

STEEL STEAMER or MOTORSHIP.

Received at London Office 20 JUL 1926

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

No. 80522

Survey held at *Jarrow-on-Tyne*

Date First Survey

NEWCASTLE-ON-TYNE

9 September 1925

Last Survey 8 July

1926

On the (State if Machinery fitted Aft and)

Single Sc. Steamer "BRITISH INVENTOR"

Micky apt

State Type (Full scantling, Complete Superstructure)

Full scantling, oil carrier

State Type of Erections *Poop, Bridge & Fiddle*

TONNAGE under Tonnage Deck

6560.33

CLASS *+100 A1*
Carrying petrol in bulk.

State if with freeboard as condition of Class

No

Built at *Jarrow-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 430.0

Launched 11th May 1926 Yard No. 959

Breadth (greatest moulded)

B 57.67

Builders *Palmers S.B. & Co. Ltd*

Total

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

D 34.25

Owners *British Tanker Co. Ltd*

Gross Tonnage

7100.75

Register Tonnage

4226.75

1st Longitudinal Number (L x D) = 14727

Managers

(Where necessary to be entered in Reg. Book)

REGISTERED DIMENSIONS. FEET.

Length

430.0

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

Longitudinal Framing

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

12.5

Port of Registry *London*

Breadth

58.1

If surveyed while building, afloat, or in dry dock

Depth

34.0

Draught Moulded

26'-7"

