

State if Report is sent on the Machinery of the Vessel Yes

Port of **NEWCASTLE-ON-TYNE** No. **96601**

Last Survey 24 Aug 1938

Single view

State Type of Erections *Top. Bridge - File.*

Built at Niburn. N. La.

Launched 24-5-38 Yard No. 612

Builders *R. & W. Hawthorne, Leslie & Co*

Owners Anglo-Saxon Petroleum 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

yes.

## 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.
<i>In Long framing see slip attached.</i>							
<b>FRAMES, Spacing amidships</b>	3 1/2	✓		<b>Bracket Floors, Frame</b>	None	✓	
" " from <i>Top of keel</i> to Collision bulkhead	24	✓		" " Reversed Frame	None	✓	
" " in peaks	24	✓		" " Vertical Struts	None	✓	
" " " <i>Bottom of keel</i> to Collision bulkhead	30 3/4	✓		<b>Centre Girder, depth and thickness amidships</b>	60 x .54	✓	
<b>SIDE FRAMING.</b>	27 1/4	✓		" top Angles	Double 3 1/2 3 1/2 .50	✓	
<b>Frame Amidships, <i>Upper</i></b>	10 3 1/2 .44	✓	<i>1-6 backs of pump room.</i>	" bottom Angles	Double 4 4 .56	✓	
" " Extends up to <i>Upper str.</i>	11 3 1/2 .44	✓	<i>1-7-9 backs of pump room.</i>	<b>Side Girders, No. each side and thickness</b>	1 @ .80	✓	
<b>Reversed Frame Amidships, Angle</b>	10 3 1/2 .44	✓	<i>above fore deck.</i>	<b>Margin Plate</b> <i>no built up</i>	1-3 Height .50	✓	
" " Extends up to <i>Back Machinery space</i>	<i>Side plate 2nd Deck.</i>	✓		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	1 @ .54	✓	
<b>Depth of Framing Girder</b>	9 10 11	✓		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem		✓	
<b>Frames in Uppermost Continuous 'tween Decks, Angle or</b>	9 3 1/2 .40	✓	<i>1 in fore hold.</i>	" " Gussets, spacing and scantling abaft 1/2 len. from stem		✓	
" " Second 'tween Decks	8 3 .38	✓		" " Gussets, spacing and scantling forward 1/2 len. from stem		✓	
" " Third	8 3 1/2 .46	✓	<i>forward</i>	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	34 x .44	✓	
<b>Framing in Peaks, Angle or</b>	9 3 1/2 .36	✓	<i>aft</i>	<b>INNER BOTTOM PLATING.</b>			
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	7/8 4 1/8	✓		Breadth and thickness of Middle Line Strake	7/16 x .40	✓	
<b>State if Frame Joggled</b>	Yes.			Thickness of remainder in <i>Holds</i>	.54, 1/8 under engine	✓	
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>	<i>3 Straps in peak. ✓ O.T. flat + 5 Straps as appo- ✓ claps. 3/4 in. ✓ 3 Straps of plating increased. ✓ 1 in. total, double riveted frames ✓ + additional thickness with rivets ✓</i>			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. <i>and</i> space and framing in <i>Boilers and Boiler Room?</i>	Yes.	✓	
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b>	<i>3 Straps in lower tier in Wing tanks ✓ Upper Straps 26 x .42 ✓ Lower Straps 30 x .44 ✓ Base bars 3 1/2 3 1/2 .44 ✓ Shell bars 6 x 3 1/2 .44 ✓ 60 x .50 T. bar for 3 spaces each ✓ sides of bulkheads ✓ Upper, lower cross tier ✓ 30 x .42 plate flanges 6" ✓ 1/8 in. 50 x 62 E. ✓ 3 welded lifting brackets. .42 ✓ 2-6 ft. ✓</i>			<b>BEAMS.</b>			
<b>SINGLE BOTTOM.</b>				<b>Uppermost Continuous Deck, amidships</b>	<i>Longitudinal</i>		
Floors, Depth and thickness at mid-line in Holds				" " in way of Bridge, Angle, <i>[ ]</i> or <i>[ ]</i>	<i>see slip attached.</i>	✓	
Height of Brackets at side above base line at toe of frame				Spacing			
<b>Middle Line Keelson, on Floors, Angles, <i>[ ]</i> or <i>[ ]</i></b>				<b>Second Deck, amidships, Angle, <i>[ ]</i> or <i>[ ]</i></b>		✓	
" " Through Plate or Intercoastal Plate				Spacing			
" " Foundation Plate on Floors				<b>Third Deck, amidships, Angle, <i>[ ]</i> or <i>[ ]</i></b>		✓	
" " Flat Plate Keel Angles				Spacing			
<b>Side Keelsons, No. each side</b>				<b>Fourth Deck, amidships, Angle, <i>[ ]</i> or <i>[ ]</i></b>		✓	
" " thickness of Intercoastal Plate				Spacing			
" " Angles				<b>Poop Deck, Angle or <i>[ ]</i></b>	8 x 3 x .46 - .40	✓	
<b>DOUBLE BOTTOM. <i>Machinery space.</i></b>				Spacing	30 3/4	✓	
<b>Solid Floors, thickness and spacing</b>	.50 <i>long</i>	✓		<b>Bridge Deck, Angle or <i>[ ]</i></b>	7 x 3 x .42	✓	
" " Are Frame and Reversed Frame joggled?	Yes.	✓		Spacing	3 1/2	✓	
<b>Bracket Floors, breadth and thickness at middle line</b>	None.	✓		<b>Forecastle Deck, Angle or <i>[ ]</i></b>	9 3 1/2 .54	✓	
" " breadth and thickness at margin plate	None.	✓		Spacing	24 x 24	✓	



