

STEEL STEAMER or MOTORSHIP.

Received at London Office

-6 JAN 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 *29th December 1925*Port of *Newcastle-on-Tyne*No. *79960*Survey held at *Amble*

Date First Survey

Last Survey *23rd December*

1925

On the (State if Machinery fitted Aft and (if Single, Twin or Triple Screw) *Steel Screw Motorship**"SOUTHGATE"* Machinery fitted *Aft*

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

State Type of Erections *Yel + R. 2. D.*

TONNAGE under Tonnage Deck...

*101.32*CLASS *100A1*State if with freeboard as condition of Class *Yes*Built at *Amble*

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 92.0*Launched *30th November 1925* Yard No. *39*

Total

Breadth (greatest moulded) *B 19.0*Builders *Amble Shipbuilding Co. Ltd.*

Gross Tonnage

*143.43*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 8.0*Owners *Anglo-American Oil Co. Ltd.*

Register Tonnage

*54.98*1st Longitudinal Number (L x D) = *736*

Managers

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

2nd Numeral L x (B + D) = *2484*Residence *London*

REGISTERED DIMENSIONS.

FEET.

*92.2**19.1**7.4*

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

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

Do. Long Bridge to top of keel

Draught Moulded *4-8³/₄*Port of Registry *Southampton*

If surveyed while building, afloat, or in dry dock

Building and Afloat.

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.
ES, Spacing amidships <i>24 ft. 6 in.</i>	<i>24</i>		Bracket Floors, Frame		
" from 1/2 length to Collision bulkhead <i>24 ft. 6 in.</i>	<i>18</i>		" " Reversed Frame		
" in peaks	<i>18</i>		" " Vertical Struts		
FRAMING.			Centre Girder, depth and thickness amidships		
Amidships, Angle, <i>E or F</i>	<i>5 3/4 30</i>		" " top Angles		
" Extends up to	<i>Upper Deck</i>		" " bottom Angles		
Reversed Frame Amidships, Angle	<i>5 3/4 24</i>		Side Girders, No. each side and thickness		
" " Extends up to	<i>Across floors</i>		Margin Plate depth (excl. of flange) and thickness		
of Framing Girder	<i>5 and 4 1/2</i>		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem		
Decks in Uppermost Continuous 'tween Decks, Angle, <i>E or F</i>			" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem		
" Second 'tween Decks, Angle, <i>E or F</i>			" " Gussets, spacing and scantling abaft 1/2 len. from stem		
" Third " " "			" " Gussets, spacing and scantling forward 1/2 len. from stem		
ing in Peaks, Angle <i>E or F</i>	<i>4 1/2 30</i>		Tank Side Brackets, height above base line at toe of Frame and thickness		
ster and Spacing of Rivets through Frame and Shell Plating amidships	<i>5/8 3 1/2</i>		INNER BOTTOM PLATING.		
f Frame Joggled	<i>Yes</i>		Breadth and thickness of Middle Line Strake		
ARRANGEMENTS (Sec. 7), state system and particulars	<i>Vertical light flat 4 Intercoastal stringer</i>		Thickness of remainder in Holds		
THENING OF BOTTOM FOR D. State Particulars	<i>Double frames and Intercoastal angles plan</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?		
BOTTOM.			BEAMS.		
Depth and thickness at mid-line in Holds	<i>12 x 24</i>		Uppermost Continuous Deck, amidships in Wells, Angle, <i>E or F</i>	<i>3 1/2 2 1/2 30</i>	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, <i>E or F</i>		
Line Keelson, on Floors, Angles, <i>E or F</i>	<i>Centre line Riv. in 1st</i>		Spacing	<i>on every frame</i>	
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, <i>E or F</i>		
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles	<i>TEE 6 4 30</i>		Third Deck, amidships, Angle, <i>E or F</i>		
isons, No. each side	<i>One</i>		Spacing		
" thickness of Intercoastal Plate	<i>26</i>		Fourth Deck, amidships, Angle, <i>E or F</i>		
" Angles	<i>5 3/4 30</i>		Spacing		
BOTTOM.	<i>Bottom 2 1/2 2 1/2 26</i>		Poop Deck, Angle, <i>E or F</i>		
ors, thickness and spacing			Spacing		
" " Are Frame and Reversed Frame joggled?			Bridge Deck, Angle, <i>E or F</i>		
Bracket Floors, breadth and thickness at middle line			Spacing		
" " breadth and thickness at margin plate			Forecastle Deck, Angle, <i>E or F</i>		
			Spacing		

