

With or Without
Disconnected Erections.

STEEL STEAMER.

SAT. OCT. 8 1921

Received at London Office

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

Date of completion of report **1st October 1921**
Survey held at **WALKER**

Port of **NEWCASTLE-ON-TYNE**

Date, First Survey **26 Feb. 1920** Last Survey **19th SEPTEMBER 1921**

On the (State if Single, Twin, or Triple Screw) **SINGLE SCREW STEAMER**

EL Oso

Rig **FORE 8 AFT**

TONNAGE under

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

Total under Upper Dk.

Do. of Poop

Do. of R.Q.Dk.

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of Engine Room

Gross Tonnage

CLASS **+100A1** CARRYING

PETROL IN BULK

FEET.

Master

L. I. JONES

Year of appointment

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

Built at

WALKER (NAVAL YARD)

When built

1921

Launched **7th JULY 1921**

By whom built

SIR W. G. ARMSTRONG, WHITWORTH & CO. LD

Owners

LOBITOS OIL FIELDS LTD

Managers

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

Residence

WINCHESTER HO. OLD BROAD ST. LONDON E.C.2.

Port belonging to

LONDON.

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock **BUILDING**

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Top of	Feet.	Inches.	No. of Decks with flat laid
440	0	Moulded	57	2	Do. do. do.	Floors to top of Upper Dk. Beams	34	0	2
						Second Dk. Beams			2

Length	440.5	breadth	57.5	depth	34.05	Moulded depth, ft.	33	ins.	11	To Bridge Dk.	Round of Upper Dk. Beam, Actual	14	ins.
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FRAMING.						PILLARS.					
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
LONGITUDINAL FRAMING						PILLARS In 'tween Deck, size and spacing					
or C or L Bars amidships	8	3 1/2	50	8	3 1/2	3 1/4	48	3 1/4	48		
FORE PEAK	8	3 1/2	48	8	3 1/2	3	52 1/4	3	52 1/4		
FORE DECK	3 1/2	3 1/2	48	3 1/2	3 1/2	2 1/8	48	2 1/8	48		
Double Bottoms at Solid Floors	3 1/2	3 1/2	48	3 1/2	3 1/2	KEELSONS & STRINGERS.					
at intermdt. Bkts.	3 1/2	3 1/2	48	3 1/2	3 1/2	CENTRE LINE KEELSON, Vertical Plate above					
from centre to centre amidships	26	24	24	26	24	floors, Through Plate, or Intercoastal Plate					
from 3	26	24	24	26	24	Rider Plate					
length to Collision bulkhead	26	24	24	26	24	Flat Plate Keel Angles					
in peaks	26	24	24	26	24	Horizontal Plates on Floors					
FRAME, Angles	4	3 1/2	50	4	3 1/2	Angles or Bulb Angles					
Double Bottoms at Solid Floors	3 1/2	3 1/2	54	3 1/2	3 1/2	SIDE KEELSONS, Number					
at intermdt. Bkts.	3 1/2	3 1/2	54	3 1/2	3 1/2	Angles or Bulb Angles					
th of girder	36	40	36	40	36	Plate above floors, for length					
h and thickness of Floor Plate	36	40	36	40	36	Intercoastal Plate, for length					
id-line	36	40	36	40	36	Attached to outside Plating with Angle					
Engine and Boiler Spaces	36	40	36	40	36	BILGE KEELSON, Angles					
at the ends of vessel	36	40	36	40	36	Intercoastal Plate for length					
the half breadth, as per Rule	36	40	36	40	36	Attached to outside Plating with Angle					
tended at the Bilges	36	40	36	40	36	SIDE STRINGERS, Number					
Double Bottoms (E.B.B. ONLY)	36	40	36	40	36	Angle					
if flanged (top & bottom)	36	40	36	40	36	Intercoastal Plate, for length					
ing of Solid floors	36	40	36	40	36	Attached to outside plating with Angle					
DER, in Dbl. bottom, dpth. & thkns	36	40	36	40	36	Upper Deck Stringer Plate, br'dth & thickness					
Angles, Top	36	40	36	40	36	(clear of Bridge)					
Bottom	36	40	36	40	36	br'dth & thickness					
to Floors	36	40	36	40	36	(in way of Bridge)					
ts at intermdt. frmg., width & thkns	36	40	36	40	36	Angle (clear of Bridge)					
IS, number on each side & thickness	36	40	36	40	36	Tie Plate at sides of Hatchways					
state if flanged (top and bottom)	36	40	36	40	36	Deck, * Iron or Steel, for FULL lng.					
Angles (top and bottom)	36	40	36	40	36	Thickness (clear of Bridge)					
to Floors	36	40	36	40	36	(in way of Bridge)					
TE, depth (exclusive of flange)	36	40	36	40	36	Wood Deck, Material & thickness					
and thickness	36	40	36	40	36	Second Deck Stringer Plate, br'dth & thickness					
Angle to Outside Plating	36	40	36	40	36	Angles on ditto, No. ONE					
Floors	36	40	36	40	36	Tie Plates outside Hatchways					
ts at intermdt. frmg., width & thkns	36	40	36	40	36	Deck, * Iron or Steel, for FULL lng.					
of Outside Brackets above at bilge	36	40	36	40	36	Wood Deck, Material & thickness					
OM PLATING, breadth and	36	40	36	40	36	Third Deck Stringer Plate, br'dth & thickness					
thickness of Middle Line Strake	36	40	36	40	36	Angles on ditto, No. ONE					
in Engine and Boiler space	36	40	36	40	36	Tie Plates, outside Hatchways					
Remainder in Holds	36	40	36	40	36	Deck, * Material and thickness					
r Deck, Single Angle, Bulb	36	40	36	40	36	Fourth and Fifth Deck Stringer Plate					
ngle, Plate, Tee Bulb, or Channel	36	40	36	40	36	breadth & thickness					
y of Long Bridge	36	40	36	40	36	Angles on ditto, No.					
ng	36	40	36	40	36	Tie Plates outside Hatchways					
nd Deck, Single Angle, Bulb	36	40	36	40	36	Deck, Material & thickness					
ngle, Plate, Tee Bulb, or Channel	36	40	36	40	36	Poop Deck Stringer Plate, breadth & thickness					
ing	36	40	36	40	36	Angle on ditto					
and Fourth Deck, Single Angle	36	40	36	40	36	Tie Plates					
lb Angle, Plate, Tee Bulb, or Channel	36	40	36	40	36	Deck, Material and thickness					
gles on upper edge	36	40	36	40	36	Bridge Deck Stringer Plate, br'dth & thickness					
spacing	36	40	36	40	36	Angle on ditto					
BEAMS, Poop Deck, Angle, Bulb Angle, Plate,	36	40	36	40	36	Tie Plates					
Tee Bulb, or Channel	36	40	36	40	36	Deck, Material and thickness					
Angles on upper edge	36	40	36	40	36	Forecastle Deck Stringer Plate, br'dth & th kns					
Spacing	36	40	36	40	36	Angle on ditto					
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate,	36	40	36	40	36	Tie Plates					
Tee Bulb, or Channel	36	40	36	40	36	Deck, Material and thickness					
Angles on upper edge	36	40	36	40	36	Forecastle Deck Stringer Plate, br'dth & th kns					
Spacing	36	40	36	40	36	Angle on ditto					
BEAMS, Forecastle Deck, Angle, Bulb Angle,	36	40	36	40	36	Tie Plates					
Plate, Tee Bulb, or Channel	36	40	36	40	36	Deck, Material and thickness					
Angles on upper edge	36	40	36	40	36	Forecastle Deck Stringer Plate, br'dth & th kns					
Spacing	36	40	36	40	36	Angle on ditto					

