore fuel pumping, Fore end bilge to fore fuel pumping, Cofferdam sections, Pumping plan sections, Oil fuel in all Summer tanks and filling pipe to cross tankers, & forging & casting to certificates.

The amount of Entry Fee £ 10 : 0 : 0 Fees applied for, 11/12/1924

Special Survey Fee.... £ 551 : 6 : 6 Received by me, 1924

Freeboard Travelling Expenses, if any £ 12 : 0 : 0

State whether the Vessel has been built under Special Survey yes

Hull & Machinery Certificate to be sent to NEWCASTLE-ON-TYNE Date of issue 5/12/24

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

Signature J. MacDonald, Alex. Munro Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI, 5 DEC 1924

Character assigned + 100A1

Carry pet. in bulk

Write & re. Cert.

Lloyd's A&P. + dmb 12.24. 3D.

Fitted for oil fuel 12.24

SP above 150°

My

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

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.)

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

1st Bower 41 cwt 2 grs 11 lbs. G.R. N° 8925 17/11/17.
2nd " 41 " 2 " 3 " D.D.W. N° 3032 9/3/20.
3rd " 42 " 0 " 6 " D.D.W. N° 3080 16/3/20.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 103.83 ft., R.Q.D. — ft., Bridge 31.5 ft., Forecastle 48.92 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 and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 2 DKS (skt)

Official No. ☒ ; Signal Letters ☐ If bottom of Vessel has been coated Inside *yes* give particulars of composition *Cement wash*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	21.0	162
Double bottom, under Engines and Boilers,			After peak tank,	16.3	74
Double bottom, if under Engines only, <i>fresh water</i>	34.4	76	Deep tank, aft,		
Double bottom, if under Boilers only, <i>water or fuel</i>	53.0	174	Deep tank, forward,	38.25	620
Double bottom, forward,			Other tanks, if fitted,		
			(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. 4963

Date 23.3.21

Dates of Surveys held while building

1920
Dec. 6. 15. 20. Jan. 7. 10. 12. 14. 19. 21. 27. 31. Feb. 3. 10. 21. 24. 25. Mar. 2. 3. 8. 11. 18. 22. 24. Apr. 1. 12. 18. 22. 26. May 20. 24. June 2. 8. 13. July 5. 14.
17. 25. 28. Aug. 12. 22. Sept. 1. 28. 30. Oct. 6. 10. 14. 19. 26. Nov. 3. 11. 17. 24. Dec. 5. 23. 1922
1923
2. 7. 10. 16. 21. 28. Dec. 15. Feb. 20. 23. 28. Mar. 5. 12. 19. 23. Apr. 9. 12. 17. March 19. 21. 25. 28. July 25. 29. Aug. 5. 4. 19. 21. 29. Sept. 1. 5. 11. 12. 17. 19. 24. 26.
1924
Oct. 9. 16. 21. 24. 28. Nov. 4. 6. 7. 10. 12. 17. 18. 19. 20. 21. 24. 25. 26. 27. 28. Dec. 1. 3.

Total No. of Visits 130