

STEEL ~~STEAMER~~ or MOTORSHIP.

Received at London Office AUG 13 1938

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

10th August 1938Port of **Newcastle-on-Tyne**

No. 96545

Survey held at

Wallend on Tyne

Date First Survey

5th March 1937

Last Survey

3rd August 1938

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Single Screw

REGENT TIGER

machinery aft.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

Full Scantling

State Type of Erections

Poop, Bridge

TONNAGE under Tonnage Deck...

9193.70

CLASS +100 A1

State if with freeboard as condition of Class

No

Built at

Wallend 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 500.0

Launched

17 March 1938

Yard No. 1545

Total

9193.70

Breadth (greatest moulded)

B 68.0

Builders

Swan Hunter & Wigham

Gross Tonnage

10176.50

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

D 35.75

Owners

C.T. Bowring & Co. Ltd.

Register Tonnage

6183.94

1st Longitudinal Number (L x D)

= 17875

Managers

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

2nd Numeral L x (B + D)

= 51875

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

13.98

Residence

✓

REGISTERED DIMENSIONS.

Length

505.0

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

13.98

Port of Registry

London

Breadth

68.3

Do. Long Bridge to top of keel

28.978

If surveyed while building, afloat, or in dry dock

While building ✓

Depth

35.75

Draught Moulded

28.978

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	31 3/4	✓	Bracket Floors, Frame			
Fore Cofferdam						
" " from 3 length to Collision bulkhead	27	✓	" " Reversed Frame		✓	
" " in peaks	24	✓	" " Vertical Struts			
For longitudinal framing See Report-1*			Centre Girder , depth and thickness amidships	48x42 batt.	✓	
SIDE FRAMING.			" " top Angles	6x3 1/2x42 Single	✓	
Frame Amidships, Angle, [or [	3 1/2 39	✓	" " bottom Angles	4x4x50 Stbl.	✓
" " Extends up to	upper deck		Side Girders , No. each side and thickness	none in tanks.		
Reversed Frame Amidships, Angle			" " depth (excl. of flange) and thickness	to approved in H.S.	✓	
" " Extends up to			" " Vertical Angle to Tank side	Tank top		
Depth of Framing Girder	9"		" " Bracket abaft 1/4 len. from stem	straight across in H.S.	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [or [			" " Vertical Angle to Tank side		
" " Second 'tween Decks, Angle, [or [			" " Bracket forward 1/4 len. from stem		
" " Third " " " "			" " Gussets, spacing and scantling abaft 1/4 len. from stem			
Framing in Peaks, Angle, [	9x3 1/2x42	✓	" " Gussets, spacing and scantling forward 1/4 len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 4 7/8 apart	✓	Tank Side Brackets , height above base line at toe of Frame and thickness	6.3x42 in long	✓	
State if Frame Joggled	long joggle	✓		tanks clear of transverses	✓	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	web frames	✓	INNER BOTTOM PLATING.			
STRENGTHENING OF BOTTOM FORWARD. State Particulars	side stringer	✓	Breadth and thickness of Middle Line Strake	58x56	✓	
SINGLE BOTTOM.	3 Strakes Shell plating 1/8" next keel from 1/2 L to about 170 ft. increased to 7/8" then 80 ft. to about fore peak bulkhead.	✓	Thickness of remainder in Holds	56x18	✓	
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?	Yes as applicable	✓	
Height of Brackets at side above base line at toe of frame			BEAMS.			
Middle Line Keelson , on Floors, Angles, [or [			Uppermost Continuous Deck , amidships in Wells, Angle, [or [	Longitudinal	✓
" " Through Plate or Intercoastal Plate		✓	" " in way of Bridge, Angle, [or [	See Report 1*	✓
" " Foundation Plate on Floors			Spacing	2 upper struts	each wing tank	
" " Flat Plate Keel Angles			Second Deck , amidships, Angle, [or [	6x3 1/2x43	✓
Side Keelsons , No. each side			Spacing	2 Middle struts	10x3 1/2x3 1/2x43/56	✓
" " thickness of Intercoastal Plate		✓	Third Deck , amidships, Angle, [or [	6x3 1/2x50	✓
" " Angles			Spacing	2 lower struts	12x3 1/2x3 1/2x50/60	✓
DOUBLE BOTTOM.			Fourth Deck , amidships, Angle, [or [
Solid Floors , thickness and spacing	Eng. in H.S. 52 @ 30"	✓	Spacing		✓	
" " Are Frame and Reversed Frame joggled?	Yes	✓	Poop Deck , Angle, [or [	8x3x35	✓
Bracket Floors , breadth and thickness at middle line			Spacing	9x3 1/2x38	✓	
" " breadth and thickness at margin plate		✓	Bridge Deck , Angle, [or [	10x3 1/2x40	✓
			Spacing	24x30	✓	
			Forecastle Deck , Angle, [or [	7x3x40	✓
			Spacing	31 3/4	✓	
				9x3 1/2x37 1/2	✓	
				7x3x40	✓	
				27x24	✓	

Rpt.