Building & afloat

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			Bracket Floors, Frame		
" " from $\frac{1}{2}$ length to Collision bulkhead			" " Reversed Frame		
" " in peaks <i>apt</i> <i>BA</i>	8 3 $\frac{1}{2}$ 48		" " Vertical Struts		
	24" space				
DE FRAMING.			Centre Girder, depth and thickness amidships	E 77 $\frac{1}{2}$ 46	
Frame Amidships, Angle, [or]			" " top Angles	ER 6 $\frac{1}{2}$ 4 $\frac{1}{2}$ 875	
" " Extends up to			" " bottom Angles	ER 4 4 56	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	ER 1 $\frac{1}{2}$ 42	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	ER horizontal 56	
Depth of Framing Girder			" " Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Bracket abaft $\frac{1}{2}$ len. from stem		
" " Second 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side		
" " Third " " " "			" " Bracket forward $\frac{1}{2}$ len. from stem		
Framing in Peaks, Angle, [or] <i>A-Peak</i>	8 3 $\frac{1}{2}$ 48		" " Gussets, spacing and scantling		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			" " abaft $\frac{1}{2}$ len. from stem		
State if Frame Joggled			" " Gussets, spacing and scantling		
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars			" " forward $\frac{1}{2}$ len. from stem		
			Tank Side Brackets, height above base line at toe of Frame and thickness		
STRENGTHENING OF BOTTOM FORWARD. State Particulars			INNER BOTTOM PLATING.		
			Breadth and thickness of Middle Line Strake	E 56+10"	
ANGLE BOTTOM.			Thickness of remainder in Hold	B 58	
Floors, Depth and thickness at mid-line in Holds			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> <i>+ as plan</i>	
Height of Brackets at side above base line at toe of frame					
Middle Line Keelson, on Floors, Angles, [or]			BEAMS.		
" " Through Plate or Intercostal Plate			Uppermost Continuous Deck, amidships		
" " Foundation Plate on Floors			" " in Wells, Angle, [or]		
" " Flat Plate Keel Angles			" " in way of Bridge, Angle, [or]		
Side Keelsons, No. each side			" " Spacing		
" " thickness of Intercostal Plate			Second Deck, amidships, Angle, [or]		
" " Angles			" " Spacing		
DOUBLE BOTTOM. <i>mach</i>			Third Deck, amidships, Angle, [or]		
Solid Floors, thickness and spacing <i>ER</i>	42x2-10 $\frac{3}{8}$		" " Spacing		
" " Are Frame and Reversed Frame joggled?	<i>yes</i>		Fourth Deck, amidships, Angle, [or]		
Bracket Floors, breadth and thickness at middle line			" " Spacing		
" " breadth and thickness at margin plate			Poop Deck, Angle, [or]		
			" " Spacing		
			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					
" in 'tween Decks, Size and Spacing.....						Thickness of Plating abreast Deck openings in way of Wells					
" " " " "		<i>Built + angle pillars at ends as app 2</i>				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.						Third Deck.					
Stiffeners and Spacing.....						Stringer Plate, breadth and thickness.....					
Plating, thickness of						If Plated, state thickness.....					
STRINGERS AND DECKS.						Fourth Deck.					
Uppermost Continuous Deck.						Stringer Plate, breadth and thickness.....					
Stringer Plate, breadth and thickness in Wells						If Plated, state thickness					
" " " " " in way of Bridge						Poop Deck.					
" Angle in Wells						Stringer Plate, breadth and thickness					
Thickness of Plating abreast Deck openings in way of Wells						Plating, Sheathing, material and thickness					
Thickness of Plating abreast Deck openings in way of Bridge						Bridge Deck.					
Thickness of Plating within line of openings...						Stringer Plate, breadth and thickness.....					
If Sheathed, material and thickness						Plating, Sheathing, material and thickness					
Second Deck.						Forecastle Deck.					
Stringer Plate, breadth and thickness in Wells...						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 joggled?			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.			Diam. Inches.	Spacing cr. to cr. Inches.		Diam. Inches.	Spacing cr. to cr. Inches.	
FLAT PLATE KEEL	52 1/2	.96	.76	.76		double	1"	4	5	1 1/8	4"	Lapped
„ DBLG. (if any)												
BOTTOM PLATING, No. of Strakes64	.62	.62		"	7/8	3 1/2	4	7/8	3 1/2"	
BILGE PLATING, No. of Strakes67	.47	.47		"	7/8	3 1/2	4	7/8	3 1/2	
SIDE PLATING, No. of Strakes	4	.61	.47	.47		"	7/8	3 1/2	4	7/8	3 1/2	
UPPER DECK, Sheer-strake in Wells	58	.82	.47	.47		-			4	1"	4"	
UPPER DECK, Sheer-strake in Bridge82				-						
STRAKE BELOW Sheer-strake in Wells76	.47	.47		double	1"	4	4	1"	4"	
STRAKE BELOW Sheer-strake in Bridge76				"						
POOP SIDE PLATING40			one plate			3	3/4	2 3/8	
BRIDGE SIDE PLATING42				one plate			2	3/4	2 3/8	
FOREC'TLE SIDE PLATING			.42			single	3/4	3'	2	3/4	2 3/8	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—			
Extending to Upper Deck (Sec. 3 c)		10	
" Deck next below		5	
As per Rule.		App ^d as above.	
		STIFFENERS.	
Plating Thickness.		VERTICAL.	
		Scantlings.	Spacing.
		HORIZONTAL.	
		Scantlings.	Spacing.
MIDSHIP BULKH'D,	Upper tween decks	36 to 37	<i>channel BA</i> <i>10 x 3 1/2 x 40</i> <i>5</i> <i>9 x 3 1/2 x 35</i> } 36"
"	Second	"	"
"	Third	"	"
"	Holds	54 to 36	<i>channel BA</i> <i>17 x 4 1/2 x 42 x 68</i> <i>5</i> <i>BA 10 x 3 1/2 x 40</i> <i>4 ft apart</i> 2 1/2"
COLLISION	(in Hold)	52 to 34	<i>2 webs each side</i> <i>60 x 4 1/2</i> <i>CL 1300 x</i> <i>chain locker</i> <i>10 x 3 1/2 x 40</i> 2 1/2" <i>5</i> <i>8 x 3 x 40</i> 2 1/2"
AFTER PEAK		50 to 40	<i>BA</i> <i>12 x 3 1/2 x 45</i> <i>5</i> <i>8 x 3 x 40</i> <i>1 flat</i> 3 1/2" <i>4 1 x 4K</i> 2 1/2"

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	Rolled	10x2 3/4	W Beardmore & Co	
STERN FRAME {	Cast Steel	10 1/2 x 8 3/4 9 x 8 3/4	Skoda Works Pilsen	
Propeller Post				
Rudder				
RUDDER—A x D				569.4
Speed of Vessel				11 knots
RUDDER mainpiece at head ...	Forging mild steel	12"	Wickow. Bergl. + Eisenh. 9 Milwaukee	
" " heel ...		9"		
" how constructed				arms shrunk & keyed
" double or single plate				single
" 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) *South Durham, Bolckow Vaughan*
Norman Long, Pease Partners, Steel Co. of Scotland, Cargo Fleet
open hearth process
Has the Steel been tested as required by the Rules? *Yes.*

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.)

[Faint, mostly illegible handwritten notes and sketches are visible in this section.]