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 " "							
" " " " "							
Centre Line Bulkhead.							
Stiffeners and Spacing.....							
Plating, thickness of							
STRINGERS AND DECKS.							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness in Wells							
" " " " in way of Bridge							
" Angle in Wells							
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							
Second Deck.							
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							
Third Deck.							
Stringer Plate, breadth and thickness.....							
If Plated, state thickness.....							
Fourth Deck.							
Stringer Plate, breadth and thickness.....							
If Plated, state thickness							
Peep Deck.							
Stringer Plate, breadth and thickness							
Plating, Sheathing, material and thickness							
Bridge Deck.							
Stringer Plate, breadth and thickness.....							
Plating, Sheathing, material and thickness							
Forecastle Deck.							
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.		State if jogged?	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	35	40 ✓	34 ✓	34 ✓	✓	Double ended	5/8	2 1/4	2	3/4	2 5/8	Strapped	
„ DBLG. (if any)	✓					✓	✓	✓	✓	✓	✓	✓	
BOTTOM PLATING, No. of Strakes .. 2 A.B.		28 ✓	28 ✓	30 ✓	34 ✓	28 ✓				5/8	2 1/4	Lapped	
BILGE PLATING, No. of Strakes .. 1		37 ✓	30 ✓	34 ✓						3/4	2 5/8	Strapped	
SIDE PLATING, No. of Strakes .. 1		28 ✓	25 ✓	25 ✓						5/8	2 1/4	Lapped	
UPPER DECK, Sheer-strake in Wells.....	41	28 ✓	25 ✓	25 ✓								Strapped	
UPPER DECK, Sheer-strake in Bridge ...		✓	Sheer strake increased to 36 at break of R. 2. D.										
STRAKE BELOW Sheer-strake in Wells.....		✓											
STRAKE BELOW Sheer-strake in Bridge ...		✓											
R 2 D POOP SIDE PLATING		28 ✓		25 ✓		Single	5/8	2 1/2	2	5/8	2 1/4	Strapped	
BRIDGE SIDE PLATING ...		✓		✓		✓	✓	✓	✓	✓	✓		
FOREC'TLE SIDE PLATING			25 ✓			✓	✓	✓	✓	✓	✓	Strapped	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—					
Extending to Upper Deck (Sec. 3 c)		4 1/2 Light Bulk to Upper Deck ✓			
" Deck next below		5 " " " 1 1/2 " ✓ 1 " " " 1 " ✓			
As per Rule		1 Collision Bulk ✓ 1 After Peak Bulk ✓			
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks					
"	" Second "				
"	" Third "				
"	" Holds				
COLLISION (in Hold)		26	50.25 30x30 24		
AFTER PEAK		26	48.3.32 24	Deep Tank Top	
		50.26	48.3.32 24		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM				
STERN FRAME { Propeller Post				
{ Rudder				
RUDDER—A x D.....				
Speed of Vessel.....				
RUDDER mainpiece at head ...				
" " heel ...				
" how constructed				
" double or single plate				
" coupling, vertical or horizontal				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

Has the Steel been tested as required by the Rules?

ING	STRAPPED OR
CR.	LAPPED.
S.	Strapped
	Lapped
	Strapped
	Lapped
	11-11

HAWSERS AND WARPS.

Steering Gear, Steam *Nil* Steering Gear, Hand *Good*
Boats *One Boat* Steering Chains, Size and Test *1/2" dia - Laid 3 tons* Windlass *Hand*
Ceiling in Holds, thickness and material *Nil* Cargo Battens, thickness, material and spacing *Nil*
Cargo Hatchways.—(Upper Deck) *Nil light hatches 2'-6" x 2'-6" x 6"* Thickness of Hatches *1/4"*
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 *PP 210*

SECRETARY

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 plating has been verified and the plating marks cut in on the vessel's sides. The whole of the Oil Cargo tanks, Copperdams, Oil fuel tanks, After Peak and Forward deep tanks, Bulkheads and weather decks have been satisfactorily tested in accordance with rule requirements. The fore peak hand pump, the hand windlass and steering gear have been satisfactorily worked. The following approved plans accompany this report:- Midship Section, Profile + Deck plans. Strengthening of bottom forward. Pumping Arrangements, Arrangement of Lifting ports and scuppers. Oil tight bulkheads, alternative side keelson bracket connection to transverse bulkheads and two forging reports.

I am of opinion the Vessel should be Classed **† 100A1** "Carrying Petroleum in bulk", "Coasting Great Britain & Ireland (except West Coast - Cork to Pentlands Firths)" with special notation "Middle line bulkhead not oiltight"

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

FRI. 8 JAN 1926

Character assigned

ned
10001
Carrying petroleum in bulk
Passing Great Britain & Ireland
except West Coast Port to
Penland Fair Lloyd A.S.P.

+ L. h. b. 1225. c. l.
In quest.

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded with the Plans should be embodied.)

PILLARS, 1

"

"

"

"

Centre 1
Stiffene

Plating

STRINGER
Upper
String

"

"

Thick
in

Thic
in

Thic

If Sl

Secon
Strin

ST

FLAT P

"

BOTTOM
of St

BILGE
Stra

SIDE
Stra

UPPER
stra

UPPER
str

STRAL
str

STRA
str

R. 2
POOP

BRID

FORE

Tot

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. *34-4* ft., Bridge ☒ ft., Forecastle ☒ 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) *10th (8th) Oil Eng.*

Official No. *149253* ; Signal Letters *K. T. N. C.*

particulars of composition *Cement in peaks only*

Is bottom of Vessel coated with cement *No*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Wa
Double bottom, aft,	<input checked="" type="checkbox"/>		Fore peak tank,	<input checked="" type="checkbox"/>	
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>6-0</i>	
Double bottom, if under Boilers only,	<input checked="" type="checkbox"/>		Deep tank, forward,	<i>8-9</i>	
Double bottom, forward,	<input checked="" type="checkbox"/>		Other tanks, if fitted,	<input checked="" type="checkbox"/>	
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.

Alt. Coffordam
7000

5-3
3-6

Order for Special Survey No. *5131*

Date *10.6.25*

Dates of Surveys
held while building

1925
Jan. 8. July 1. 10. 16. 23. Aug. 7. 24. Sep. 3. 8. 17. 24. Oct. 1. 23. 28. Nov. 6. 10. 13. 18. 24. 25
10. 15. 18. 23.

© 2021

Lloyd's Register
Foundation

Total No. of Visits