

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office - 8 DEC 1924

Date of completion of report *6th December, 1924* Port of *Sunderland* *Yes - from N.W.*
Survey held at *Sunderland* Date, First Survey *30th January, 1924* Last Survey *28th November 1924*
On the (State if Single, Twin, or Triple Screw) *Single Screw Steamer* "British Consul" Rig *Schooner*

TONNAGE under
Tonnage Deck... *6449.12*
Do. between Tonnage Dk. and 3rd and 4th Dk.
Total under Upper Dk. *103.39*
Do. of Poop *137.32*
Do. of Bridge House *97.91*
Do. of Forecastle *152.68*
Do. of Houses on Dk.
Do. of excess of Hatchways
Do. above Crown of Engine Room *6940.42*
Gross Tonnage *299.96*
Less Crew Space
Less above Crown of Engine Room
TONNAGE FOR FEES... *2220.93*
Less Engine Room *305.31*
Less Navigation Spaces
Register Tonnage (as cut on Beam) *4114.22*

CLASS *100 A-1.*
Carrying Petroleum in Bulk.
Breadth (greatest moulded) *57.00*
Depth, at middle of length from top of keel to top of upper deck beams at side *33.83*
Transverse Number *B+D* *90.83*
Length on deck from fore part of stem to after part of stern post *434.50*
Longitudinal Number *L x (B+D)* *39465*
Depth "d," at middle of length (See Secs. 2 & 13) *12.84*
Proportions—Depths to Length—Upper Deck Beam at side to top of keel
" " Long Bridge Deck Beam at side to top of keel

Master
Year of appointment (1) As Master in service of owner of present vessel;—19 (2) As Master of this vessel
Built at *Sunderland*
When built *1924* Launched *30th Sept 1924*
By whom built *Sir James Laing & Sons Ltd*
Owners *the British Tanker Co Ltd*
Managers (Where necessary to be entered in Reg. Book.)
Residence *Britannic House Finsbury Circus E.C.2*
Port belonging to *London*
Vessel examined in dry dock at *Hellburn 28.11.24*
If Surveyed while Building, Afloat, or in Dry Dock *Yes*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
	434	6		57	0		33	9	2
									No. of Tiers of Beams 2
Dimensions of Ship per Register, Length <i>435.0</i> breadth <i>57.3</i> depth <i>33.8</i>									
Moulded depth, ft. <i>41</i> ins. <i>10</i> To Bridge Dk. Round of Upper Dk. Beam, Actual <i>14</i> ins.									
Moulded depth, ft. <i>33</i> ins. <i>10</i> To Upper Dk.									
FRAMING.					PILLARS.				
Longitudinal Framing					PILLARS In 'tween Deck, size and spacing				
After Peak <i>8 x 3 1/2 x 50 L, Fore Pk 8 x 3 1/2 x 46 L</i>					Steel Centre Line Bulkhead				
in way of Double Bottoms at Solid Floors					Hold				
at intermdt. Bkts.					Quarter 'tween Dks.,				
of Frames from centre to centre amidships					in Hold				
length to Collision bulkhead in peaks					KEELSONS & STRINGERS.				
USED FRAME, Angles <i>1 1/2 E.R. d. 5.</i>					CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate				
in way of Double Bottoms at Solid Floors					Rider Plate				
at intermdt. Bkts.					Flat Plate Keel Angles				
depth of girder					Horizontal Plates on Floors				
depth and thickness of Floor Plate at mid-line for 1/2 length amidships					Angles or Bulb Angles				
in way of Engine and Boiler Spaces					SIDE KEELSONS, Number				
thickness at the ends of vessel					Angles or Bulb Angles				
depth at 1/2 the half breadth, as per Rule					Plate above floors, for length				
height extended at the Bilges					Intercoastal Plate, for length				
in Cell, Double Bottoms					Attached to outside Plating with Angle				
state if flanged (top & bottom)					BILGE KEELSON, Angles				
Spacing of Solid floors					Intercoastal Plate for length				
GIRDER, in Dbl. bottom, dpth. & thickness					Attached to outside Plating with Angle				
Angles, Top					SIDE STRINGERS, Number				
Bottom					Angle				
including Owners Extra to Floors					Intercoastal Plate, for length				
Brackets at intermdt. frmg., width & thkns					Attached to outside plating with Angle				
GIRDERS, number on each side & thickness					Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)				
state if flanged (top and bottom)					br'dth & thickness (in way of Bridge)				
Angles (top and bottom)					Angle (clear of Bridge)				
to Floors					Tie Plate at sides of Hatchways				
IN PLATE, depth (exclusive of flange) and thickness					Deck, Iron or Steel, for Full ing.				
Angle to Outside Plating					Thickness (clear of Bridge)				
Floors					(in way of Bridge)				
Brackets at intermdt. frmg., width & thkns					Wood Deck, Material & thickness				
Height of Outside Brackets above at bilge					Second Deck Stringer Plate, br'dth & thickness				
BOTTOM PLATING, breadth and thickness of Middle Line Strake					Angles on ditto, No.				
in Engine and Boiler space					Tie Plates outside Hatchways				
Remainder in Holds					Deck, Iron or Steel, for Full ing.				
Upper Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel					Wood Deck, Material & thickness				
In way of Long Bridge					Third Deck Stringer Plate, br'dth & thickness				
Spacing					Angles on ditto, No.				
Second Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel					Tie Plates, outside Hatchways				
Spacing					Deck, Material and thickness				
Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel					Fourth and Fifth Deck Stringer Plate, breadth & thickness				
Angles on upper edge					Angles on ditto, No.				
Spacing					Tie Plates outside Hatchways				
Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel					Deck, Material & thickness				
Angles on upper edge					Poop Deck Stringer Plate, breadth & thickness				
Spacing					Angle on ditto				
Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel					Tie Plates				
Angles on upper edge					Deck, Material and thickness				
Spacing					Bridge Deck Stringer Plate, br'dth & thickness				
Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel					Angle on ditto				
Angles on upper edge					Tie Plates				
Spacing					Deck, Material and thickness				
					Forecastle Deck Stringer Plate, br'dth & th'kns				
					Angle on ditto				
					Tie Plates				
					Deck, Material and thickness				

* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

W1124-0160 (13)

PARTICULARS OF LONGITUDINAL FRAMING.

RAWLER

here and wh
Superint

29.8.24

30.6.24

25.8.24

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.							
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Speng.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.					
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Number.			Diameter. Inches.					
Framing of $\frac{1}{2}$, $\frac{3}{4}$ or $\frac{1}{2}$		$7 \times 3\frac{1}{2} \times 40$ OA's arranged Transversely spaced as Appd.												$\frac{7}{8}$	$5\frac{1}{4}$	$5\frac{1}{4}$ 6dies ✓	7	$\frac{7}{8}$			
Frames in Bridge 'tween Decks ...		No. 1												$\frac{7}{8}$	$5\frac{1}{4}$	$5\frac{1}{4}$ "	7	$\frac{7}{8}$			
Frames from Uppermost Continuous Deck		No. 2												$\frac{7}{8}$	$5\frac{1}{4}$	$5\frac{1}{4}$ "	7	$\frac{7}{8}$			
Framing from Awning, Shelter or Upper Deck to Margin Plate. Bulb Angles Channels		No. 3												$\frac{7}{8}$	$5\frac{1}{4}$	$5\frac{1}{4}$ "	8	$\frac{7}{8}$			
		No. 4												$\frac{7}{8}$	$5\frac{1}{4}$	$3\frac{1}{2}$ for 9" then $5\frac{1}{4}$ ✓	10 shell 12 Bld	$\frac{7}{8}$			
		No. 5												$\frac{7}{8}$	$5\frac{1}{4}$	do do	10 & 12	$\frac{7}{8}$			
		No. 6												$\frac{7}{8}$	$5\frac{1}{4}$	do do	10 & 12	$\frac{7}{8}$			
		No. 7												$\frac{7}{8}$	$5\frac{1}{4}$	do do	10 & 12	$\frac{7}{8}$			
		No. 8												$\frac{7}{8}$	$5\frac{1}{4}$	3 for 9" then $5\frac{1}{4}$ ✓	10 & 12	$\frac{7}{8}$			
		No. 9												$\frac{7}{8}$	$5\frac{1}{4}$	do	10 & 12	$\frac{7}{8}$			
		No. 10												$\frac{7}{8}$	$5\frac{1}{4}$	do	10 & 12	$\frac{7}{8}$			
		No. 11												$\frac{7}{8}$	$5\frac{1}{4}$	do	16	$\frac{7}{8}$			
		No. 12												$\frac{7}{8}$	$5\frac{1}{4}$	do	16	$\frac{7}{8}$			
		No. 13												$\frac{7}{8}$	$5\frac{1}{4}$	do	16	$\frac{7}{8}$			
		No. 14												$\frac{7}{8}$	$5\frac{1}{4}$	do	13	$\frac{7}{8}$			
		No. 15														do	13	$\frac{7}{8}$			
		No. 16														do to No 21					
		Spacing of Longitudinal Frames		Amidships			At Ends			2'-6"			2'-6 or closer ✓			2'-6 or closer					
		Double Bottoms L, L or C		Tank Top Longitudinals			Bottom			Or Tanker No Longitudinally framed			Double Bottom. ✓								
Spacing of Longitudinals		Amidships			At Ends...																
