

With or Without

WRECK
SECTION

STEEL STEAMER.

WRECK
SECTION

SAT. NOV. 4 1922

Disconnected Erections.

State if Report is also sent on the Machinery of the Vessel *yes*

Date of completion of report *November 3rd 1922.*

Port of *SUNDERLAND*

No. *28450*

Survey held at *Sunderland*

Date, First Survey *10th March 1901*

Last Survey *Nov 3rd*

1922.

On the (State if Single, Twin, or Triple Screw)

STEEL SINGLE SCREW *BRITISH LORD*

Rig *Schooner.*

TONNAGE under

5628.60

Tonnage Deck

Do. between Tonnage Dk. and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop *96.59*

Do. of Bridge House *165.94*

Do. of Forecastle *99.08*

Do. of Houses on Dk. *108.24*

Do. of excess of Hatchways

Do. above Crown of Engine Room

Gross Tonnage *6098.45*

Less Crew Space

Less above Crown of Engine Room

TONNAGE FOR FEES

Less Engine Room *1961.50*

Less Navigation Spaces *256.55*

Machinery acc. to Rules *329.84*

Less Tonnage cut on Beam

3560.56

CLASS *100 A.I.* CARRYING PETROLEUM IN BULK.

Breadth (greatest moulded) *54.5*

Depth, at middle of length from top of keel to top of upper deck beams at side *33.0*

Transverse Number *87.5*

Length on deck from fore part of stem to after part of stern post *411.5*

Longitudinal Number *35995*

Depth "d," at middle of length (See Secs. 2 & 13) *12.44*

Proportions—Depths to Length—Upper Deck Beam at side to top of keel

" " Long Bridge Deck Beam at side to top of keel

Destined Voyage

Master

Year of appointment

Built at

When built *1922.* Launched *July 24th 1922*

By whom built *Joseph L. Thompson Sons Ltd.*

Owners *British Tanker Co Ltd.*

Managers

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

Residence *London*

Port belonging to *London*

and

If Surveyed while Building, Afloat, or in Dry Dock *yes*

Long frames

LENGTH on Deck as per Rule *411* Feet. *6* Inches. BREADTH Moulded *54* Feet. *6* Inches. DEPTH, ACTUAL—Top of Upper Dk. Beams *32* Feet. *10* Inches. Second Dk. Beams *24* Feet. *10* Inches. No. of Decks with flat laid *2* No. of Tiers of Beams *2*

Dimensions of Ship per Register, Length *412.0* breadth *54.85* depth *32.90* Moulded depth, ft. *33* ins. *0* To Bridge Dk. Round of Upper Dk. Beam, Actual *13 1/2* ins.

FRAMING.

FRAME, Angles, Bars amidships *LONGITUDINAL FRAMING*

Do. in peaks *after* *8 3 1/2 40 8 3 1/2 40*

Do. in way of Double Bottoms at Solid Floors *E 3 1/2 3 1/2 40 3 1/2 3 1/2 40*

" " at intermdt. Blks *B 3 1/2 3 1/2 52 3 1/2 3 1/2 52*

Spacing of Frames from centre to centre amidships *LONGITUDINAL FRAMING SEE*

" " length to Collision bulkhead *SEPARATE FORM. E 27 3 1/2 33 E 27 3 1/2 33*

" " AFTER peaks *24 24*

EVERSED FRAME, Angles *30 30*

Do. in way of Double Bottoms at Solid Floors *E 3 1/2 3 1/2 40 3 1/2 3 1/2 40*

" " at intermdt. Blks *B 3 1/2 3 1/2 52 3 1/2 3 1/2 52*

FRAMING, depth of girder

DOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships

" in way of Engine and Boiler Spaces

" thickness at the ends of vessel

" depth at 1/2 the half breadth, as per Rule *36 40 36 40*

" height extended at the Bilges *straight* *top edge flanged* *E 5 48 48 48 48 48*

DOORS in Cell. Double Bottoms *B 5 72 72 72 72 72*

" state if flanged (top & bottom) *no no*

Spacing of Solid floors *24 and 27 24 and 27*

CENTRE GIRDER, in Dbl. bottom, dpth. & thickness *E 48 x 52, B 72 x 60 E 48 x 52, B 72 x 60*

