

STEEL SAILING SHIP.

Port of Colombo Date of completion of Report 3rd November 1922 Received at London Office MON. DEC. 4 1922
 "Survey held at Colombo Date of First Survey 14th November 1921 Last Survey 18th October 1922
 On the A.P.O.C. NO: 100 Liquid Fuel Barge Rig ---

TONNAGE under Tonnage Deck
 No. of Poop ---
 No. of raised Or. Deck ---
 No. of Bridge House ---
 No. of Forecastle ---
 No. of Houses on Deck ---
 No. of excess of Hatchways ---
Gross Tonnage 205.24
 Less Crew Space 2500. cub. ft.
TONNAGE FOR FEES..
 Less Navigation spaces ---
Register Tonnage 122.83
 as cut on Beam 100

CLASS AL for harbour Purposes
Breadth (greatest moulded) 24
Depth, at middle of length, from top of keel to top of Upper Deck Beam, at side 9.66
Transverse Number 33.66
Length, on deck from fore part of stem to after part of sternpost 100
Longitudinal Number 33.66
Depth "d" at middle of length. (See Secs. 2 & 12.) 0.0
Proportions, Depths to length, Upper Deck beam at side to top of keel 1 to 10
Destined Voyage local

Master ---
Year of Appointment ---
Built at Colombo
When built 1922 **Launched** 20/9/22
By whom built Messrs Bone & Co.
Owners Anglo-Persian Oil Co. Ltd.
Managers (Local) Messrs Shaw Wallace & Co.
Residence Thatcham Street, Colombo
Port belonging to Colombo

LENGTH on deck as per rule 100 **BREADTH** Moulded 24 **DEPTH** Top of Floors to Upper Deck Beams 10
 Dimensions of Ship per Register, Length, 100 breadth, 24 depth, 10 Moulded depth, ft. 9 in. 8 Round up of Beam 4 ins.

FORGINGS AND CASTINGS.
KEEL, Bar, depth and thickness 5 3/4 x 1 1/4
STEM, moulding and thickness 5 3/4 x 1 1/4
STERN-POST, do. do. 10 5/8 x 6 9/16
RUDDER—A x D Table 22 ---
Main Piece, diameter at head 3 1/2
heel 3 1/2
RUDDER, how constructed Single Plate 3 Arms
 Can the Rudder be unshipped afloat? Yes

FRAMING.
FRAME, Angles, --- or --- Bars, amidships 3 x 3 x 6/20
 " in peaks ---
 Spacing of Frames from centre to centre, amidships 24
 " " " in peaks 22
REVERSED FRAME, Angles, amidships 2 1/2 x 2 1/2 x 6/20
 " " " in peaks 2 1/2 x 2 1/2 x 6/20
FRAMING, depth of girder ---
FLOORS, depth and thickness of Floor Plate at mid line for 2/3 length amidships 13 x 1/4
 " thickness at the ends of vessel 1/4
 " depth at 1/2 the half breadth, as per Rule ---
 " height extended at the Bilges ---
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb 4 x 3 x 5/16
 " Angles on Upper Edge ---
 " Average space ---
BEAMS, Second or Lower Deck, Plate, Tee Bulb or Channel ---
 " Angles on Upper Edge ---
 " Average space ---
BEAMS, Third or Orlop Deck, Plate, Tee Bulb or Channel ---
 " Angles on Upper Edge ---
 " Average space ---
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel ---
 " Angles on Upper Edge ---
 " Average space ---
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel ---
 " Angles on Upper Edge ---
 " Average space ---
BEAMS, Forecastle Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel ---
 " Angles on Upper Edge ---
 " Average space ---
PILLARS, in 'tween Decks, Size and spacing ---
 " **Hold** ---
 " **Quarter, 'tween Dks.** ---
 " **in Holds** ---
WEB-FRAMES, Number and spacing 3 spaced 1 in each link
 " Breadth and thickness 10 x 5/16
 " No. of Side Stringers, breadth and thickness 2 x 2 x 5/20
 " Size of Face Angles to Web Frames ---
PARTIAL BULKHEADS, as per Sketch, page 147, No. ---
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness ---