Transverses.		Please See Margin												Rivets in Lugs to Shell Diam. Speng.							
In Bridge 'tween Decks		Depth and Thickness			15 x 38			15 x 38			15 x 38			Increases to Transverses on account of Sheer.							
		Face Angles			4 3 40			4 3 40			4 3 40			57 59 & 60			36 x 46 ✓				
		Lugs to Shell			3 3 38			3 3 38			3 3 38			62 & 63			do ✓				
In Awning, Shelter or Upper 'tween Decks		Depth and Thickness			18 x 40			18 x 40			18 x 40			65 & 66			37 1/2 x 46 ✓				
		Face Angles			4 3 44			4 3 44			4 3 44			68			38 x 46 ✓				
		Lugs to Shell			3 3 40			3 3 40			3 3 40			69 } and large brackets			38 1/2 x 46 ✓				
Main Tanks		Depth and Thickness			36 x 46			36 x 46			36 x 46			71			40 x 46 ✓				
		Face Angles			7 3 40			7 3 40			7 3 40			72			40 1/2 x 46 ✓				
In Hold		Lugs to Shell			6 6 46			6 6 46			6 6 46										
		Brackets			46 & 40			46 & 40			46 & 40										
Spacing of Transverse Frames		8'-11"			8'-11"			8'-11"			8'-11"										
* State if joggled or liners.																					
Longitudinal Beams of L, L or C		Bridge Deck has			Transverse beams.			Poop Dk Longitudinals			6 1/2 x 3 x 32 1/2			spacing.		Poop		In Ships.		As approved.	
		Ang. or Shldr. Dk.												27°		Transverse		Plate. Angles.		Plate. Angles.	
		Upper BA's			7 3 38			7 3 38			7 3 38			27		In Summer Tank Beams.		18 x 40 5 Plange		18 x 40 5 Plange	
		Second BA's			7 3 48			7 3 48			7 3 48			27				11 x 40 4 x 3 1/2 x 40		11 x 40 4 x 3 1/2 x 40	
		Third																20 x 40 7 x 3 1/2 x 60		20 x 40 7 x 3 1/2 x 60	

EQUIPMENT No. 41189				LETTER 67.				ANCHORS.				TONNAGE U. D.K. OR PLATING No. FOR TRAWLERS					
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE				WEIGHT REQUIRED BY TABLE 31.		Description of Anchor.		Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
28406	1st Bower ...	80	1	0	Stockless	59	0	0	0	72	2	0	Byers Improved Stockless	per W.L. Byers	Sld 29-8-24	W.H. Liebrecht	
28276	2nd " ...	73	0	14	do	55	10	0	0	72	2	0	do do do	do	Sld 30-6-24	J.H. Butler	
28387	3rd " ...	62	2	0	do	49	15	0	0	62	0	0	do do do	do	Sld 25-8-24	W.H. Liebrecht	
	4th " ...																
	Collective weight	215	3	14						207	0	0					
87066	Stream	20	2	15	5	1	21	21	8	0	14	20	2	0	Rodgers Forged Nt Iron	N. Hingley & Sons	Netherlon 7-8-24 H. Green.
	Kedge.....																