WEB FRAMES. WEB-FRAMES, In Fore Body, No. and spacing. No. of Side Stringers. WEB-FRAMES, In E. & B. Space, No. and spacing. WEB-FRAMES, In After Body, No. and spacing. BULKHEADS. W.T. BULKHEADS. COLLISION PARTITION. LONGITUDINAL. PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. RIVETING. BUTTS. SHEERST. POOP FRONT 1' 08". POOP SIDE PLATE 3' 0" IN LIEU OF DOUBLING. POOP SIDE PLATE AT FORE END INCREASED TO 3' 0".

EQUIPMENT No. 41319. LETTER 87. ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWSERS AND WARPS. Boats 40 23'0" x 7'6" x 2'11". Steering Gear, Steam Donkin & Co. Steering Gear, Hand Donkin & Co. Pumps, Number NONE. Windlass is TYNE METAL CO. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers. Ceiling in Holds. Cargo Hatchways. State size No. 1 Hatch (Forward) 8'10" x 12'0". No. 2 Hatch. No. 3 Hatch. No. 4 Hatch. Bulwarks, height above deck and description. Builder's Signature. Correspondence. Workmanship. The riveted work properly closed? YES. Are the liners between the frames and plates solid single pieces? YES. Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? YES. Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? YES. Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? YES. General Remarks. THIS VESSEL HAS BEEN BUILT IN ACCORDANCE WITH THE APPROVED PLANS, THE SECRETARY'S LETTERS & IN CONFORMITY WITH THE SOCIETY'S RULES. THE MATERIALS & WORKMANSHIP ARE SATISFACTORY. THE APPROVED PLANS (7 IN NUMBER) ARE ENCLOSED HERewith. ALSO FORGING REPORTS. ALL OIL TANKS, COFFERDAMS, OIL FUEL BUNKERS & FORE DEEP ALSO PEAKS AND DOUBLE BOTTOM TANKS ALL TESTED IN ACCORDANCE WITH RULE REQUIREMENTS. THE SCANTLINGS HAVE BEEN INCREASED FOR SHEER AS REQUIRED.

Surveyor's Signature R. Langlands.

W.T. BULKHEADS.

