

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at **Port of** **NEWCASTLE-ON-TYNE** **20 DEC. 1922**

Date of completion of report

Survey held at **NEWCASTLE-ON-TYNE**

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

Port of

**NEWCASTLE-ON-TYNE**

Date, First Survey

**2<sup>nd</sup> March 1921**

Last Survey

No. **76277**

**20 December 1922**

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

**STEEL STEAMER "BRITISH PREMIER"**

Rig **Schooner**

TONNAGE under Tonnage Deck

**5374.61**

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

Total under Upper Dk.

**116.43**

Do. of Poop

**166.70**

Do. of R.Q.Dk.

**92.98**

Do. of Forecastle

**101.29**

Do. of excess of Hatchways

**.08**

Do. above Crown of Engine Room

**5872.09**

Gross Tonnage

**309.63**

Less Crew Space

**1879.07**

Less above Crown of Engine Room

**306.50**

TONNAGE FOR FEES

**3376.89**

Less Engine Room

**306.50**

Less Navigation Spaces

**306.50**

CLASS **+100A1** carrying **petrol in bulk**

FEET.

Master

Year of appointment

(1) As Master in service of owner of present vessel:—19  
(2) As Master of this vessel:—19

Built at **Sancti Spiritus**

When built **1922** Launched **Aug 25, 1922**

By whom built **Palmers S.B. & Co. Ltd.**

Owners **British Tanker Co. Ltd.**

Managers

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

Residence **London**

Per belonging to **London**

Register Tonnage as cut on Beam

**3376.89**

Destined Voyage **Persian Gulf**

If Surveyed while Building, Afloat, or in Dry Dock **all three**

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid	No. of Tiers of Beams
	400	0		53	9		34	2 1/2	Two	Two
						Do.	do.	Second Dk. Beams		

Dimensions of Ship per Register, Length	400.6	breadth	54.25	depth	32.4	Moulded depth, ft.	41 ins. 0	To Bridge Dk.	Round of Upper	13 1/2 ins.
						Moulded depth, ft.	33 ins. 0	To Upper Dk.	Dk. Beam, Actual	