# 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.
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 .....					
<b>Third Deck.</b>					
Stringer Plate, breadth and thickness.....					
If Plated, state thickness.....					
<b>Fourth Deck.</b>					
Stringer Plate, breadth and thickness.....					
If Plated, state thickness .....					
<b>Poop Deck.</b>					
Stringer Plate, breadth and thickness .....					
Plating, Sheathing, material and thickness .....					
<b>Bridge Deck.</b>					
Stringer Plate, breadth and thickness.....					
Plating, Sheathing, material and thickness ..					
<b>Forecastle Deck.</b>					
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. State if jogged?			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.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL .....	84	86	48	48	-	Double	1	4	Quintuple	1	4 1/2	Lapped.
„ DBLG. (if any)					-							
BOTTOM PLATING, No. of Strakes ..... 3 .....	10	64	53	53	-							
	10	66	53	53	-	Double	7/8	3 1/2	Quad.	7/8	3 1/2	Lapped.
BILGE PLATING, No. of Strakes ..... 1 .....		64	50	50	-							
		64	50	50	-	Double	7/8	3 1/2	Quad.	7/8	3 1/2	do.
SIDE PLATING, No. of Strakes ..... 4 .....		64	50	50	-							
		64	50	50	-	Double	7/8	3 1/2	Quad.	7/8	3 1/2	do
UPPER DECK, Sheer-strake in Wells.....	56	1.00	50	50	-				Quintuple	1 1/8	5 1/16	do
	62 1/2	90	50	50	-	Double	7/8	3 1/2	Quintuple	1 1/4	5 3/8	do
UPPER DECK, Sheer-strake in Bridge ...	83 3/4	46	50	50	-							
	83 3/4	46	50	50	-	Double	1	4	Quad.	1	4	do
STRAKE BELOW Sheer-strake in Wells.....	83 3/4	46	50	50	-							
	83 3/4	46	50	50	-	Double	1	4	Quad.	1	4	do
STRAKE BELOW Sheer-strake in Bridge ...				40	-							
				40	-	Single	3/4	3	Single	3/4	2 5/8	do
POOP SIDE PLATING .....					-							
BRIDGE SIDE PLATING ..		43 (one thick)			-				Double	3/4	2 3/8	do
					-							
FOREC'TLE SIDE PLATING			43		-							
			43		-	Single	3/4	3	Single	3/4	2 5/8	do.

# WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	14
" Deck next below	
As per Rule	Y

# STIFFENERS.

	Plating Thickness.				
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks					
" " Second "					
" " Third "					
" " Holds .....	5 1/4	10 x 32	40	35	30
COLLISION " (in Hold) .....	4 1/2	8 x 30	40	35	30
AFTER PEAK " " .....	4 1/2	8 x 30	40	35	30

# FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....	Recessed	10 x 2 1/2	Consolid.	
STEM .....				
STERN FRAME { Propeller Post .....	C.S.	As per approved plan.	Stewart.	Darkhead
{ Rudder .....	F.S.	do	do	Kangaroo.
Speed of Vessel .....		12 Knots		
RUDDER—Type .....		Simplex.		
" A x D .....		384		
" Diam. of head .....		11"		
" Mainpiece at top pintle .....		12"		
" " heel .....				
" how constructed .....		Stream lined as		Wentworth
" double or single plate .....		As per approved plan		A.B.
" 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)
	Consolid Iron Co., Skinningrove Iron Works, Cargo Fleet, Rotherham, S. Yorks., S. of Scotland.
	W.R. Dixon & Co., Colvilles, South Durham.
	Has the Steel been tested as required by the Rules? Yes.



## 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.		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.	Spang.		Number.	Diameter.	
Framing of <del>+</del> or <b>C</b> .....																			
<del>Frames in Bridge between Decks ...</del>																			
<del>Frames from Uppermost Continuous Deck No. 1</del>																			
<b>BOTTOM SHELL.</b>																			
	" 2																		
	" 3																		
	" 4																		
	" 5																		
	" 6																		
	" 7																		
	" 8	14x4x4x	3/8	✓	14x4x4x	3/8	✓	14x4x4x	3/8	✓	14x4x4x	3/8	✓	1/8	5 1/4	3/8 for 11 rivets	6 rivets		
	" 9	do	✓	do	✓	do	✓	do	✓	do	✓	do	✓	do	do	each side of	18 1/4 rivets		
	" 10	do	✓	do	✓	do	✓	do	✓	do	✓	do	✓	do	do	Transverses	6 rivets		
	" 11	do	✓	do	✓	do	✓	do	✓	do	✓	do	✓	do	do	Pl. Rivets	length		
	" 12																		
	" 13																		
	" 14	14x4x4x	3/8	✓	14x4x4x	3/8	✓	14x4x4x	3/8	✓	14x4x4x	3/8	✓	1/8	5 1/4	3/8 for 11 rivets	6 rivets		
	" 15	do	✓	do	✓	do	✓	do	✓	do	✓	do	✓	do	do	each side of	18 1/4 rivets		
	" 16	do	✓	do	✓	do	✓	do	✓	do	✓	do	✓	do	do	Transverses	6 rivets		
Spacing of Longitudinal Frames		Amidships			At Ends														
Double Bottoms		Tank Top Longitudinals																	
L or C		Bottom																	
Spacing of Longitudinals		Amidships			At Ends														
Transverses.																			
In Bridge		Depth and Thickness																	
Between Decks		Face Angles																	
		Lugs to Shell																	
BOTTOM		Depth and Thickness			34x.44			34 .44			34 .44			34 .44					
In Upper between Decks.		Face Angles			6 4 .60			6 4 .60			6 4 .60			6 4 .60			3/8 5 1/4		
WING TANKS.		Lugs to Shell			6 6 .44			6 6 .44			6 6 .44			6 6 .44			3/8 3 1/4		
		Depth and Thickness			40 .44			40 .44			40 .44			40 .44					
BOTTOM		Face Angles			6 4 .60			6 4 .60			6 4 .60			6 4 .60			3/8 5 1/4		
In Hold.		Lugs to Shell			6 6 .44			6 6 .44			6 6 .44			6 6 .44			3/8 4"		
CENTRE TANKS.		Back Bars			3 1/2 3 1/2 .44			3 1/2 3 1/2 .44			3 1/2 3 1/2 .44			3 1/2 3 1/2 .44			3/8 4 1/4		
		Brackets			4'-11" x 5'-6" .44			4'-11" x 5'-6" .44			4'-11" x 5'-6" .44			4'-11" x 5'-6" .44			3/8 4 1/4		
Spacing of Transverse Frames		10'-6"			10'-6"			10'-6"			10'-6"								
Longitudinal Beams of		Bridge Deck																	
X L or E		Upper CENTRE			9 3 1/2 .43			9 3 1/2 .43			9 3 1/2 .43			9 3 1/2 .43			33"		
		Lower WINGS.			9 3 1/2 .43			9 3 1/2 .43			9 3 1/2 .43			9 3 1/2 .43			30"		
		Third																	

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.