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower (41-0-1), mc ¹⁴ head 45-1-14, K.H. Dunsford 23.26 2nd " 40-2-13, " " 44-1-21 " " 26.2.26 3rd " 36-2-2 " " 40-0-0 " " 31.3.26
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PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 102.6 ft., R.Q.D. — ft., Bridge 32.2 ft., Forecastle 47.2 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 dks (etc)

Official No. 148785 ; Signal Letters — Is bottom of Vessel coated with cement *only outside strakes cemented in oil tanks elsewhere as usual* if not give particulars of composition

PARTICULARS OF WATER BALLAST.—



Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Cap. Tons.
Double bottom, aft,			Fore peak tank,		134
Double bottom, under Engines and Boilers,			After peak tank,		225
Double bottom, if under Engines only,	90.5 ✓	31.5 945 <i>Feet water</i>	Deep tank, aft,		
Double bottom, if under Boilers only,	168 ✓	39.7 <i>oil fuel</i>	Deep tank, forward,	33.75 <i>ballast or oil fuel</i>	523
Double bottom, forward,	262.5	<i>oil 168</i>	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. 5155
Date 24/9/25
Dates of Surveys held while building
1925
Apr. 9. 14. 21. Oct. 7. 27. 30. Nov. 6. 10. 12. 13. 17. 19. 23. 24. Dec. 1. 2. 9. 10. 11. 14. 15. 17. 21. 29. Jan. 5. 7. 12.
14. 15. 19. 20. 25. 26. 28. Feb. 2. 4. 8. 11. 13. 24. 25. Mar. 5. 9. 11. 18. 23. 24. 26. 29. 30. 31. Apr. 1. 7. 8. 9. 12. 13. 14.
15. 16. 19. 20. 21. 22. 25. 27. 28. 29. Mar. 1. 3. 4. 5. 6. 11. 17. June 9. 10. 17. July 1. 2. 5. 8.
Total No. of Visits 82

55. "BRITISH INVENTOR" NWC REPORT No 80522

PARTICULARS OF LONGITUDINAL FRAMING.
in all spaces

20 JUL 1926

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		RIVETING.	
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Spacing of Rivets on each side of Transverses and Bulkheads.	Number.	Diameter.
Framing of  or 																	
Frames in Bridge 'tween Decks ...		6	3	38	6	3	38	6	3	38	6	3	38	7/8	5 1/4		
Frames from Uppermost Continuous Deck No. 1)		9	3 1/2	38	9	3 1/2	38	9	3 1/2	38	9	3 1/2	38	7/8	"		
" 2)		9	3 1/2	38	9	3 1/2	38	9	3 1/2	38	9	3 1/2	38	"	"		
" 3)		10	3 1/2	40	10	3 1/2	40	10	3 1/2	40	10	3 1/2	40	"	"		
" 4)		11	3 1/2	43	11	3 1/2	43	11	3 1/2	43	11	3 1/2	43	"	"		
" 5)		11	3 1/2	43	11	3 1/2	43	11	3 1/2	43	11	3 1/2	43	"	"		
" 6)		12	3 1/2	45	12	3 1/2	45	12	3 1/2	45	12	3 1/2	45	"	"		
" 7)		12	3 1/2	45	12	3 1/2	45	12	3 1/2	45	12	3 1/2	45	"	"		
" 8)		12	3 1/2	45	12	3 1/2	45	12	3 1/2	45	12	3 1/2	45	"	"		
" 9)		12	3 1/2	48	12	3 1/2	48	12	3 1/2	48	12	3 1/2	48	"	"		
" 10)		12	3 1/2	50	12	3 1/2	50	12	3 1/2	50	12	3 1/2	50	"	"		
" 11)		12	3 1/2	54	12	3 1/2	54	12	3 1/2	54	12	3 1/2	54	"	"		
" 12)		15 x 41 x 4 x 62	15 x 41 x 4 x 62	15 x 41 x 4 x 62	15 x 41 x 4 x 62	15 x 41 x 4 x 62	15 x 41 x 4 x 62	15 x 41 x 4 x 62	15 x 41 x 4 x 62	15 x 41 x 4 x 62	15 x 41 x 4 x 62	15 x 41 x 4 x 62	15 x 41 x 4 x 62	"	"		
" 13)																	
" 14)		17 x 60 x 4 x 68	17 x 60 x 4 x 68	17 x 60 x 4 x 68	17 x 60 x 4 x 68	17 x 60 x 4 x 68	17 x 60 x 4 x 68	17 x 60 x 4 x 68	17 x 60 x 4 x 68	17 x 60 x 4 x 68	17 x 60 x 4 x 68	17 x 60 x 4 x 68	17 x 60 x 4 x 68	"	"		
" 15)																	
" 16)																	
Spacing of Longitudinal Frames		Amidships			At Ends			Amidships			At Ends						
Tank Top Longitudinals		9	3 1/2	50	9	3 1/2	50	9	3 1/2	50	9	3 1/2	50				
Boiler Room Bottom		10	3 1/2	40	10	3 1/2	40	10	3 1/2	40	10	3 1/2	40				
Framing of Longitudinals		Amidships			At Ends			Amidships			At Ends						
Transverses.																	
Bridge																	
Face Angles																	
Lugs to Shell*																	
Awning, Shelter or 'tween Decks.																	
Depth and Thickness																	
Face Angles																	
Lugs to Shell*																	
Hold.																	
Depth and Thickness																	
Face Angles																	
Lugs to Shell*																	
Brackets																	
Framing of Transverse Frames																	
* State if joggled or liners.																	
Longitudinal Beams of																	
Upper																	
Second																	
Third																	