" Angles, Top *B 3 1/2 3 1/2 52 3 1/2 3 1/2 52*

" " Bottom *E 4 4 56 4 4 56*

" " to Floors *E 6 6 44 6 6 44*

Brackets at intermdt. frmg., wdth & thkns *B 6 6 52 6 6 52*

E GIRDERS, number on each side & thickness *Two E 40, B 50 Two E 40, B 50*

" state if flanged (top and bottom) *no no*

" Angles (top and bottom) *E 6 6 42 6 6 42*

" Bottom *B 3 1/2 3 1/2 52 3 1/2 3 1/2 52*

" to Floors *E 3 1/2 3 1/2 40 3 1/2 3 1/2 40*

" single *B 3 1/2 3 1/2 52 3 1/2 3 1/2 52*

GIN PLATE, depth (exclusive of flange) *E 3 3 x 50, B 58 E 3 3 x 50, B 58*

" and thickness *E 4 4 48 4 4 48*

" Angle to Outside Plating *E 4 4 48 4 4 48*

" Floors *E 6 6 44 6 6 44*

Brackets at intermdt. frmg., wdth & thkns *B 3 1/2 3 1/2 52 3 1/2 3 1/2 52*

HEIGHT OF Outside Brackets above at bilge

ER BOTTOM PLATING, breadth and thickness of Middle Line Strake *E 64 x 52, B 55 x 72 E 64 x 52, B 55 x 72*

" in Engine and Boiler space *E 50, B 72 E 50, B 72*

" Remainder in Holds

MS, Upper Deck, Single Angle, Bulb *10 3 1/2 54 10 3 1/2 54*

" Angle, Plate, Tee Bulb, or Channel *8 3 42 8 3 42*

" In way of Long Bridge AFTER PEAK

Spacing *24 24*

MS, Second Deck, Single Angle, Bulb *8 3 42 8 3 42*

" Angle, Plate, Tee Bulb, or Channel *7 3 40 7 3 40*

" In way of AFTER PEAK

MS, Third and Fourth Deck, Single Angle, Bulb *24 24*

" Angle, Plate, Tee Bulb, or Channel

" Angles on upper edge

Spacing

MS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel

" Angles on upper edge

Spacing

PILLARS.

PILLARS In 'tween Deck, size and spacing

" " Hold *Steel centre line bld*

" " Quarter 'tween Dks., " *as per app plan*

" " in Hold " *as per app plan*

KEELSONS & STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate

" Rider Plate

" Flat Plate Keel Angles

" Horizontal Plates on Floors

" Angles or Bulb Angles

SIDE KEELSONS, Number *3*

" IN WAY OF OIL FUEL TANK, FORD *6 3 50 6 3 50*

" Angles or Bulb Angles *DOUBLE*

" Plate above floors, for length

" Intercoastal Plate, for length of tank *3 1/2 3 1/2 40 3 1/2 3 1/2 40*

" Attached to outside Plating with Angle

BILGE KEELSON, *190 ft* length *12 x 50 12 x 50*

" Attached to outside Plating with Angle *6 4 50 6 4 50*

SIDE STRINGERS, Number

" Angle

" Intercoastal Plate, for length

" Attached to outside plating with Angle

Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge) *61 x 72 61 x 72*

" " " " br'dth & thickness (in way of Bridge) *6 x 6 58 6 x 6 58*

" " Angle (clear of Bridge) *6 x 6 58 6 x 6 58*

" Deck, * Iron or Steel, for full lng. *58, 54, 48, 40 to 36, 58, 54, 48, 40 to 36*

" " Thickness (clear of Bridge) *58, 54, 48, 40 to 36, 58, 54, 48, 40 to 36*

" " (in way of Bridge) *44 44*

" Wood Deck, Material & thickness

Second Deck Stringer Plate, br'dth & thickness *48 44 48 44*

" Angles on ditto, No. *one* *6 x 6 44 6 x 6 44*

" Tie Plates outside Hatchways

" Deck, * Iron or Steel, for full lng. *40 IN WAY OF OIL 40 IN WAY OF OIL*

" Wood Deck, Material & thickness *70 30 70 30*

Third Deck Stringer Plate, br'dth & thickness

" Angles on ditto, No.