FRAMING.				PILLARS.				KEELSONS & STRINGERS.			
FRAME, Angles, or E or L Bars amidships ends				PILLARS In 'tween Deck, size and spacing				CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate			
Do. in peaks	7 1/2	3 1/2	44 1/2	7 1/2	3 1/2	44 1/2		Do. Rider Plate			
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	42 1/2	3 1/2	3 1/2	42 1/2		Do. Flat Plate Keel Angles			
Do. in way of Double Bottoms at Solid Floors	7 1/2	3 1/2	65 1/2	8	3 1/2	50		Do. Horizontal Plates on Floors			
Spacing of Frames from centre to centre amidships			26 1/2			26 1/2		Do. Angles or Bulb Angles			
Do. from 1/2 length to Collision bulkhead			26 1/2			26 1/2		Do. SIDE KEELSONS, Number for 1 in depth plank			
Do. in peaks			24			24		Do. Angles or Bulb Angles			
REVERSED FRAME, Angles								Do. Plate above floors, for whole length			
Do. in way of Double Bottoms at Solid Floors	8 3/2	3 1/2	64 1/2	3 1/2	3 1/2	52 1/2		Do. Intercostal Plate, for length			
Do. at intermdt. Bkts.	7 3/2	3 1/2	64 1/2	7 1/2	3 1/2	50		Do. Attached to outside Plating with Angle			
FRAMING, depth of girder			7 1/2			7 1/2		Do. SIDE KEELSON, Angles			
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships								Do. Intercostal Plate for length			
Do. in way of Engine and Boiler Spaces								Do. Attached to outside Plating with Angle			
Do. thickness at the ends of vessel			35			40		Do. SIDE STRINGERS, Number			
Do. depth at 1/2 the half breadth, as per Rule			horizontal			horizontal		Do. Angles			
Do. height extended at the Bilges			62			40		Do. Intercostal Plate, for length			
FLOORS in Cell. Double Bottoms	8	3 1/2	64 1/2	8 1/2	3 1/2	50		Do. Attached to outside Plating with Angle			
Do. state if flanged (top & bottom)			no			no		Do. SIDE STRINGERS, Number			
Do. Spacing of Solid floors			26 1/2			26 1/2		Do. Angles			
CENTRE GIRDER, in Dbl. bottom, dpth. & thkness			62			52 1/2		Do. Intercostal Plate, for length			
Do. Angles, Top	8 3/2	3 1/2	64 1/2	8 1/2	3 1/2	52 1/2		Do. Attached to outside Plating with Angle			
Do. Bottom	6	6	50	6	6	50		Do. SIDE STRINGERS, Number			
Do. to Floors	6	6	50	6	6	50		Do. Angles			
Do. Brackets at intermdt. frmg., wdth & thkness	8	3 1/2	64 1/2	8 1/2	3 1/2	50		Do. Intercostal Plate, for length			
SIDE GIRDERS, number on each side & thickness	2		40			50		Do. Attached to outside Plating with Angle			
Do. state if flanged (top and bottom)			no			no		Do. SIDE STRINGERS, Number			
Do. Angles (top and bottom)	8 3/2	3 1/2	64 1/2	8 1/2	3 1/2	52 1/2		Do. Angles			
Do. to Floors	8 3/2	3 1/2	64 1/2	8 1/2	3 1/2	52 1/2		Do. Intercostal Plate, for length			
MARGIN PLATE, depth (exclusive of flange) and thickness			58			58		Do. Attached to outside Plating with Angle			
Do. Angle to Outside Plating	4	4	48	4	4	48		Do. SIDE STRINGERS, Number			
Do. Floors			52			50		Do. Angles			
Do. Brackets at intermdt. frmg., wdth & thkness			52			50		Do. Intercostal Plate, for length			
Do. Height of Outside Brackets above at bilge			52			50		Do. Attached to outside Plating with Angle			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake			44			52		Do. SIDE STRINGERS, Number			
Do. in Engine and Boiler space			72			56		Do. Angles			
Do. Remainder in Holds			50			56		Do. Intercostal Plate, for length			
BEAMS, Upper Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel	8	3	42	8	3	42		Do. Attached to outside Plating with Angle			
Do. In way of Long Bridge			26 1/2			24		Do. SIDE STRINGERS, Number			
Do. Spacing			26 1/2			24		Do. Angles			
BEAMS, Second Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel	9	3 1/2	48	9	3	48		Do. Intercostal Plate, for length			
Do. Spacing			26 1/2			24		Do. Attached to outside Plating with Angle			
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel								Do. SIDE STRINGERS, Number			
Do. Angles on upper edge								Do. Angles			
Do. Spacing								Do. Intercostal Plate, for length			
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7 1/2	3	42	7 1/2	3	42		Do. Attached to outside Plating with Angle			
Do. Angles on upper edge			26 1/2			24		Do. SIDE STRINGERS, Number			
Do. Spacing			26 1/2			24		Do. Angles			
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8	3	42	8	3	42		Do. Intercostal Plate, for length			
Do. Angles on upper edge			26 1/2			24		Do. Attached to outside Plating with Angle			
Do. Spacing			26 1/2			24		Do. SIDE STRINGERS, Number			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	10	3 1/2	48	10	3 1/2	48		Do. Angles			
Do. Angles on upper edge			26 1/2			24		Do. Intercostal Plate, for length			
Do. Spacing			26 1/2			24		Do. Attached to outside Plating with Angle			

\* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

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WEB FRAMES. WEB-FRAMES, In Fore Body, No. and spacing brdth. & thickness No. of Side Stringers WEB-FRAMES, In E. & B. Space, No. & spacing brdth. & thickness WEB-FRAMES, In After Body, No. and spacing brdth. & thickness No. of Side Stringers Size of Face Angles to Web-Frames BRACKET PLATES to Stringers between Web Frames, depth and thickness

FORGINGS or CASTINGS. KEEL, Bar, depth and thickness STEM, moulding and thickness STERN-POST for Rudder do. do. for Propeller RUDDER-AxD\* Table 22. Speed Main-Piece, diameter at head at heel

BULKHEADS. Number. Thickness. STIFFENERS. Single or Double Frames. Height up, state deck. W.T.BULKHEADS COLLISION PARTITION LONGITUDINAL

PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. Ordinary or Joggled? Rivets. Double or Treble and for what Length. BUTTS. Diam. Spacing or to cr. Rivets. Straps. Thickness. Breadth. For what Length.