FRAME NO.	NUMBER		THICKNESS	STIFFENERS		SINGLE OR HEIGHT UP	
	VESSEL	RULE		HORIZONTAL	VERTICAL	DOUBLE	STATED*
				SIZE B.F.	SPACING B.F.	FRAMES	
8 (A.P.)	1		.42-.26	7x3x.36	24	DOUBLE	U.D.
44	1		.52-.38	11x3½x.54 to 7x3x.40	30	"	"
45	1		Do.	Do.	Do.	"	"
48, 51, 54			.52-.36	Do	Do.	"	"
55, 61, 64	9						
64, 68, 71							
58	1		.52-.36	11x3½x.54 to 7x3x.40	Do.	"	"
74	1		.52-.38	11x3½x.54 to 7x3x.40	Do.	"	"
77	1		.52-.40	Do.	Do.	"	"
78	1		Do.	11x3½x.54 to 7x3x.40	Do.	"	"
98 (F.P.)	1		.48-.30	9x3½x.40 to 6x3x.36	24	SINGLE	"
TOTAL	14						
MID LINE.			.52-.36	10x3½x.46 to 6x3x.38	30		

K. with D. Fuel Blank

FOR
SIR W. G. ARMSTRONG, WHITWORTH & CO. LTD.
H. G. Williams

R. Langlands.

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.	Ins.	Ins.	Ins.	Diam.	Spang.	Inches.	Number.	Diameter.		
Framing from Awning, Shelter or Upper Deck to Margin Plate.										6 3 1/2 .36			6 3 1/2 .36			6 3 1/2 .36			6 3 1/2 .36												
										7 3 1/2 .40			7 3 1/2 .40			7 3 1/2 .40			7 3 1/2 .40			7/8 5/16		6 7/8							
										9 3 1/2 .44			9 3 1/2 .44			9 3 1/2 .44			9 3 1/2 .44			"		7 "							
										9 3 1/2 .44			9 3 1/2 .44			9 3 1/2 .44			9 3 1/2 .44			"		4 "							
										9 3 1/2 .44			9 3 1/2 .44			9 3 1/2 .44			9 3 1/2 .44			"		9 "							
										9 3 1/2 .44			9 3 1/2 .44			9 3 1/2 .44			9 3 1/2 .44			"		11 "							
										9 3 1/2 .44			9 3 1/2 .44			9 3 1/2 .44			9 3 1/2 .44			"		11 "							
										9 3 1/2 .46			9 3 1/2 .46			9 3 1/2 .46			9 3 1/2 .46			"		11 "							
										10 3 1/2 .45			10 3 1/2 .45			10 3 1/2 .45			10 3 1/2 .45			"		11 "							
										10 3 1/2 .46			10 3 1/2 .46			10 3 1/2 .46			10 3 1/2 .46			"		11 "							
										10 3 1/2 .50			10 3 1/2 .46			10 3 1/2 .50			10 3 1/2 .46			"		11 "							
										11 3 1/2 .48			11 3 1/2 .48			11 3 1/2 .48			11 3 1/2 .48			"		16 "							
										12 3 1/2 .50			12 3 1/2 .50			12 3 1/2 .50			12 3 1/2 .50			"		16 "							
										12 3 1/2 .50			12 3 1/2 .50			12 3 1/2 .50			12 3 1/2 .50			"		13 "							
										12 3 1/2 .50			12 3 1/2 .50			12 3 1/2 .50			12 3 1/2 .50			"		"							
										12 3 1/2 .50			12 3 1/2 .50			12 3 1/2 .50			12 3 1/2 .50			"		"							
Amidships										30			30																		
At Ends																															
Tank Top Longitudinals																															
Bottom																															
Amidships																															
At Ends																															
Transverses.																															
Depth and Thickness										15 .40			15 .40																		
Face Angles										4 3 1/2 .40			4 3 1/2 .40			7/8 3 1/2															
Lugs to Shell										3 1/2 3 1/2 .40			3 1/2 3 1/2 .40			7/8 3 1/2															
Depth and Thickness										20 .40			20 .40			20 .40															
Face Angles										4 3 1/2 .44			4 3 1/2 .44			4 3 1/2 .44		7/8 3 1/2		JOGGLED.											
Lugs to Shell										6 6 .46			6 6 .46			6 6 .46		7/8 3 1/2		JOGGLED.											
Depth and Thickness										30 .46			30 .46			30 .46															
Face Angles										6 3 1/2 .50			6 3 1/2 .50			6 3 1/2 .50		7/8 3 1/2		JOGGLED.											
Lugs to Shell										6 6 .46			6 6 .46			6 6 .46		7/8 3 1/2		JOGGLED.											
Brackets										BOTTOM .46 TOP .40			BOTTOM .46 TOP .40																		
8-0 8 AS PER PLAN.																															
State if jogged or liners.																															
B.A. Bridge Deck										5 1/2 3 .34			5 1/2 3 .34			30-33															
Avg.or Shltr.Dk.																															
B.A. Upper										6 3 .38			6 3 .38			6 3 .38		30-33													
B.A. Second										8 3 .35			8 3 .35			8 3 .35		30-24													
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.

ARMSTRONG WHITWORTH & CO. LTD.

T. H. Gillies

New Broad Street

James Rennie

Lloyd's Register