" Tie Plates, outside Hatchways

" Deck, * Material and thickness

Fourth and Fifth Deck Stringer Plate, breadth & thickness

" " Angles on ditto, No.

" " Tie Plates outside Hatchways

" " Deck, Material & thickness

Poop Deck Stringer Plate, breadth & thickness *74 x 36 3 1/2 x 3 1/2 36 3 1/2 x 3 1/2 36*

" Angle on ditto *3 1/2 x 3 1/2 36 3 1/2 x 3 1/2 36*

" Tie Plates *30 30*

" Deck, Material and thickness *Steel 30 30*

Bridge Deck Stringer Plate, br'dth & thickness *60 x 42 60 x 42*

" Angle on ditto *3 1/2 x 3 1/2 42 3 1/2 x 3 1/2 42*

" Tie Plates *30 30*

" Deck, Material and thickness *Steel 30 30*

Forecastle Deck Stringer Plate, br'dth & thickness *70 x 36 70 x 36*

" Angle on ditto *3 1/2 x 3 1/2 36 3 1/2 x 3 1/2 36*

" Tie Plates *24 24*

" Deck, Material and thickness *Steel 24 24*

WEB FRAMES.				Inches in Ship.		Inches in Ship.		Inches per Rule.		Inches per Rule.		FORGINGS or CASTINGS.				Inches in Ship.		Inches per Rule.																			
WEB-FRAMES, In Fore Body, No. and spacing				LONGITUDINAL								KEEL, Bar, depth and thickness				Flat plate keel																					
" " " brdth. & thickness				FRAMING								STEM, moulding and thickness				10 1/2 x 2 3/4		10 1/2 x 2 3/4																			
WEB-FRAMES, In E. & B. Space, No. & spacing												STERN-POST for Rudder do. do.				10 x 8		10 x 8																			
" " " brdth. & thickness												" for Propeller				11 1/2 x 8		11 1/2 x 8																			
WEB-FRAMES, In After Body, No. and spacing				SEE SEPERATE								RUDDER-A x D* Table 22. Speed 11 knots				178.33 x 3.41 = 608.1																					
" " " brdth. & thickness				TRANSVERSE FORM.								" Main-Piece, diameter at head				12		12																			
" " " No. of Side Stringers												" " " at heel				9		9																			
" " " Size of Face Angles to Web-Frames																																					
BRACKET PLATES to Stringers between Web Frames, depth and thickness																																					
BULKHEADS.				Number.		Thickness.		STIFFENERS.		Single or Double Frames.		Height up, state deck.		RUDDER, how constructed				Forged & built, arms shrunk on.																			
Vessel.				Per Rule.		Inches.		Horizontal.		Vertical.				" Thickness of Plates or Single Plate				1-10																			
W.T.BULKHEADS				11 Bkds to Upper Dk		5 to 2 1/2 Dk		10 x 3 1/2 x 40		30				Can the Rudder be unshipped afloat?				yes																			
AFTER PEAK, No. 12				50-30		Steel flat		10 x 3 1/2 x 40		24		Single upper.																									
MIDSHIPS				50-30		10 x 3 1/2 x 50		30		Centre line bkd		50																									
" COLLISION PARTITION														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, Plating, &c.?				Open hearth process.																			
LONGITUDINAL CENTRE LINE				50-30		10 x 3 1/2 x 40		30		C.L. bkd. Ch. hocked		Single upper		Steel plates - Conssett. I.C. & L. South Durham & I.C. & L.				Bolchow Vaughan & Co. Ld.																			
The fore & aft tank bkd + Oil fuel tank bkd as per app'd plans.														Steel angles - Conssett Iron Co. Ld.																							
Are the outside Plates doubled two spaces of Frames in length?														Has the Steel been tested as required by the Rules?				yes																			
Are the Sluice Valves and Watertight Doors in efficient working order?																																					
PLATING.				AS IN SHIP.		PER RULE OR AS APPROVED.		EDGES.		RIVETING.		BUTTS.																									
STRAKES.				AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		Breadth of Lap.		RIVETS.		Double or Treble and for what Length.		RIVETS.		STRAPS.		IF LAPPED.													
Flat Plate Keel				49 1/2		.98		.70		.70		48		.98		Double		6 3/4		1 1/8		3 13/16		5R. 3/8 L		1 1/8		5		-		-		20		Full	
GARBOARD or A Strake				87 3/4		.62		.46		.48		.62		.62		"		5 1/4		7/8		3		4R. 1/2 L		7/8		3 1/2		-		-		12		"	
State actual thickness in way of Double Bottom.				B		70 3/4		.62		.70		.50		.62		"		"		"		"		"		"		"		"		"		"		"	
C				66 3/4		.62		.70		.62		.62		"		"		"		"		"		"		"		"		"		"		"			
D				67 1/4		.62		.58		.66		.62		"		"		"		"		"		"		"		"		"		"		"			
E				68 1/2		.62		.46		.48		.62		"		"		"		"		"		"		"		"		"		"		"			
F				66 1/2		.62		.44		.44		.62		"		"		"		"		"		"		"		"		"		"		"			
G				66 3/4		.62		.44		.44		.62		"		"		"		"		"		"		"		"		"		"		"			
H				67 1/2		.62		.44		.44		.62		"		"		"		"		"		"		"		"		"		"		"			
J				61 1/2		.62		.44		.44		.62		"		"		"		"		"		"		"		"		"		"		"			
K				65 1/2		.72		.44		.44		.68		"		"		"		"		"		"		"		"		"		"		"			
SHEER STRAKE																																					