KEELSONS AND STRINGERS.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate 6/20
 " Rider Plate ---
 " Flat Keel Plate Angles 3 x 3 x 1/4
 " Horizontal Plates above floors ---
 " Angles or Bulb Angles LS 3 x 3 x 1/4
SIDE KEELSONS, Number one on each side
 " Angles or Bulb Angles LS 3 x 3 x 5/16
 " Plate above floors for lng. ---
 " Intercoastal Plate for lng. ---
 " Attached to outside Plating with Angle yes
BILGE KEELSON, Angles or Bulb Angles ---
 " Plate above floors for lng. ---
 " Intercoastal Plates for lng. ---
 " Attached to outside Plating with Angle yes
SIDE STRINGERS, Number one on each side
 " Angle 4 x 3 x 40
 " Intercoastal Plates for lng. 6 x 3 x 6
 " Attached to outside Plating with Angle 3 x 3 x 6/20
Upper Deck Stringer Plate, breadth and thickness 5/16 x 2 x 6
 " Angle on ditto 3 x 3 x 6/20
 " Tie Plates, fore and aft, outside Hatchways 3 1/2 x 3 1/2
 " Diagonal Tie Plates, No. of Prs. ---
 " Main Dk. Iron or Steel for full len. steel 7/16
 " Wood Deck, Material and thickness ---
Second or lower Deck Stringer Plate, breadth and thickness ---
 Is the Stringer Plate attached to the Outside Plating?
 " Angles on ditto, No. ---
 " Tie Plates, outside Hatchways ---
 " Diagonal Tie Plates, No. of Prs. ---
 " Deck, Material and thickness ---
Third or Orlop Deck Stringer Plate ---
 Is the Stringer Plate attached to the Outside Plating?
 " Angles on ditto, No. ---
 " Tie Plates, outside Hatchways ---
Poop Deck Stringer Plate, breadth & thickness ---
 " Angle on ditto ---
 " Tie Plates ---
 " Deck, Material and thickness ---
Bridge Deck Stringer Plate, breadth & thickness ---
 " Angle on ditto ---
 " Tie Plates ---
 " Deck, Material and thickness ---
Forecastle Deck Stringer Plate, breadth & thickness ---
 " Angle on ditto ---
 " Tie Plates ---
 " Deck, Material and thickness ---

BULKHEADS.
 Number. Thickness. **STIFFENERS.** Single or Double Frames. Height up.
 In Vessel. Per Rule. Horizontal. Vertical. Spacing. Inches. Inches. Inches.
W. T. BULKHEADS 6 6/20 6 x 3 x 6/20 6 x 3 x 6/20 24 double to deck
COLLISION ---
PARTITION ---
 Are the outside Plates doubled two spaces of Frames in length? ---

PLATING.										RIVETING.												
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.							
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		RIVETS.		Double or Treble.		RIVETS.		STRAIPS.		IF LAPPED.		
		Breadth.		Thickness.		Thickness.		Breadth.		Thickness.		Diam.		Spacing.		Diam.		Spacing.		Breadth.		
		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		
KEEL (Riveting)		36	3/8	3/8	3/8					Double 3/4		5/8	2 1/4	Double 5/8		2 1/4					5/2	
GARBOARD OF A Strake		42	5/16	5/16	5/16					1/8				1/8								
B "		42	5/16	5/16	5/16																	
C "		42	5/16	5/16	5/16																	
D "		45	5/16	5/16	5/16																	
E "		27	5/16	5/16	5/16																	
F "		45	5/16	5/16	5/16																	
G "		39	3/8	3/8	3/8																	
H "																						
J "																						
K "																						
L "																						
M "																						
N "																						
POOP or R. Q. Dk. SIDES																						
SHORT BRIDGE SIDES																						
FORECASTLE SIDES																						