W. HAWTHORN, LESLIE & CO. LTD.  
SHIPPERS & ENGINEERS  
15 AUG 1958  
W. Hawthorn  
HERRON SHIPBUILDING YARD  
HERRON ON-LINE

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel Motor vessel  
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo Tanker. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the approved plans, the Secretary's letter of various dates and in general conformity with the Society's Rules for the class contemplated. The materials & workmanship are good. The weather decks, clear of the big tanks & the W.P. Bldg. above the peak tank forward have been tested & found satisfactory. The peak tanks, all cargo tanks, deep tank forward, air fuel bunkers, P.W. Tank, upper & double bottom tanks have been tested as required by the Rules & found satisfactory. The requirements of Section 20 of the Rules, where applicable, for the carriage of oil having a flash point above 150°F. have been carried out. The assigned firewards have been marked on the vessel's side, written & cut in.

Committee's Minute  
Character assigned +100A1  
baryg. petroleum in bulk  
Lloyd's A & CP  
+ LINC. 8.38 Oil Eng.  
C.L. SB 1804  
Wick Ltn.  
Amp.



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.)

26 approved plans & 6 Certificate enclosed.

SISTER VESSEL "DAPHNELLA" Home Report No 96399

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book.

Longitudinal framing at bottom & at deck. ✓ Cruiser stem. ✓ Machinery aft. ✓ E.S.D. D.F. ✓  
+100 A.1 Carrying petroleum in bulk. ✓  
Lloyd's R & P.P. ✓

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

1st Bower	45-3-19 ✓	W.H.H.	6Y43.	30-6-34.
2nd "	45-2-19 ✓	J.F.R.	2441.	13-8-34
3rd "	45-0-0 ✓	W.H.H.	6Y44	30-6-34.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 90.775 ft., R.Q.D. ✓ ft., Bridge 43.25 ft., Forecastle 68.64 ft.  
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

No. and Material of Decks

2ND DECK CLEAR OF  
One deck steel and poop. bridge. Pl.

Overall Length = 483.29 ✓

Official No. 166543

Signal Letters G.J.G.W.

Is bottom of vessel coated with cement

Cement filling in P.C. ✓ if not give water tank only.

particulars of composition

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	F. Water Capacity. Tons.	Where Fitted.	*Length. Feet.	F. Water Capacity. Tons.
Double bottom, aft,			Fore peak tank, water Ballast.	23.29	134.6 ✓
Double bottom, under Engines and Boilers, Oil fuel	33.31	118.44 ✓	After peak tank, water Ballast.	16.00	83.2 ✓
Double bottom, under Engines, Oil fuel	4.68	15.32 ✓	Deep tank, aft, in green DK	10.00	65.2 ✓
Double bottom, under Engines, P. cooling water	21.06	22.00 ✓	Deep tank, forward, Oil fuel.	24.75	263.4 ✓
Double bottom, under Boilers, Oil fuel	15.39	14.31 ✓	Other tanks, if fitted, Oil fuel bunkers.	9.25	399.4 ✓
Double bottom, forward, leave out.					
Total capacity of double bottom		155.46	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 5546

Date 4-6-37

Dates of Surveys held while building

1937 Apr 9. 14. 20. 23. 30. May 10. 19. 27. June 4. 7. 11. 16. 18. 29. July 6. 12. 15. 23. 28. 29. Aug. 4. 9. 11.  
18. 25. Sep. 3. 7. 14. 20. 21. Oct. 1. 6. 12. 14. 21. 26. Nov. 4. 15. 17. 18. 22. Dec. 1. 15. 28. 1938 Jan. 7. 12. 13. 19. 26. 28. Feb. 7. 10. 15. 17.  
25. Mar. 2. 7. 16. 18. 25. Apr. 4. 11. 12. 13. 14. 19. 20. 21. 25. 26. 27. 28. 29. May 2. 3. 4. 6. 9. 10. 11. 12. 13. 16. 17. 18. 19. 20. 23.  
24. 25. 26. 27. June 8. July 1. 6. 21. 22. Aug. 8. 15.

Total No. of Visits