^{5/5} **BRITISH LORD** —
PARTICULARS OF LONGITUDINAL FRAMING.

SUNDERLAND RPT. NO. 28450

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FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.					
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Spacing	Inches.	Number.	Diameter	
																		Inches.	
Framing of 1, 2, 3 and 4		also Prop + Scl																	
Frames in Bridge 'tween Decks. 1		6 1/2	3	36	6 1/2	3	36	6 1/2	3	36	6 1/2	3	36	3/4	4 1/2	6 dia. = 4 1/2	6	3/4	
Frames from Uppermost Continuous Deck		8	3 1/2	40	7	3 1/2	36	8	3 1/2	40	7	3 1/2	36	7/8	5 1/2	5 1/4	7	7/8	
" 2		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
" 3		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
" 4		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
" 5		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
" 6		9	3 1/2	40	9	3 1/2	40	8	3 1/2	44	9	3 1/2	40	"	"	4 1/2 dia = 3 1/2 for 8 R	"	"	
" 7		9	3 1/2	44	9	3 1/2	44	9	3 1/2	40	9	3 1/2	44	"	"	"	"	"	
" 8		10	3 1/2	44	10	3 1/2	44	10	3 1/2	44	10	3 1/2	44	"	"	3 1/2 dia = 3	"	"	
" 9		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
" 10		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
" 11		12 x 3 1/2 x 3 1/2	60	12 x 3 1/2 x 3 1/2	60	12 x 3 1/2 x 3 1/2	60	12 x 3 1/2 x 3 1/2	60	12 x 3 1/2 x 3 1/2	60	12 x 3 1/2 x 3 1/2	60	"	"	"	"	"	
" 12		15 x 4 x 4	63	15 x 4 x 4	63	15 x 4 x 4	63	15 x 4 x 4	63	15 x 4 x 4	63	15 x 4 x 4	63	"	"	In "No 1 Oil tank" rivets spaced 4 1/2 dia throughout.	"	"	
" 13		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
" 14		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
" 15		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
" 16		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
Spacing of Longitudinal Frames		Amidships			At Ends			Amidships			At Ends								
		30			30			30			30								
Double Bottoms		LONGITUDINALLY FRAMED OILER.																	
Tank Top Longitudinals																			
Bottom																			
Spacing of Longitudinals		Amidships			At Ends			TRANSVERSE FRAMING UNDER ENGINES AND BOILERS.											
Transverses.																			
In Bridge		Depth and Thickness	15	x	38	-	-	-	15	x	38	-	-	-	-	-	-	-	
'tween Decks		Face Angles	3 1/2	3 1/2	40	-	-	-	3 1/2	3 1/2	40	-	-	-	-	-	-	-	
		Lugs to Shell * JOGGLED	3 1/2	3 1/2	38	-	-	-	3 1/2	3 1/2	38	-	-	-	7/8	3 1/2	3 1/2	3 1/2	
In Awning, Shelter or Upper 'tween Decks.		Depth and Thickness	18	x	40	18	x	40	18	x	40	18	x	40	-	-	-	-	
		Face Angles	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	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	-	-	-	-	
In Hold.		Depth and Thickness	36	x	46	36	x	46	36	x	46	36	x	46	-	-	-	-	
		Face Angles	6	3 1/2	50	6	3 1/2	50	6	3 1/2	50	6	3 1/2	50	-	-	-	-	
		Lugs to Shell * JOGGLED	6	6	46	6	6	46	6	6	46	6	6	46	7/8	3 1/2	3 1/2	3 1/2	
		Brackets			46			46			46			46	-	-	-	-	
Spacing of Transverse Frames		8' 2" in Oil tanks				8' 2" in Oil tanks				8' 2" in Oil tanks									
		as per profile				as per profile				as per profile									
Longitudinal Beams of		Bridge Deck ...	6 1/2	3	32	6 1/2	3	32	6 1/2	3	32	6 1/2	3	32	39"	39"	39"	39"	
		Awning Shelter Dk.				6	3	36	6	3	36	6	3	36	36	6	30	30	
		Prop				6	3	32	6	3	32	6	3	32	37	6	41	41	
		Upper	6 1/2	3	36	6 1/2	3	32	6 1/2	3	36	6 1/2	3	32	30	6	25	25	
		Second	7	3	38	7	3	38	7	3	38	7	3	38	28				
		Third DEEP TANK DECK	8	3	40	8	3	40	8	3	40	8	3	40	30				