Upper Deck Stringer Plate Butts, Straps, single, double or overlapped for length amidship. Second Deck Stringer Plate Butts, Straps, single or overlapped for length amidship. FRAMES extend in one length from REVERSED FRAMES on floors and frames extend from

MASTS, SPARS, &c. LOWER MASTS Fore Main Mizzen Bowsprit Topmasts, Yards and Remainder of Spars Rigging, Material and Size, Shrouds Sails.

Write "Bridge Sheer Strake" and "Upper Deck Sheer Strake" opposite the corresponding letter

Form No. 1A.



- BULKHEADS -

NO	PLATING	HORIZT <sup>L</sup> STIFFENERS	SPACING	VERTICAL STIFFENERS	SPACING	FRAMES SINGLE OR DOUBLE	HEIGHT.
A-PEAK 8+11	.46, .38, .34, .32, .30 ✓	FLAT SEMI-BOX BEAM ✓		12 x 3 1/2 x 3/8 Channel 4 x 3 1/2 x 48 B.A. 6 x 3 x 40 angle ✓	24" ✓	4 1/2 3 SINGLE ✓	U.DK ✓
COFFER DAM 49							U.DK ✓
50							U.DK ✓
52							2 <sup>ND</sup> DK ✓
54							U.DK ✓
56							2 <sup>ND</sup> DK ✓
58							U.DK ✓
60		BA.					2 <sup>ND</sup> DK ✓
61	.50, .44, .42, .40, .38, .36 ✓	9 x 3 1/2 x 50, 9 x 3 1/2 x 46 9 x 3 1/2 x 40, 8 x 3 x 50 8 x 3 x 40, 7 x 3 x 40 7 x 3 x 34, 6 x 3 x 32 AND SHELF PLATE ✓	2' 6" ✓	2 WEBS 136 x 40 6 x 3 1/2 x 50 angle ON FACE ✓	10' 0" + 17' 6" from centre ✓	double ✓	2 <sup>ND</sup> DK ✓
63							U.DK ✓
65							2 <sup>ND</sup> DK ✓
67							2 <sup>ND</sup> DK ✓
69							U.DK ✓
70							U.DK ✓
FLAT 89	.48, .40, .38, .36, .34, .28 ✓	2 FLATS ✓		9 x 3 1/2 x 48 B.A. 6 x 3 x 40 angles ✓	24" ✓	SINGLE ✓	U.DK ✓
CENTRE LINE IN OIL.	.50, .44, .42, .40, .38, .36 ✓	11 x 3 1/2 x 52, 11 x 3 1/2 x 50 11 x 3 1/2 x 44, 10 x 3 1/2 x 44 9 x 3 1/2 x 44, 8 x 3 x 44 7 1/2 x 3 x 40 ✓	2' 6" ✓	WEB AT EACH TRANSVERSE 36 x 40 7 x 3 1/2 x 64 ON FACE ✓	11' 11 1/2 ✓		U.DK ✓

RETAIN

Bulkhead plating stiffeners in oil spaces increased  
at ends as required by app'd plans where depth  
is increased by shear. ✓

10 BULKHEADS COMPLETE TO U.DK, 6 TO 2<sup>ND</sup> DK. ✓

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Transverse

Beams of

Avg. of SHIP. DK.

BA  
7 1/2 3 40 ✓

BA  
7 1/2 3 40 ✓

1' 0" + 2' 6" ✓

12 x 40 3 1/2 x 40 12 ✓



Rpt. 1\*.

