

STEEL STEAMER or MOTORSHIP.

Received at London Office - 9 JUN 1927

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

28/5/27

Port of *Newcastle-on-Tyne*No. *81426*

Survey held at

Date First Survey

14 May 1926

Last Survey

26 May

1927

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

*Single Sc. Steamer "BRITISH INDUSTRY"**Moely aft*

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

*Full scantling oil vessel*State Type of Erections *Port Bridge + Mast*

TONNAGE under Tonnage Deck

*3785.74*CLASS *+100A1*

Carrying petroleum in bulk State if with freeboard as condition of Class

FEET.

Built at *Hellburn-on-Tyne*Launched *3rd May 1927* Yard No. *963*Builders *Palmers S.B. & S. Co. Ltd*Owners *British Tanker Co. Ltd*

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

Residence

Port of Registry

London

If surveyed while building, afloat, or in dry dock

Building and afloat

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 *365.0*

Breadth (greatest moulded)

B *49.6*

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D *27.25*1st Longitudinal Number (L x D) = *9946*2nd Numeral L x (B + D) = *27831*

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

Long. framing

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

13.39

Do. Long Bridge to top of keel

Draught Moulded *To Bottom of Keel Summer Hd* *22' 7 1/2"*

REGISTERED DIMENSIONS. FEET.

Length

366.2

Breadth

49.25

Depth

27.25

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	<i>Longitudinal</i>		Bracket Floors, Frame	<i>✓</i>	
" " from 1/2 length to Collision bulkhead	" "		" " Reversed Frame	<i>✓</i>	
" " in peaks	<i>For aft 24"</i>		" " Vertical Struts	<i>✓</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>6' 6" x 40</i>	
Frame Amidships, Angle, [or]			" " top Angles	<i>3 1/2 3 1/2 46</i>	
" " Extends up to			" " bottom Angles	<i>4 4 50</i>	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<i>2 36</i>	
" " Extends up to	<i>Longitudinal</i>		Margin Plate depth (excl. of flange) and thickness	<i>48</i>	
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>see plan</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>see plan</i>	
" " Second 'tween Decks, Angle, [or]			" " Gussers, spacing and scantling abaft 1/2 len. from stem		
" " Third " " " "			" " Gussers, spacing and scantling forward 1/2 len. from stem		
Framing in Peaks, Angle or [or]	<i>For aft 7 3 33</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>see plan</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>Longitudinal</i>		INNER BOTTOM PLATING.		
State if Frame Joggled			E Room		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>additional bulkheads plates re as per plan</i>		Breadth and thickness of Middle Line Strake	<i>13' 0" @ 1"</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>double reinforced bottom frames in C.D.B. midships thickness bottom shell double shell connections to long. & close framing in fore oil tank</i>		Thickness of remainder in Holds	<i>10' 36</i>	
SINGLE BOTTOM. IN BOILER ROOM			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?	<i>yes</i>	
Floors, Depth and thickness at mid-line in Holds	<i>42" x 46</i>		BEAMS.		
Height of Brackets at side above base line at toe of frame	<i>to long. as plan</i>		Uppermost Continuous Deck, amidships		
Middle Line Keelson, on Floors, Angles, [or]	<i>2 @ 3 1/2 x 3 1/2 x 52</i>		" " in Wells, Angle, [or]		
" " Through Plate or Intercoastal Plate	<i>56</i>		" " in way of Bridge, Angle, [or]		
" " Foundation Plate on Floors	<i>36 52</i>		Spacing		
" " Flat Plate Keel Angles	<i>4 1/2 4 1/2 64</i>		Second Deck, amidships, Angle, [or]		
Side Keelsons, No. each side	<i>2 to 1</i>		Spacing		
" " thickness of Intercoastal Plate	<i>42" 50</i>		Third Deck, amidships, Angle, [or]		
" " Angles	<i>3 1/2 3 1/2 52</i>		Spacing		
DOUBLE BOTTOM. in E Room			Fourth Deck, amidships, Angle, [or]		
Solid Floors, thickness and spacing	<i>6' 6" x 36 28" spacing</i>		Spacing		
" " Are Frame and Reversed Frame joggled?	<i>yes</i>		Poop Deck, Angle, [or]		
Bracket Floors, breadth and thickness at middle line	<i>none</i>		Spacing		
" " breadth and thickness at margin plate	<i>horizontal</i>		Bridge Deck, Angle, [or]		
			Spacing		
			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	83	42		
" in 'tween Decks, Size and Spacing.....				<i>Built pillars as appd</i>	Thickness of Plating abreast Deck openings in way of Wells		40		
" " " " " "					Thickness of Plating abreast Deck openings in way of Bridge				
" in Holds " "					Thickness of Plating within line of openings...				
" " " " " "					If Sheathed, material and thickness				
Centre Line Bulkhead. in oil spaces					Third Deck.				
Stiffeners and Spacing.....	BA	9	3 1/2	52	Stringer Plate, breadth and thickness.....				
Plating, thickness of	+ wels	6	3	34	If Plated, state thickness.....				
			25 1/2	38					
			(as plans)		Fourth Deck.				
STRINGERS AND DECKS.					Stringer Plate, breadth and thickness.....				
Uppermost Continuous Deck.					If Plated, state thickness				
Stringer Plate, breadth and thickness in Wells		53	61		Poop Deck.				
" " " " in way of Bridge			61		Stringer Plate, breadth and thickness	33	34		
" Angle in Wells	6	6	61		Plating, Sheathing, material and thickness ...		32		<i>where not sheathed</i>
Thickness of Plating abreast Deck openings in way of Wells			44			28			<i>sheathed 2 1/2" OP</i>
Thickness of Plating abreast Deck openings in way of Bridge			46		Bridge Deck.				
Thickness of Plating within line of openings...					Stringer Plate, breadth and thickness.....	38	40		
If Sheathed, material and thickness					Plating, Sheathing, material and thickness ...		26		<i>sheathed 2 1/2" OP</i>
Second Deck.					Forecastle Deck.				
Stringer Plate, breadth and thickness in Wells...		83	42		Stringer Plate, breadth and thickness.....	33	34		
					Plating, Sheathing, material and thickness ...		26		<i>sheathed 3" OP</i>