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c.?										Upper Deck Stringer Butts, treble riveted for length amidship.									
<i>Consett Iron Co. Ltd.</i> <i>Consett</i>										Plate Straps, single, double or overlapped for length amidship.									
										Butts of Side Stringers riveted.									
										Butts of Tie Plates riveted.									
										Centre Girder Butts, riveted. Keelsons Butts, riveted.									
Frames, riveted through Plates with in. Rivets, about apart.										Rivets, state whether of Iron or Steel.									

FRAMES extend in one length from <i>Water</i> to <i>Deck</i>										REVERSED FRAMES on floors and frames extend from <i>Water</i> middle line to and to <i>Deck</i> alternately.									
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

MASTS AND SPARS.										RIGGING.									
MASTS, &c.		MATERIAL.		Total Length.		DIAMETER AND THICKNESS AT—		No. of Plates in Round.		ANGLES.		RIVETING.		MATERIAL.		SHROUDS.		STAYS.	
				Feet. Ins.		Inches.		No.		Inches.		Seams.				No.		Inches.	
Fore																			
Main																			
Mizen																			
Jigger																			
Bowspit																			
Fore																			
Main																			
Mizen																			
Jigger																			
YARDS.																			
Fore																			
Main																			
Crossjack																			
Jigger																			
Fore																			
Upper																			
Lower																			
MAIN																			
Upper																			
Lower																			
MIZEN																			
Upper																			
Lower																			
JIGGER																			
Upper																			

EQUIPMENT No. 1 LETTER 2										ANCHORS. 3 TONNAGE FOR TRAWLERS U. Dk.									
Number of Certificate.		Anchors.		WEIGHT, EX-STOCK		WEIGHT OF STOCK		TEST, PER CERTIFICATE		WEIGHT, REG. PER RULE		Description of Anchor.		Makers.		Where and when tested and Superintendent.			
				Cwts. qrs. lbs.		Cwts. qrs. lbs.		Tons. cwt. qrs. lbs.		Cwts. qrs. lbs.									
37547		1st Bower		4 2 8		4 2 8		6 17 2 0		4 2 8		Blockless		Jellows		10/5/22			
37545		2nd "		4 2 8		4 2 8		7 0 0 0		4 2 8				Teros					
		3rd "																	
		Collective weight																	
22131		Stream		3 3		3 3		24 13 2 21		24 13 2 21		Block		do		do			
		Kedge																	

CHAIN CABLES.										HAWERS AND WARPS.																	
Number of Certificate.		Fathoms.		Size.		Test per Certificate.		WEIGHT OF CHAIN CABLE		Fathoms and Size Per Rule.		Description.		Makers of Cables.		When and where tested, and Superintendent.		Material.		Fathoms.		Size.		Breaking Test of Steel Wire Towline.		Fathoms and Size per Rule.	
						Tons.		Cwts. qrs. lbs.		Cwts. qrs. lbs.																	
33179		75		11/16		8.0.0.0		20.2.24		20.2.24		Slid link		Jellows		24/5/22		TOWLINE		60		8		Manilla			
33238																		HAWSER		90		5					
		45		1/2		3.0.0.0		6.3.19		6.3.19		Short link		do		do		WARP									