SS. "BRITISH PREMIER" NHC REPORT N° 76277  
**PARTICULARS OF LONGITUDINAL FRAMING.**

IN OIL SPACES ONLY;  
 AT ENDS TRANSVERSE FRAMING

TRAWLERS

Where and when  
 Superintendent

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. Speng. Ins. DIA?	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.					
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			Ins.	Number.	Diameter. Inches.		
Framing of $\angle$ , $\angle$ and $\square$ .....																				
Frames in Bridge 'tween Decks ...																				
Frames from Uppermost Continuous Deck																				
Framing from Awning, Shelter or Upper Deck to Margin Plate.		TRANSVERSE FRAMING																		
		No. 1		8	3 1/2	40	✓			8	3 1/2	40				7/8	6d	8	✓	7/8
		" 2		8	3 1/2	40	✓			8	3 1/2	40				"	"	"	✓	"
		" 3		9	3 1/2	45	✓			9	3 1/2	40				"	"	"	✓	"
		" 4		10	3 1/2	45	✓			10	3 1/2	44				"	"	11	✓	7/8
		" 5		10	3 1/2	48	✓			10	3 1/2	48				"	"	4 1/2 d for 12 rivets	✓	"
		" 6		11	3 1/2	50	✓			11	3 1/2	49				"	"	"	✓	"
		" 7		11	3 1/2	50	✓			11	3 1/2	50				"	"	"	✓	7/8
		" 8		11	3 1/2	52	✓			11	3 1/2	56				"	"	3 1/2 d " " " "	✓	"
		" 9		12	3 1/2	50	✓			12	3 1/2	50				"	"	"	"	"
		" 10		12	3 1/2	54	✓			12	3 1/2	54				"	"	"	"	"
		" 11		12	3 1/2	60	✓			12	3 1/2	60				"	"	"	"	"
		" 12														"	"	"	"	"
		" 13		17x4x4x	48	68	✓			17x4x4x	48	68				"	"	"	"	"
		" 14																		
		" 15																		
" 16		N° 17 IS GIRDER			✓			48x40 / 25 APPD												
Spacing of Longitudinal Frames		Amidships		2'6"	✓	At Ends		2'6"	✓	2'6"	✓	2'6"		✓	2'6"		✓			
Double Bottoms $\angle$ , $\angle$ or $\square$		Tank Top Longitudinals				Bottom														
Spacing of Longitudinals		Amidships				At Ends...														
Transverses.																				
In Bridge 'tween Decks		Depth and Thickness				Face Angles				Lugs to Shell*										
In Awning, Shelter or Upper 'tween Decks.		Depth and Thickness		18	40	✓				Face Angles		3 1/2	3 1/2	40	✓					
		Face Angles		3 1/2	3 1/2	40	✓			Lugs to Shell* joggled		3 1/2	3 1/2	40	✓					
		Depth and Thickness		36	46	✓				Face Angles		7	3 1/2	64	✓					
		Face Angles		BA						Lugs to Shell* joggled		6	6	46	✓					
In Hold.		Depth and Thickness		3 1/2	3 1/2	44	✓			Face Angles		3 1/2	3 1/2	44	✓					
		Face Angles		BA						Lugs to Shell* joggled		6	6	46	✓					
		Brackets		11	11 1/4	✓				Lugs to Shell* joggled		6	6	46	✓					
Spacing of Transverse Frames		Amidships		11	11 1/4	✓				At Ends...		11	11 1/4	✓						
* State if joggled or liners.																				
Longitudinal Beams of $\angle$ , $\angle$ or $\square$		Bridge Deck ...				Awg. or Shltr. Dk.				Upper				Second						
		Upper		7 1/2	3	40	✓			Second		8	3	40	✓					
		Second		8	3	40	✓			Third										
		Third																		
Spacing.		In Ships.		Plate.	Angles.	As approved.		Plate.	Angles.											
Transverse Beams.		12x40		5 1/2	3 1/2	44	✓			12x40		5 1/2	3 1/2	44	✓					
		20x40		7	3 1/2	50	✓			20x40		7	3 1/2	50	✓					
				BA																

IND. 27/6/22  
 IND. 15/6/22  
 IND. 19/6/22

90.H. 14/4/22

ND WAR

Size Breaking  
 d. Test of  
 Cir. Steel Wire  
 Ins. Towline.  
 5' 73

39  
 33  
 29  
 26

and Tackle

Working order

eyes in

defted

in for

yes

h

deep

BA

of Shipping.

20, 3/2

es, butt st

the plate

small

factory

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.

5c.2,30.—T.

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Lloyd's Register  
 Foundation

all approved plans and midship section as built are forwarded herewith.