If found state Name of Port

IS Stockless, state Material Test.

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

1st Bower	52.1.0	C.B.	5808	21.7.24
2nd "	45.3.7	W.M.	5464	30.4.24
3rd "	38.0.0	C.B.	5826	29.7.24
4th "				

CHAIN CABLES.										HAWERS AND WARPS.			
Number of Certificate.	Length and size supplied.	Test per Certificate.	Breaking Test.	Length and size supplied.	Test per Certificate.	Breaking Test.	Length and size supplied.	Test per Certificate.	Breaking Test.	Material.	Length and size supplied.	Breaking Test.	Length and size supplied.
	Length. Diam.	Length. Diam.	Length. Diam.	Length. Diam.	Length. Diam.	Length. Diam.	Length. Diam.	Length. Diam.	Length. Diam.		Length. Diam.	Length. Diam.	Length. Diam.
	Fathoms. Ins.	Fathoms. Ins.	Fathoms. Ins.	Fathoms. Ins.	Fathoms. Ins.	Fathoms. Ins.	Fathoms. Ins.	Fathoms. Ins.	Fathoms. Ins.		Fathoms. Ins.	Fathoms. Ins.	Fathoms. Ins.
76462	150 2 3/8	10 1/2	14 2/3	424.2.4	844 1/2	150 2 3/8	Stud	N. Hingley & Son	Netherlon 31.7.24 H. Green	TOWLINE	130 5 1/2	41	130 5 1/2
76486	150 2 3/8	10 1/2	14 2/3	425.1.18		150 2 3/8	Stud	N. Hingley & Son	Netherlon 14.7.24 H. Green	HAWERS & WARPS	90 3 3/4	41	2 @ 100 8
	120 5		59			120 5		Webster & Co	3.5.24 H. Green	Supplied by	90 3 3/4	35.5	2 @ 100 8
										Owners of	90 3 3/4	30.7	
										Special flex	2 @ 90 3	26.2	
										Quality	4 @ 90 3	26.2	

Boats 4 Lifeboats 24'0" 2 Cutters 18'0"
Pumps, Number No hand pump
Windlass is Emerson Walker & Co
Engine Room Skylights.—How constructed? Steel plates & angles What arrangements for deadlights in bad weather? Hinged stl flaps & Bull's eyes
Coal Bunker Openings.—How constructed? Steel plates & angles How are lids secured? Tarpsaulins & Cleats Height above deck? 30"
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 7 scuppers each side. Freeing ports 3 @ 3.5 x 1.8 & 4 @ 3.6 x 1.9 each side
Ceiling in Holds, thickness and material None in forward hold Cargo Battens, thickness and material Convex steel in forward hold
Cargo Hatchways.—How formed? No 1 steel plates & angles. — Others ordinary oil tight Hatches. If strong and efficient? Yes
State size No. 1 Hatch (Forward) 9' x 12' No. 2 Hatches in oil tanks 6' x 4' No. 3 Hatch No. 4 Hatch
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch in No 1 One web
No. of Breasthooks 4 No. of Crutches Rising Floor
Bulwarks, height above deck and description 4'0" x 25 Main Rail, material and size 6' x 3 x 40 Bull angle
The foregoing is a correct description.
Builder's Signature (here only) J. Hingley & Sons, Limited. Surveyor's Signature A. Pickworth.
Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) M. 25.7.23

Workmanship. Are the butts of plating planed or otherwise fitted? Yes
Is the riveted work properly closed? Yes
Are the liners between the frames and plates solid single pieces? Yes where fitted, forged shell lugs fitted generally
to plate, &c., conform well to each other? Yes
from the faying surfaces? Yes
Do any rivets break into or through the seams or butts of the plating? A few
Are the butts of Plating, Stringers, &c., properly shifted and trapped? Yes
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes State results of tests Satisfactory
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes State results of tests Satisfactory