Boats <i>Two</i>										Steering Gear <i>Hand</i>									
Pumps, Number <i>one power, 1 hand</i>										Diameter of Barrel and Tail Pipe <i>1 1/2"</i>									
Windlass is <i>hand</i>										Capstan									
Number of Scuppers, and number and dimensions of Freeing Ports <i>6 7 3 1/2"</i>										Ceiling in Holds, thickness and material <i>F.P. 4 P.L. 1 1/2"</i>									
Cargo Hatchways.—How formed? <i>steel coverings</i>										Ceiling 'tween Deck, thickness and material									
State size No. 1 Hatch (Forward) <i>6 all</i>										Hatches, if strong and efficient? <i>Yes</i>									
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch										No. 2 Hatch									
										No. 3 Hatch									
Bulwarks, height above deck and description <i>2 ft. 1/2"</i>										No. of Breasthooks <i>Two</i>									
The above is a correct description.										Main Rail, material and size <i>5 1/2" x 3 1/2" x 11.33 lb. 1 Topgallant Rail</i>									
Builder's Signature <i>Huan & Co</i>										Surveyor's Signature <i>S. S. Melton</i>									
<i>Colombo</i>										Surveyor to Lloyd's Register of Shipping.									

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) *M 16/9/21 M 23/6/21, M. 17/6/21 M 7/6/21 M 31/8/21 M 14/11/21 M 5/1/22 M 11/1/22 M 14/1/21 M 29/3/22 5/11/21*

Workmanship. Are the butts of plating planed or otherwise fitted? *Otherwise fitted*

Is the riveted work properly closed? *Yes*

Are the liners between the frames and plates solid single pieces? *Yes*

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes*

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes*

Do any rivets break into or through the seams or butts of the plating? *No*

Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped? *Shifted and lapped*

Have all upper and weather decks been tested as required by Rules (Sec. 26, par 20)? *?*

State results of test *?*

Have all gutterways been tested as required by Rules (Sec. 26, par. 20)? *?*

State results of test *?*

General Remarks (State quality of workmanship, &c.)

Each link has been separately tested by 8 ft water head and all bulkheads were found perfectly tight to the satisfaction of the owner's Representative & self.

F + A Cofferdams were water tested to the satisfaction of the owner's Representative & self.

All links were cribbed in my presence & the variation in capacity being practically the estimated total capacity 278 tons liquid fuel. The Pump links roughly 275 tons with this charged in 55 minutes to the floor level, timber holes in floors being too small to permit efficient flow. Recommended that these be enlarged, which was done.

During to Bombay. All hatchways and companion ways and ventilator openings were efficiently battened down. All deck gear securely lashed. Deck side scuppers left open.

No. 3 link was water ballasted, mean draught of the vessel on her departure being 4 ft. 10 1/2". Special towing lugs were fitted to fore and starboard stringer angle in way of forward Toffordam of upper stringer.

All materials used in the vessel's construction have been passed by the Society's Surveyors and the workman-ship throughout has been to my entire satisfaction.

The hull received one coat of red lead and one coat of Anti-corrosive and Anti-fouling paints, and the tanks special fire resisting paint.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ft., Bridge ft., F'castle ft. (in feet and tenths). No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book)

Official No. *130106*! *received from B.T. Surveyor.*

How are the surfaces preserved from oxidation? Inside *as above* Outside *as above*

Order for Special Survey No. *23.6.21*

Date *23.6.21*

Order for Ordinary Survey No. *4*

Date *4*

No. *4* in builder's yard

1st. On the several parts of the frame, when in place, and before the plating was wrought

2nd. On the plating during the process of riveting

3rd. When the decks were in and fastened, and before the decks were laid

4th. When the ship was complete, and before the plating was finally coated or cemented

5th. After the ship was launched and equipped

18 Visits

6

Total No. of Visits *24*

The amount of Entry Fee *R 45/-*

Special Survey Fee *R 605/-*

Travelling Expenses, if any *R 67.50/100.*

I am of opinion this Vessel should be Classed *+* *A1 for Harbour purposes*

without Freeboard, as condition of Class *without Freeboard*

Fees applied for, *13/11/1922*

Received by me, *S. S. Melton*

Certificate to be sent to *Anglo Persian Oil Co. London*

Committee's Minute *FRI. 9 MAR. 1923*

Character assigned *See Minutes on Cbo N 354*

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