The vessel is a duplicate of "BRITISH SERGEANT" NHC 76051 ✓



EQUIPMENT No. 36360			LETTER Z			ANCHORS.			TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS		
Number of Certificate	Anchor	Weight, Ex. Stock	Weight of Stock	Test, per Certificate	Weight Required by Table 31	Description of Anchor	Makers	Where and when tested and Superintendent			
27144	1st Bower	Cwts. 3 14	- - -	Tons. 5 0 0	63 3 0	STOCKLESS.	W.L. BYERS & CO. SUND.	27/6/22. L. NAFFNER			
27133	2nd "	63 3 4	- - -	50 10 0	63 3 0	- DO -	- DO -	SUND. 15/6/22 "			
27138	3rd "	54 2 21	- - -	45 4 14	55 0 0	- DO -	- DO -	SUND. 19/6/22 "			
	4th "										
	Collective weight.	189 1 14		16	182 0 0						
37660	Stream	17 3 2	4 1 22	18 16 1 0	17 2 0	RODGERS F.W. IRON.	ON CERT.	CRAD. H. 17/7/22. S.C. PAUL.			
	Kedge										

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

1st Bower 39.214 cwt. T.P. 4660. 10/3/22.  
2nd " 36.295 " T.P. 4681. 24/3/22.  
3rd " 32.812 " T.P. 4654. 3/3/22.  
4th "

#### CHAIN CABLES.

Number of Certificate	Length and size supplied.	Test per Certificate.	Weight of Chain Cable.	Length and size per Table 31.	Description.	Makers of Cables.	Where and when tested and Superintendent.
56992	135 1/2 2 1/4	9 1/8 12 7/8	341.0.22	270 2 1/4	" " " "	" " " "	17/5/22. W.A.D.
54002	75 3/4 2 1/4	9 1/8 12 7/8	191.3.7		" " " "	" " " "	13/7/22. "
56859	60 1/2 2 1/4	9 1/8 12 7/8	151.2.17		" " " "	" " " "	12/5/22. "
	90 4 3/4	47	684.2.15	90 4 3/4	Steel wire		

#### HAWSERS AND WARPS.

Length and size supplied.	Breaking Test of Steel Wire Towline.	Length and size per Table 31.
Length. Cir.	Length. Cir.	Length. Cir.
Fathoms. Ins.	Fathoms. Ins.	Fathoms. Ins.
120 5 7/8	73	120 5 7/8
2 40 5 7/8	7	2 40 5 7/8
2 40 5 7/8	7	2 40 5 7/8
90 4 1/2	39	
90 4 1/2	33	
90 3 3/4	29	
2 40 3 1/2	26	

Boats 4-24' life boats 11-18' cutter, 1-18' dinghy  
Pumps, Number 1 duplex  
Windlass is Emerson Wacker & Thompson  
Engine Room Skylights.—How constructed? Steel plates & angles  
Coal Bunker Openings.—How constructed? upper deck 6 ports, 7 sta, Ports 9 a side 3' x 1 1/2" elliptical  
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 3" copper iron in fore bottom decks  
Ceiling in Holds, thickness and material  
Cargo Hatchways.—How formed? steel plates and angles  
State size No. 1 Hatch (Forward) 8' 10" x 12' No. 2 Hatch all steam oil tight hatchways as per plan.  
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No. 1 hatchway 1 web plate  
Bulwarks, height above deck and description 2 1/2' steel plate  
The foregoing is a correct description.  
Builder's Signature (here only) Jnos. S. Simpson  
Steering Gear, Steam 11 1/2" slow motion  
Diameter of Barrel 10 State whether they are in efficient working order yes  
Capstan  
What arrangements for deadlights in bad weather? Bulb. eyes in steel flaps  
Height above deck?  
Cargo Battens, thickness and material 3" copper iron in fore bottom decks  
Hatches, If strong and efficient? yes  
No. 3 Hatch  
No. 4 Hatch  
No. of Breasthooks 4 x decks  
No. of Crutches deep floors  
Main Rail, material and size 6 x 3 1/2 x 40 B.A.  
Surveyor's Signature Jnos. S. Simpson  
Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case. Reference should be made in any correspondence connected with the case.

1/12/20, 10/12/20, 15/12/20, 20/12/20, 27.1.21, 28.1.21, 5.2.21, 4.3.21, 15.3.21, 23.3.21, 27.5.21, 29.11.21, 15.5.22.

