

STEEL STEAMER or MOTORSHIP.

Received at London Office 25 AUG 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

Port of **NEWCASTLE-ON-TYNE**No. **81713**Survey held at *Janow-on-Tyne*Date First Survey **8 June 1925** Last Survey **9 August 1927**On the (State if Machinery fitted Aft and (If Single, Twin or Triple Screw) *Stl. Single Sc. Motor Vessel* **"PATELLA"****MCHY AFT**State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling oil vessel*State Type of Erections *Poop, Bridge & Forecastle*TONNAGE under Tonnage Deck... **6788.81**CLASS **100 A1** *carrying petroleum in bulk*State if with freeboard as condition of Class *without*Built at *Janow-on-Tyne*

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 440.0**Launched **8th October 1926** Yard No. **956**

Total

6788.81Breadth (greatest moulded) **B 59.0**Builders **Palmers S.B. & Co. Ltd**

Gross Tonnage

7467.79Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 32.75**Owners **Anglo-Saxon Petroleum Co. Ltd.**

Register Tonnage

4328.441st Longitudinal Number (L x D) **B + D = 91.75**

Managers

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

REGISTERED DIMENSIONS.

FEET.

Length

440.4

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

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

13.44

Breadth

59.3

Do. Long Bridge to top of keel

Depth

32.7

Draught Moulded

Residence

Port of Registry **London**If surveyed while building, afloat, or in dry dock **all three**

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.
IES, Spacing amidships <i>deep main frames</i>	9' 3"		Bracket Floors, Frame	✓	
" from $\frac{1}{2}$ length to Collision bulkhead	2' 3$\frac{1}{2}$"		" " Reversed Frame	✓	
" in peaks	24"		" " Vertical Struts	✓	
FRAMING.			Centre Girder, depth and thickness amidships <i>Mchly</i>	51$\frac{1}{2}$ x 52	
ne Amidships, Angle, E or F <i>Channel intermediate BA</i>	15 x 41 x 4 x 62		" " top Angles	4 4 54	
" Extends up to	82 32 40		" " bottom Angles	5 5 52	
rsed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	22.50, 12.44	
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness		
h of Framing Girder	15" x 8$\frac{1}{2}$"		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	Lange top carried out as per plan.	
es in Uppermost Continuous 'tween Decks, Angle, E or F	✓		" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem		
" Second 'tween Decks, Angle, E or F	✓		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		
" Third " " "	✓		" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem		
ing in Peaks, Angle or E	8 32 46		Tank Side Brackets, height above base line at toe of Frame and thickness	as per plan.	
eter and Spacing of Rivets through Frame and Shell Plating amidships	6d = 5$\frac{1}{4}$"		INNER BOTTOM PLATING. <i>Mchly space</i>		
if Frame Joggled <i>intermediate deep frames</i>	yes		Breadth and thickness of Middle Line Strake	1.00 under engine 52 elsewhere	
NG ARRANGEMENTS (Sec. 7), state system and particulars	2nd dk fitted 3rd strakes deep frame top extra strake 2 webs		Thickness of remainder in Holds	✓	
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	bottom frames double webbed 3rd strakes moulded thickness Intercoastal Keelsons as plan		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?	yes + as plan.	
BOTTOM.			BEAMS.		
s, Depth and thickness at mid-line in	36 x 40		Uppermost Continuous Deck, amidships		
rd Holds	as plan 6'0"		" in Wells, Angle, E or F	Lange	
Height of Brackets at side above base line at toe of frame	as plan 6'0"		" " in way of Bridge, Angle, E or F	✓	
Line Keelson, on Floors, Angles, E or F	C.L. Bld in fore deep tank		Spacing		
" " Through Plate or Intercoastal Plate	✓		Second Deck, amidships, Angle, E or F	✓	
" " Foundation Plate on Floors	✓		Spacing		
" " Flat Plate Keel Angles	✓		Third Deck, amidships, Angle, E or F	✓	
Keelsons, No. each side	2 in fore deep tank		Spacing		
" thickness of Intercoastal Plate	44		Fourth Deck, amidships, Angle, E or F	✓	
" Angles	6 6 44		Spacing		
" <i>under plate</i>	18 x 46		Poop Deck, Angle, E or F	Lange	
BOTTOM. <i>Mchly space</i>			Spacing		
Floors, thickness and spacing	48 x 39, 27$\frac{1}{2}$ space		Bridge Deck, Angle, E or F	6 3 40	
" Are Frame and Reversed Frame joggled?	✓		Spacing	24$\frac{1}{2}$	
et Floors, breadth and thickness at middle line	✓		Forecastle Deck, Angle, E or F	Lange	
" breadth and thickness at margin plate	✓		Spacing		