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. No		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.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.	Inches.	Inches.	
FLAT PLATE KEEL	49	.82	.62	.62		double	1" 4"	4	1"	4	overlapped
" DBLG. (if any)											
BOTTOM PLATING, No. of Strakes .....3.....		.55	.55	.45		double	7/8 3 1/2	3	7/8	3 1/2	3/8
BILGE PLATING, No. of Strakes .....1.....		.60	.55	.57		double	7/8 3 1/2	4	7/8	3 1/2	3/8
SIDE PLATING, No. of Strakes .....2.....		.54	.44	.46		double	7/8 3 1/2	3	7/8	3 1/2	3/8
UPPER DECK, Sheer-strake in Wells.....	71	.78	.44	.44				4	1"	4	"
UPPER DECK, Sheer-strake in Bridge ...		.78									
STRAKE BELOW Sheer-strake in Wells.....		.60	.52	.44		double	1" 4"	4	7/8	4	"
STRAKE BELOW Sheer-strake in Bridge ...		.60				double	1" 4"	4	7/8	4	"
POOP SIDE PLATING .....				.36		one plate		2	3/4	3 3/8	"
BRIDGE SIDE PLATING ...		.40				one plate		2	3/4	3 3/8	"
FORECASTLE SIDE PLATING			.40			single	3/4 2 1/2	1	3/4	3 3/8	"

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	15
Extending to Upper Deck (Sec. 3 c)	10
" Deck next below	5
As per Rule	<i>appd as above</i>

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD. Upper tween decks					
" " Second "					
" " Third "					
" " Holds .....	.48-34	1 web each side	10 1/2 x 3 1/2 x 50	3 1/2"	
			33 x 40	7 x 3 x 32	
COLLISION " (in Hold) .....	.44-34		5 1/2 x 3 x 40	1 1/8"	
			8 x 3 x 36	2 1/4"	
AFTER PEAK " " .....	.44-30	BA	7 x 3 x 49	24"	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		Flat Plate		
STEM	Rolled	9 x 2 3/8	Lanarkshire Steel Co	
STERN FRAME { Propeller Post	forging	10 x 7	Mellon	
{ Rudder		9 x 7	Rotterdam	
RUDDER—A x D		353		
Speed of Vessel		10 1/2		
RUDDER mainpiece at head	Forging	10"		
" " heel		7 1/2	Skoda works	
" " how constructed			arms shrunk on keyed	
" " double or single plate			single plate	
" " coupling, vertical or horizontal.....			horizontal	

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Dorman Long, Pease Partners, South Durham, Consett — Open hearth process.*

Has the Steel been tested as required by the Rules? *yes*

Chap

No. 6

0183 ²/₁₃

In exceptional cases an additional charge will be made according to the service performed, and in all cases where travelling expenses are incurred by the Surveyors in connexion with the above services, they are to be defrayed by the parties interested.

ml. 5.27

EQUIPMENT No. 29435 /												LETTER W	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.			
29946	1st Bower ...	58	0	0	—			47	5	0	0	52 1/2	Byers Imp. ³ Steelless	—	Sld 27/4/27 Butler.
29942	2nd „ ...	52	3	0				44	1	3	14		“ “ “		“ 26/4/27 “
29947	3rd „ ...	44	2	14				39	0	1	7		“ “ “		“ 27/4/27 “
	Collective weigh ^t .	155	1	14	1							149 1/2 ✓			
60092	Stream	14	1	21	3	2	14	15	19	0	7		Rodgers	Bloomer Sons	Tipton 24/3/27 Drysdale