Frames
Frames
Frames
De

Spac
Longit
Fran

Double
Bottom

FORGINGS and CASTINGS.

In Br
'tween

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. Inches.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.		Number.	Diameter.
Framing of L, L or C																		
Frames in Bridge 'tween Decks ...																		
Frames from Uppermost Continuous Deck No. 1		<i>Transverse Side framing See Report-1</i>																
" 2																		
<i>Side Shell upper Stringer</i>																		
" 3																		
" middle " 4																		
" Lower " 5																		
" 6																		
<i>long H&S upper Stringer</i>																		
" 7																		
" middle " 8																		
" Lower " 9																		
" 10																		
" 11																		
" 12																		
" 13																		
" 14																		
" 15																		
<i>Bottom Longs " 16</i>																		
Spacing of Longitudinal Frames		<i>Amidships " 17x4x4x.54/68 in Centre @ 30" apart</i> <i>At Ends " 17x4x4x.62/68 in Centre @ 32"</i> <i>Back bars 3 1/2 x 3 1/2 x .44 for 3/2. Ship</i>																
Double Bottoms L, L or C																		
Tank Top Longitudinals																		
Bottom " "																		
Spacing of Longitudinals																		
Transverses.																		
In Bridge 'tween Decks																		
Depth and Thickness																		
Face Angles																		
Lugs to Shell*																		
In Upper 'tween Decks.																		
Depth and Thickness																		
Face Angles																		
Lugs to Shell*																		
<i>Bottom transverses</i>																		
Depth and Thickness																		
Face Angles																		
Lugs to Shell*																		
In Hold.																		
Back Bars ...																		
Frame Brackets																		
Bottom																		
Spacing of Transverse Frames																		
State if joggled or liners.																		
Longitudinal Beams of L, L or C																		
Bridge Deck ...																		
Upper " "																		
Second " "																		
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.

EQUIPMENT No 53664										LETTER 77	ANCHORS.				
Number of Certificate.	Anchor.	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.			
37603	1st Bower ...	86	1	21	Stockless			61	17	2	0	✓	Byers Improved	✓	Sunderland 12-10-37
37604	2nd " ...	86	1	7	✓	"		61	17	2	0	✓	Stockless	✓	" 13-10-37 "
35416	3rd " ...	86	0	0	✓	"		61	10	0	0	✓	"	✓	" 30-8-35 "
	Collective weight.	258	3	0	✓							257 1/2	Cwts. ✓		
96610	Stream ...	26	2	14	✓	2	21	26	1	3	14	✓	Iron Stock	S. Taylor & Sons	Nebraska 30-9-37
															J. H. Relf

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.	Stagn. Break- ing.	Tons.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Tons.	Length.	Cir.		
	Fathoms.	Ins.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.			
88891	300	2 1/4	127 1/2	178 1/2	811.2.	16	1040	300	2 1/4	Stud link Tayco	S. Taylor Sons	Nebraska 6-12-37 J. A. Kelly	TOWLINE...	130	5 1/2	84.4	130	5 1/2		
													HAWSERS & WARPS	20	100	2 1/4	15.2	20	100	2 1/4
														20	90	2 1/4	15.2	20	100	2 1/4
														120	3 1/2	35.2				
														120	3 1/2	25.7				
														120	3					
Stream Chain of Steel Wire	120	5	70.9					120	5											

Steering Gear, Steam *Hasler's hydraulic (4 rams)* Steering Gear, Hand *Hand gear on Top*
 2 wood lifeboats *30 persons each*
 2 " 1ply boat
 in Holds, thickness and material *✓* Steering Chains, Size and Test *✓* Windlass *Clarke Chapman's*
 in fore hold *3 rams*
 6 x 2 wood, 9" between
 Hatchways. (Upper Deck) *9' x 14' forward* Thickness of Hatches *Steel Covers*
 5 O.T. hatches 4' x 3' *✓*
 No. 1 Hatchway (Forward) *✓* No. 2 No. 3 No. 4 No. 5 No. 6
 of Shifting Beams and/or Fore and Afters *✓*
 FOR SWAN, HUNTER, & WIGHAM RICHARDSON, Ld.
 Builder's Signature *R. J. Clark*