Lloyd's Register Foundation

4205 00 99(113)

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		
" in 'tween Decks, Size and Spacing.....	4" x 2 1/2"		Thickness of Plating abreast Deck openings in way of Wells	For aft 32'	
" " " " "	Bulk pillars as plan		Thickness of Plating abreast Deck openings in way of Bridge	36 to 34'	
" in Holds " "	one bulk pillar in each cargo hold as plan		Thickness of Plating within line of openings...	✓	
" " " " "			If Sheathed, material and thickness	✓	
Centre Line Bulkhead , 5 - 2 for length of cargo spaces,			Third Deck.		
Stiffeners and Spacing.....	deep channel 15' x 4 1/2" x 4" x 42' @ 9' 2" intermediate BA 8' x 3" x 40' @ 2' 3 1/2"		Stringer Plate, breadth and thickness.....	✓	
Plating, thickness of	1/4"		If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells	66" x 1/70"		If Plated, state thickness		
" " " " in way of Bridge			Poop Deck.		
" Angle in Wells	6 6 58'		Stringer Plate, breadth and thickness	40	
Thickness of Plating abreast Deck openings in way of Wells	52 x 58'		Plating, Sheathing, material and thickness ...	40	2 1/2" PP in accommodation
Thickness of Plating abreast Deck openings in way of Bridge	✓		Bridge Deck.		
Thickness of Plating within line of openings...	✓		Stringer Plate, breadth and thickness.....	41 x 42	
If Sheathed, material and thickness	1/16"		Plating, Sheathing, material and thickness ...	30	+ 2 1/2" PP
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	For aft 37' 44'		Stringer Plate, breadth and thickness.....	38 1/2 x 36	
	37 x 48 to 44'		Plating, Sheathing, material and thickness ...	30	+ 3" PP

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.									
FLAT PLATE KEEL	58½	.96	.76	.76		double	1"	3½"	5	1½	4	Lapped	
„ DBLG. (if any)													
BOTTOM PLATING, No. of of Strakes 4.)		.68	.60	.68	stem frame	"	1"	3½"	4	1"	3½"	"	
BILGE PLATING, No. of Strakes 1.)		.68	.60	.68	"	"	1"	3½"	4	1"	3½"	"	
SIDE PLATING, No. of Strakes 4.)	12 32	.66 .44	.46	.46	18 stem frame	"	1" 7/8	3½" 3 5/8	3 3	7/8 7/8	3 5/8 5 5/8	"	
UPPER DECK, Sheer- strake in Wells.....)	57	1.12	.48	.48					5	1½	5½	"	
UPPER DECK, Sheer- strake in Bridge ...)													
STRAKE BELOW Sheer- strake in Wells.....)	54	.89	.48	.48		"	1½	4	5	1½	5½	"	
STRAKE BELOW Sheer- strake in Bridge ...)													
POOP SIDE PLATING42				double	¾	3	2	¾	2 5/8	"	
BRIDGE SIDE PLATING42				single	¾	3	2	¾	2 5/8	"	
FOREC'TLE SIDE PLATING		.42				single	¾	3	2	¾	2 5/8	"	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		STIFFENERS.		Casting or Forging.		Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c)		VERTICAL.	HORIZONTAL.					
Deck next below		Scantlings.	Spacing.	Scantlings.	Spacing.			
As per Rule								
MIDSHIP BULKH'D, Upper tween decks								
"	Second "							
"	Third "							
"	Holds	44-38	8x3x40	30"	3 plate straps as plate.			
COLLISION (in Hold)		50-44	8x3x40	24"	simulox beam			
AFTER PEAK		50-30	7x3x35	24"x28"				

STEEL.

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

Gorman Long, Pease Partners, Bolckow Vaughan Tyzack, Cornett, Cargo Fleet,
'open hearth process.'