Workmanship. Are the butts of plating planed or otherwise fitted? planed. capped

Is the riveted work properly closed? yes

Are the liners between the frames and plates solid single pieces? yes. joggled frames, liners at ends  
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? yes  
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? yes  
Do any rivets break into or through the seams or butts of the plating? a very small number

Are the butts of Plating, Stringers, &c., properly shifted and strapped? yes - capped

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? yes

State results of tests satisfactory

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? yes

State results of tests satisfactory

General Remarks (State quality of workmanship, &c.)

The vessel has been built in accordance with the rules the approved plans the Committee's instructions  
In way of oil spaces the vessel is built on the longitudinal system of framing, at the ends the vessel is framed transversely. All oil cargo tanks, oil fuel tanks, settling tanks, oiler drums and waterballast tanks have been tested in accordance with the rules.  
Only a fillet of cement at seams butts is laid on inside of bottom in oil spaces, elsewhere cement is laid as usual. The vessel is fitted for burning liquid fuel, heating coils in bunkers have been tested as per rule & all requirements of Sec 49 of rules carried out.  
all approved plans and machinery section as built are forwarded herewith.  
The vessel is a duplicate of "BRITISH SERGEANT" No. 76051

Workmanship? see letter rec 4/1/22.

The Surveyor should state the Number of Report and Name of any Sister Vessel.  
Plans to be forwarded with F.E. Report showing vessel as built.

Freeboard Fee £ 11. 0. 0  
The amount of Entry Fee ..... £ 9. 0. 0  
Special Survey Fee.... £ 520. 4. 0  
Travelling Expenses, if any £ : :  
Fees applied for, 18/12/22.  
Received by me, 8.1.23/66b  
yes 5.1.23/66b

IN DUPLICATE  
Certificate to be sent to this office Date of issue 5/1/23

State whether the Vessel has been built under Special Survey

I am of opinion this Vessel should be Classed + 100 A1 carrying petroleum in bulk  
With, or without Freeboard, as condition of Class without.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 29 DEC. 1922

Character assigned 100 A1  
carrying petroleum in bulk

21 Dec. 12.22.  
F.D. C.S.

Lloyd's asb.O. Fitted for oil fuel 12.22  
F.P. above 150° F.

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Lloyd's Register Foundation



GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 122 ft., E.Q.D. — ft., Bridge 34 ft., Forecastle 49 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 (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given *Excess* should appear in the Register Book) *2 dhs (all)*  
 Official No. 146684; Signal Letters \_\_\_\_\_ State if Machinery is fitted aft *McKay aft* ✓  
 How are the surfaces preserved from oxidation? Inside *part cement paint* ✓ Outside *paint* ✓

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors *C.O.B. m.E.B.*

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		130
Double bottom, if under Engines only, <i>Feed water</i> ✓	33 1/2	444 tons	Deep tank, aft,		80
Double bottom, if under Boilers only, <i>oil fuel</i>			Deep tank, forward, <i>ballast or oil fuel</i>	40 1/2	560
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.

State whether the above have been tested as required by the Rules. *yes* ✓

Order for Special Survey No. 4970

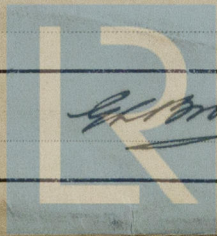
Date 15/9/21

No. 925 in builder's yard.

DATES of Surveys held while building

1920  
 Mar. 2, Apr. 4, 18, 26, 28, May 3, 12, 26, 31, June 2, 30, July 19, 25, Aug. 16, 24, 31, Sep. 8, 14, 15, 16, 27, Oct. 7, 14, 24, 31, Nov. 1, 3, 10, 16, 28, 30, Dec. 8, 14, 1920  
 Jan. 1, 5, 24, Feb. 5, 9, 13, 21, 23, 26, Mar. 7, 12, 14, 16, 20, 21, 22, 23, 24, 27, 28, 30, 31, Apr. 5, 10, 13, 20, 25, 27, May 15, 9, 10, 12, 15, 16, 17, 18, 22, 23, 24, 26, 31, June 14, Aug. 28, Sep. 12, Oct. 19, Nov. 25, 24, Dec. 14, 5, 8, 13, 18, 20.

Surveyor's Signature



Total No. of Visits 92

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