AL 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 *Motorship*
 (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *tanher* The positions in which oil is carried as fuel or cargo should
 indicated, together with the flash point.
 This Ship has been constructed in accordance with the approved
 plans & the Secretary's letters & generally conforms with the
 Society's Rules for the Class Contemplated. *✓*
 The materials & workmanship are good. *✓*
 The weather decks clear of oil tanks & T.W.T. bulkhead above peak
 have been tested & found satisfactory. *✓*
 The peak tanks all cargo tanks, deep tank forward, oil fuel
 tanks, Cofferdams & double bottom tanks in machinery
 space have been tested as required by the Rules & found
 satisfactory. *✓* The requirements of Section 20 of the Rules for
 Steel Ships, where applicable, for the carriage of oil fuel having
 a flash point above 150° F., have been carried out.

Amount of Entry Fee £ 12 : : Fees applied for, *10/8/1938*
 Special Survey Fee £ 678 : 6 : 0 Received by me, *20/8/1938*
 Travelling Expenses, if any £ : : *22/8*
 Whether the Vessel has been built under Special Survey *Yes*
 to be sent to *Newcastle* Date of issue *11/9/38*
 I am of opinion the Vessel should be Classed *+ 100 A1*
 Carrying petroleum in bulk *✓*
 Signature *H. J. Akester*
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Character assigned *+100A1*
Carrying petroleum in bulk
Lloyd's A.S.P.
+ L.A.C. 8.38 Oil Eng.
200.180 lb. C.L.
 TUE. 23 AUG 1938
 The Surveyors are requested not to write on or
 before the Committee's Minute.

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.)

The assigned freeboards have been marked on the vessel's sides, verified & cut in.

The approved plans (20 in number) also midship section, profile & decks & tank top in machinery space as built, together with forging certificates are sent herewith.

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

Bulk. ✓ Conner Stern. Longitudinal framing at bottom and at deck. ✓ with pin C. W. lbs.

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

1st Bower
2nd "
3rd "

49 0 23 ✓ 18.1398 17.6.37 53.2.0
49 0 14 ✓ 18.1249 15.10.36 53.1.14
49 1 0 ✓ 18.536 28.5.35 53.2.14

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 111 ft., R.Q.D. ✓ ft., Bridge 47.8 ft., Forecastle 68 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Poop, Bridge & Forecastle are separate. ✓ Over-all Length 525'-1"

No. and Material of Decks

1st dx (see) 2nd dx (see) clear of Cargo tanks ✓

Official No.

166521

Signal Letters

Is bottom of vessel coated with cement

Fore & After Peak tanks only ✓ if not give

particulars of composition

Feed water & dry tanks in H.S. Coated with bituminous solution & channel No coating in main oil tanks, O.F. double bottom of Cross Tank.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	35.58	40 F.W.	Fore peak tank,	187 ft. for	1860 354
Double bottom, under Engines and Boilers,	7.5	26	After peak tank,	0-9 ft.	131
Double bottom, if under Engines only,	22.5	—	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	165-187 ft.	594 @ 354
Double bottom, forward,	—	—	Other tanks, if fitted,	37-45 ft. O.F. db. 45-50 ft. db. sides	20.0 83 @ 40 252 @ 40
Total capacity of double bottom,		66 F.W.	(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No.

5543

Date

4.5.37

Dates of Surveys held while building

1937 Mar. 5. 12. 18. 22. 23. 25. 30. Apr. 7. 13. 15. 19. 22. 27. 30. May 7. 13. 16. 19. 20. 28. 31. June 4. 10. 15. 17. 18. 29. 30. July 6. 7. 13. 20. 22. 30. Aug. 13. 23. 27. Sep. 1. 2. 8. 10. 23. 29. Oct. 4. 6. 7. 13. 18. 22. 26. Nov. 3. 5. 16. 22. 23. 26. 29. 30. Dec. 12. 3. 6. 7. 8. 10. 13. 14. 15. 16. 17. 20. 21. 22. 23. 24. 28. 29. 30. Jan. 5. 10. 13. 18. 19. 24. 25. Feb. 1. 9. 15. 17. 22. 28. Mar. 4. 7. 9. 10. 11. 15. 17. 18. 29. Apr. 4. 12. 19. May 9. 17. 23. June 8. 14. 16. 20. 27. July 1. 10. 13. 19. 20. 26. Aug. 2. 1938

Total No. of Visits. 118.