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.	
	Fathoms.	Ins.	Tons.	qrs.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.
61638	270 1/4	2 1/2	76 1/2	107 1/2	579	2	0	573 3/4			270	2 1/2	Stud open	Bloomer Sons Tipton	31/3/27 Drysdale	TOWLINE... 120 4 1/2 39	4-90 7"	18-2
2-3 inch 61694	7' 8"	for 2 1/2	"	"	7-1-11								"	"	"	"	4-90 7"	18-2
Iron Stream Chain or Steel Wire	90	4 1/2	39								90	4 1/2	"	"	"	"	4-90 7"	18-2
																	4-90 7"	18-2

Steering Gear, Steam

Wilson Prie

Steering Gear, Hand

Tackles & winches

Boats

4 steel 23', 2 wood 18'

Steering Chains, Size and Test

Windlass

Clarke Chapman

Ceiling in Holds, thickness and material

Cargo Battens, thickness, material and spacing

3 x 3/4 cope 12' centres

Cargo Hatchways.-(Upper Deck)

6 x 4'

Thickness of Hatches

.60 plate

No 1 cargo 13' 1" x 6' 1" .30 steel cover 5 angle stiffeners 5' x 3' x 4' 0

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

PALMERS SHIPBUILDING & IRON Co., Ltd.,

Builder's Signature

SHIPYARD MANAGER

GENERAL DECLARATION

This vessel has been built in accordance with the approved plans the Committee's instructions, and the Society's Rules. The workmanship and materials are good and to my satisfaction. All oil cargo tanks, cofferdams, oil fuel bunkers and ballast tanks have been filled and tested to rule pressure. Weather decks and bulkheads when not already tested under pressure have been tested by hose. The assigned freeboards have been marked on ship's sides, verified and cut in. The vessel is framed on the longitudinal system.

The approved plans are forwarded herewith, and a plan giving midship sections and end sections of vessel as built. The latter plan already forwarded separately. The equipment has by an oversight not been submitted. The builders figure for equipment number is 29435 as given above. This appears to be in order

1st Long. number 27831

Poop Bridge & Forecastle 1038

Poop houses & casings 386

Midship Deck House 180

29435

The amount of Entry Fee £ 8 : 0 : 0

Fees applied for,

- 8 JUNE 1927

Special Survey Fee.... £ 434 : 15 : 6

Fbd 9. 3. 4

Travelling Expenses, if any £ : : 21. 6. 19

Received by me,

I am of opinion the Vessel should be Classed

+ 100 A1. carrying petroleum in bulk

State whether the Vessel has been built under Special Survey

yes

Signature

G.H. Brown

Surveyor to Lloyd's Register of Shipping.

IN DUPLICATE

Certificate to be sent to

Newcastle

Date of issue

22/6/27

Committee's Minute

FRI. 10 JUN 1927

Character assigned

+ 100 A1

Carrying Petroleum in Bulk

Lloyd's A.S.C. + L.M.C. 5.27

Fitted for oil fuel 5.27 H.P. above 1500

J.D., C.L.

Write spec

M.J.



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Lloyd's Register Foundation

0183 3/3

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.)

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

1st Bower *34-2-12, with pin 37-3-0, K.H. Druddorf, 4495, 29-3-27*
2nd „ *30-1-1, „ „ 33-0-0 K.H. „ 4575, 23-3-27*
3rd „ *24-0-15, „ „ 26-2-14 K.H. „ 4386, 11-2-27*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *90.5* ft., R.Q.D. — ft., Bridge *30.5* ft., Forecastle *60.0* 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 (this information is to be given as it should appear in the Register Book) *2 dks (ste)*

Official No. *149836*; Signal Letters — Is bottom of Vessel coated with cement *filled at seams & butts in oil compartments not g*

Particulars of composition *cemented in usual manner elsewhere*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Cap Tons
Double bottom, aft,			Fore peak tank,		<i>95</i>
Double bottom, under Engines and Boilers,			After peak tank,		<i>121</i>
Double bottom, if under Engines only,	<i>27.75</i>	<i>71</i>	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward, <i>(in two tanks)</i>	<i>30</i>	<i>227</i>
Double bottom, forward,	<i>30</i>	<i>82</i>	Other tanks, if fitted, (If necessary, furnish further information by sketch.)		
Total capacity of double bottom					

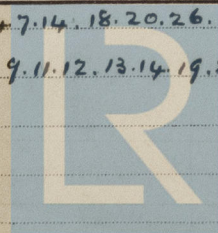
* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. *5173*

Date *15.6.26*

Dates of Surveys held while building

1926 May 14, 31, Dec. 21, 23, 29. 1927 Jan. 4, 7, 14, 18, 20, 26, 27, Feb. 3, 4, 7, 8, 10, 16, 17, 21, 24, 25, Mar. 2, 3, 9, 10, 14, 15, 16, 23, 29, 31, Apr. 4, 5, 7, 8, 9, 11, 12, 13, 14, 19, 20, 21, 22, 23, 25, 26, 27, 28, 29, 30, May 2, 3, 5, 6, 16, 17, 25, 26.



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Total No. of Visits *60*