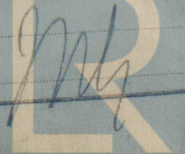
General Remarks (State quality of workmanship, &c.) This vessel has been constructed in accordance with the approved plans, the Rules, and the Secretary's Letters
The materials and workmanship are good.
The oil cargo tanks, cofferdams, oil fuel bunkers, waterballast tanks, bulkheads and decks have been satisfactorily tested as required by the Rules.
The vessel is fitted for the burning of oil fuel F.P. above 150°F
The freeboard has been verified and the marks cut in on the vessel's sides.
Plans etc accompanying this report — Midship Section, Profile and Decks, Forging Reports on Stem bars, Stemframe, Rudder & Tiller & Quadrant.
On Friday 28th inst. examined bottom and rudder in Palmer's Dry Dock Hebburn.
Riveting & caulking found satisfactory. One length of Bilge Keel on Starboard side failed in place & adjacent length removed repaired & refitted. Bottom cleaned & coated.

Sister Vessel — British Ambassador Sld. Ret. 28752. Detail plans were forwarded with this report.

Freeboard Fee £12
The amount of Entry Fee £10:
Special Survey Fee £560: 5:
Travelling Expenses, if any £:
Duplicate Bot (50%) 1:
State whether the Vessel has been built under Special Survey Yes
I am of opinion this Vessel should be Classed 100 A-1 Carrying Petroleum in bulk
With, or without Freeboard, as condition of Class Without
Fitted for Oil Fuel F.P. above 150°F
Fees applied for, 1 DEC 1924
Received by me, 4 DEC 1924
H. Hingley & Sons
Certificate to be sent to SUMMERLAND
A. Pickworth.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute DUE 9 DEC 1924
Character assigned + 100 A-1
Carried pet. in bulk
Write Ad
Lloyd's Arch. + Lmb 12.24 3D, CL
Fitted for oil fuel 12.24 3D above 150°F

W1124-0260 (2/3)



Lloyd's Register of Shipping Foundation

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 110.45 ft., R.Q.D. ☒ ft., Bridge 32.0 ft., Forecastle 48.8 (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

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 should appear in the Register Book) 2 Dks (St.) and Web Frames Longitudinal Framing.
 Official No. 148511 ; Signal Letters _____ State if Machinery is fitted aft Yes
 How are the surfaces preserved from oxidation? Inside Paint & Cement except in Oil Tanks Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors Cellular Construction Machinery Space

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	<u>23.0</u>	<u>204</u>
Double bottom, under Engines and Boilers,			After peak tank,	<u>16.0</u>	<u>154</u>
Double bottom, if under Engines only,	<u>37.0</u>	<u>123 FW</u>	Deep tank, aft,		
Double bottom, if under Boilers only, <u>236 tons oil fuel</u>	<u>46.9</u>	<u>264 Water</u>	Deep tank, forward,	<u>44.0</u>	<u>651</u>
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom		<u>387</u>	(If necessary, furnish further information by sketch.)		
The wells are not to be included in the lengths of the tanks. <u>83.9</u>			State whether the above have been tested as required by the Rules <u>Yes</u>		

Order for Special Survey No. 5553
 Date 24.9.23
 No. 691 in builder's yard.
 Dates of Surveys held while building
1924. Jan. 20, Feb. 6, 8, 14, 20, 22, 27, Mar. 5, 7, 18, 19, 21, 26, 28, Apr. 1, 8, 14, 24, 28, May 2, 7, 13, 15, 16, 20, 22, 28, 30, June 3, 4, 12, 17, July 1, 8, 14, 17, 28, 29, 31, Aug. 13, 14, 15, 18, 19, 20, 21, 22, 25, 26, 27, 28, 29, Sep. 1, 2, 3, 4, 5, 8, 9, 11, 12, 14, 17, 19, 23, 26, 30, Oct. 3, 6, 8, 9, 12, 13, 15, 20, 24, 27, Nov. 20, 28.
 Total No. of Visits 80

Surveyor's Signature

A. Pickworth
 Lloyd's Register
 Foundation