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 113.75 ft., R.Q.D. ☒ ft., Bridge 34.66 ft., Forecastle 52.5
(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 (Stl) and web frames, Longitudinal Framing.
 Official No. 146658 ; 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.*

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	-	-	Fore peak tank,	21.25 ✓	148
Double bottom, under Engines and Boilers, <i>Well</i>	2.25	-	After peak tank,	24.00 ✓	258
Double bottom, if under Engines only,	42.75 ✓	550	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	39.00 ✓	177.0	Deep tank, forward,	40.0 ✓	624
Double bottom, forward,	✓	✓	Other tanks, if fitted,	✓	✓
<i>Boiler room tank fuel oil capacity 47 tons</i>			(If necessary, furnish further information by sketch.)	✓	✓
	Total capacity of double bottom	2320			

* The wells are not to be included in the lengths of the tanks. 81.75 State whether the above have been tested as required by the Rules. yes

Order for Special Survey No. 5501

Date 18.12.20


No. **347** in builder's yard.

DATES of Surveys held while building

1951. M. 1. 10, 11, 12, 22, 23, 31. Apr. 1, 6, 7, 10, 12, 19, 24, 25, 26. May 25, 29, 30, 31. July 29, 30, 31, 32, 29, Aug. 3, 4, 15, 17, 18, 19, 24, 25, 28. Sep. 2, 5, 12, 14, 19, 22, 26, 28. Oct. 3, 5, 7, 10, 10, 14, 17, 19, 21, 24, 26, 28. Nov. 1, 2, 8, 10, 11, 12, 14, 18, 22, 24, 29. Dec. 1, 5, 7, 12, 15, 19, 21, 28, 19, 22. Jan. 4, 5, 11, 23. Feb. 1, 7, 14, 22, 24, 27. Mar. 1, 2, 3, 6, 7, 8, 9, 12, 14, 15, 16, 20, 21, 22, 23, 24, 27, 28, 29, 30, 31. Apr. 1, 6, 7, 10, 11, 13, 21, 24, 28. May 1, 2, 5, 10, 12, 15, 17, 19, 22, 24, 25, 26, 29, 31. June 7, 10, 16, 26, 28, 30. July 3, 10, 14, 20, 22. Aug. 1, 4, 9. Sep. 5, 11, 12, 13, 20, 26, 29. Oct. 2, 4, 6, 10, 17. Total No. of Visits 176

Surveyor's Signature

W. P. Bellinger



Lloyd's Register
Foundation