RETAIN

No Brackets

Long. 15' 15" 19 connected to bulkhead web by 60 rivets in each. Each 9 lines longitudinal plates with shell angle 6' 9" long giving double connection to shell in way of bulkhead web.

In No. 1 tank 3 1/2" throughout

all longitudinal rivets spaced 3 1/2" thro' shell doublings at bulkheads

Handwritten signature

Transverse	In Ships.		As approved.	
	Plate.	Angles.	Plate.	Angles.
10 x 38	3 1/2 x 3 1/2	2 x 4 1/2	12 x 100	12 x 100
Beams 12 x 54 x 3 1/2	2 x 60			
2nd Dk 24 x 42	6 3/4 x 4 1/2			

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.

W346-0027 3/3

Dated 21st June, 1926.

EQUIPMENT No. 40885												LETTER 84		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.			
29422	1st Bower ...	72	2	14	—	—	—	55	5	0	0	72½	Byers Imp ³ stockless	—	Sd. 29/4/26 Butler
29421	2nd „ ...	72	1	0	—	—	—	55	0	0	0	72½	„ „ „	—	„ „ „
29420	3rd „ ...	62	1	14	—	—	—	49	15	0	0	62	„ „ „	—	„ 25.4.26 „
	Collective weight.	207	1	0	—	—	—	—	—	—	—	207			
41844	Stream	20	2	2	5	2	5	21	3	3	0	20½	Rodgers.	—	C. Heath 23.4.26 Pines

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- Tons.	Break- ing. Tons.	Supplied.		Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.			
					Cwts.	qrs. lbs.													Cwts.	Fathoms.	Ins.
39124	300	2 3/8	10 1/2	142 7/8	844	1	7	844	300	2 3/8	Stud	—	C. Heath, 27-4-26 Paul.	TOWLINE...	130	5 1/2	88	130	5 1/2		
Iron Steam Cable or Steel Wire	1120	Cir. 5"	73	✓					120	Cir. 6"		R. S. Newall Son	makers	HAWSERS & WARPS	3-90	3 1/2	26	2-100	2 3/4		
															2-90	2 1/2	12 1/2			2-100	2 3/4
															4-100	8"	-				

Equipment allowed as above at
owner's request.

Steering Gear, Hand *tackles to which*

Steering Chains, Size and Test

Windlass Steamer *Clarke Chapman*

Cargo Battens, thickness, material and spacing *steel Cope iron 3" in No. 1 hold*

Thickness of Hatches *oil tight covers - plate*

Number of **Shifting Beams** and/or **Fore and Afters** *Nº1 ordinary hotel*

PALMERS SHIPBUILDING & IRON Co.,

Builder's Signature

Thos. S. Simpson

GENERAL DECLARATION

REAL 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. All cargo tanks, cofferdams, ballast feed tanks and oil fuel bunkers have been filled and tested to rule pressure. Bulkheads (not tested as above under pressure have been hose tested. Weather decks (where not tested under pressure have been hose tested. The assigned freeboards have been marked on vessel's sides, reeved and cut in.

The vessel is framed on the longitudinal system, without brackets on the longitudinals at bulkheads.

The amount of Entry Fee £ 10 : 0 : 0

Special Survey Fee.... £566: 5: 9

Travelling Expenses, if any £ *Fla* 13 : 0 : 0

State whether the Vessel has been built under Special Survey.

IN DUPLICATE

NEWCASTLE-ON-TYNE Date of issue

Date of issue

Fees applied for,
90 JUL 1921

Received by me,

I am of opinion the Vessel should be Classed

+100 A/ carrying
petroleum in bulk
notation for the
raming.

Signature

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI, 23 JUN 1920

Character assigned

100 F1

Carrying Petroleum in Bulk

Boyd A.C.P.

+ LMC 4:26

Trade Note

Ed.
Filled for Oil Fuel 7:26 F. Above 150°

(Longitudinal framing; Bracketless System)

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