Has the Steel been tested as required by the Rules?

yes

EQUIPMENT No. <i>H1972</i>										LETTER <i>mit</i>		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.
<i>29852</i>	1st Bower ...	Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	owts.	qrs.	lbs.	Owts.	<i>Byers Imp.</i>		<i>Old 26.3.27 Butler</i>
<i>29855</i>	2nd ...	<i>62</i>	<i>1</i>	<i>7</i>				<i>49</i>	<i>15</i>	<i>0</i>	<i>0</i>		" "		" <i>28.3.27</i> "
<i>29837</i>	3rd ...	<i>72</i>	<i>1</i>	<i>14</i>				<i>55</i>	<i>0</i>	<i>0</i>	<i>0</i>		" "		" <i>18.3.27</i> "
	Collective weight.	<i>215</i>	<i>1</i>	<i>21</i>								<i>207</i>			
<i>60118</i>	Stream	<i>21</i>	<i>1</i>	<i>14</i>	<i>5</i>	<i>1</i>	<i>4</i>	<i>21</i>	<i>18</i>	<i>0</i>	<i>14</i>	<i>20½</i>			<i>Tiplin 31.3.27 Drysdale</i>

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.		
	Length.	Diam.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Owts.	Length.	Diam.					Length.	Cir.		Length.	Cir.	
61651	75 1/2	2 1/2	112 1/2	157 1/2	235-2-14	940		360	2 3/8	Stud		Tiplin 31.3.27 Drysdale	TOWLINE	130	5 1/2	82.75	130	5 1/2	
61662	75 3/8	2 1/2	112 1/2	157 1/2	235-0-21					Stud		" " "	HAWSERS & WARPS	4 @ 120	3"	28.4	4 @ 100	2 3/4	
61661	150 3/8	2 1/2	112 1/2	157 1/2	470-2-7					Stud		" " "	"	8-90	8"				
Iron Stream Chain or Steel Wire	302 3/8	5"		78	941-1-14								"	2-90	10"				
	120							120	5				"	4-30	6" cov				

Steering Gear, Steam *Hele Shaw Electric Hydraulic* Steering Gear, Hand *latches to wrench from extreme quadrant*

Boats *2-25' lifeboats* Steering Chains, Size and Test *none* Windlass *Steam Emerson Walker Thompson*

Ceiling in Holds, thickness and material *no* Cargo Battens, thickness, material and spacing *in fore hold 2" x 3/8" spacing, 9" space*

Cargo Hatchways, (Upper Deck) *all oil tight 6' x 4"* Thickness of Hatches *.50 plate*

Size of No. 1 Hatchway (Forward) *9' x 10* No. 2 ☒ No. 3 ☒ No. 4 ☒ No. 5 ☒ No. 6 ☒
ordinary cargo *36 steel cover*
and angle stiffeners

Number of Shifting Beams and/or Fore and Afters ☒

PALMERS SHIPBUILDING & IRON Co., Ltd.

Builder's Signature

J.R. MacDonald

SHIPYARD 3 MAR 1927

GENERAL DECLARATION *This vessel has been built in accordance with the approved plans, the Society's rules and the Committee's instructions. The workmanship and materials are good and to my satisfaction. The vessel is built on the 'Miller' system of framing - the bottom and decks being framed longitudinally and the sides transversely. There are two longitudinal bulkheads fitted for length of oil cargo spaces dividing the breadth of the vessel into three tank spaces. There are no transverse bulkheads. The vessel is built under the old rules of the Society for vessels carrying oil in bulk as far as they apply to the special type. All cargo tanks, coffer-dams, engine oil tanks, oil fuel tanks, feed fresh ballast tank spaces have been fitted and tested to rule pressure. This testing covered all oil-tight and W.T. Bulkheads. The weather decks clear of ports already tested under pressure have been tested by flooding. The assigned redbands have been marked on vessel's sides reamped and cut in. The approved plans are in London office with report on "PECTEN" (51433 NWC) which is a sister vessel.*

The amount of Entry Fee £ *10 : 0 : 0* Fees applied for, *24 AUG 1927*
Special Survey Fee.... £ *580 : 1 : 0* Received by me, *yes*
Fld *13 0 0* *30.8.27*
Travelling Expenses, if any £ : : *yes*

I am of opinion the Vessel should be Classed *+100A!*
Carrying petroleum in bulk

State whether the Vessel has been built under Special Survey *yes*

Signature

G. Brown

Surveyor to Lloyd's Register of Shipping.

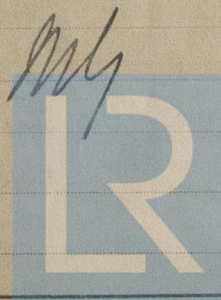
Certificate to be sent to *Newcastle-on-Tyne* Date of issue *5/9/27* *Hutchinson* *W. H. Jones*

Committee's Minute *TUES. 30 AUG 1927*

Character assigned *-1- 100A*

Carrying petroleum in bulk
Lloyd's asscp

thru 8.27 Oil Eng.
CL LDB 180lb



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Lloyd's Register Foundation

W205-0099(2/3)

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 46-3-14 with pins 51-3-0, 25-11-25 Mdl W.M. 6137
2nd 34-3-1 38-2-7 28-2-27 Sld DDW 6969
3rd 40-2-20 44-0-14 7-227 Sld DDW 6964

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 99 ft., R.Q.D. — ft., Bridge 44-25 ft., Forecastle 63 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) 1st dk (cell) 2nd dk (ste) at ends.
Official No. 149873 ; Signal Letters
Is bottom of Vessel coated with cement in peaks only
particulars of composition oil spaces bare

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		199
Double bottom, under Engines and Boilers,			After peak tank,		70
Double bottom, if under Engines only, <i>FW, Diesel oil + oil fuel</i>	73.3	290.5	Deep tank, aft,	31.5	369
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
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.

Order for Special Survey No. 5152

Date 23.9.25

Dates of Surveys held while building

1925 JUNE. 6. 16. AUG. 28. SEP. 2. 21. 28. 29. OCT. 6. 8. 12. 14. 23. 27. 30. NOV. 6. DEC. 10. 14. 23. 29. 1926 JAN. 5. 12. 15. 22. 25. 28. FEB. 10. 19. 25. MAR. 5. 18. 26. 21. 28. MAY. 11. 18. 31. JUNE. 1. 4. 8. 10. 29. JULY. 21. AUGUST. 9. 10. 12. 17. 18. 19. 20. 23. 24. 26. 27. 30. 31. 1927 SEPT. 1. 2. 3. 6. 7. 8. 9. 10. 13. 14. 15. 16. 17. 20. 21. 22. 23. 29. OCT. 8. 15. DEC. 10. APRIL. 1. 12. MAY. 3. 4. 5. 23. 29. AUG. 3. 9.

Total No. of Visits 86.

MOTOR VESSEL "PATELLA" NWK REPORT NO. 81713

PARTICULARS OF LONGITUDINAL FRAMING.

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. Spacing.		Spacing of Rivets on each side of Transverses and Bulkheads. Inches.		Rivets in Brackets to Bulkheads. Number. Diameter.	
				Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.						
Framing of L, L or C																					
Frames in Bridge 'tween Decks				BA	6	3 1/2	34									1" 6"	3 1/2" for 9 rivets	16	7/8		
Frames from Uppermost Continuous Deck Keel				No. 1	15	4 1/2	4 x 62														
Framing from Awning, Shelter or Upper Deck to Margin Plate. KEEL TO GILGE				" 2	"	"	"									"	"	"	"		
				" 3	"	"	"										"	"	"	"	
				" 4	"	"	"										"	"	"	"	
				" 5	"	"	"										"	"	"	"	
				" 6	LONG 1 BKD	15	4 1/2	4 x 62										"	"	"	"
				" 7	"	"	"											"	"	"	"
				" 8	"	"	"											"	"	"	"
				" 9	BA	10	3 1/2	50										"	"	"	"
				" 10																	
				" 11																	
				" 12																	
				" 13																	
				" 14																	
				" 15																	
				" 16																	
				Spacing of Longitudinal Frames				Amidships			30"										
				At Ends			30"														
Double Bottoms L, L or C				Tank Top Longitudinals																	
				Bottom																	
Spacing of Longitudinals				Amidships																	
				At Ends																	
Bottom Transverses.																					
In Bridge 'tween Decks				Depth and Thickness			55	50	6	46											
				Face Angles			6	3 1/2	24	5	50										
				Lugs to Shell*			6 1/2	6 1/2	44	lock bar joggled											
In Awning, Shelter or Upper 'tween Decks.				Depth and Thickness																	
				Face Angles																	
				Lugs to Shell*																	
In Hold.				Depth and Thickness																	
				Face Angles																	
				Lugs to Shell*																	
				Brackets																	
Spacing of Transverse Frames																					
				* State if joggled or liners.																	
Longitudinal Beams of L, L or C				Bridge Deck																	
				Avg. or Shlr. Dk.																	
				Upper			9	3 1/2	48												
				Second			5 1/2	3	34												
				Third			5 1/2	3	34												

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

41205-0099(1313)

G. H. Brown

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 Transverse
 Beams.
 First [12 x 54 x 4 x 62 1/2
 Port [12 x 37 1/2 x 3 1/2 x 50]

41205-0101