

[illegible]

EQUIPMENT

Number of Certificate	Anchors	WEIGHT, EX STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			WEIGHT REQUIRED BY TABLE 5L			Description of Anchor	Makers	Where and when tested and Superintendent	
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	owts.	qrs.	lbs.	Owts.	qrs.	lbs.			
85932	1st Bower	64	1	23				50	15	0	0	63	3	0	stockless	Hungley	14/9/22 Green
85872	2nd "	63	3	4				50	10	0	0	63	3	0	"	"	12/7/22 "
85928	3rd "	63	2	18				50	7	2	0	54	2	0	"	"	14/9/22 "
	4th "																
	Collective weight,	191	3	17								182	0	6			
57087	Stream	17	3	21	4	2	21	18	18	0	14	17	2	0	Iron Stock	Earl of Dudley	Tipton 19/22 Lesson
	Kedge.....																

Particulars of Drop Test of Cast Steel Anchors, viz. :—	1st Bower	M-36-3-14	Anchor Marked 41-0-21	WAD Tipton 3/8/22	Nº 746
Weight, Surveyor's Initials, Number of Certificate, Date of Test.	2nd "	36-2-0		40-2-25	" " 31/3/22 700
	3rd "	36-2-14		40-3-9	31/3/22 693
	4th "				

CHAIN CABLES.										HAWSEERS AND WARPS.									
Number of Certificate	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 5L.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towline.	Length and Size per Table 5L.		Length.	Cir.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.		
572994 57307	136 3/4	2 1/4	91 5/8	127 1/2	341-0-13				steel	Earl of Dudley Tipton	19/30/9/22	WIRE	90	5	73	130	5"		
57313 & 57321	135 3/4	2 1/4	"	"	341-1-4				"	"	29-30/9/22	WIRE	4-90	3 1/2	26 1/2	2 1/2	2 1/2		
57328 & 9	272 3/4	2 1/4	"	"	682-1-17	682-1-0	270	2 1/4	steel	"	30/9/22	WIRE	4-90	3 1/2	26 1/2	2 1/2	2 1/2		
2-3 last attached	6-6"	1/4	"	"	5-3-12				steel	"		WIRE	2-90	7 1/4					
Iron Stream Chain or Steel Wire	90	4 3/4			15-5		90	4 3/4		Brown Co		WIRE	5-150	10 1/2	26				
												WIRE	4-30	3 1/2	26				
												WIRE	4-12	10"					

Boats 4 life boats and one dinghy

Pumps, Number 2, one to fore peak one to pump room

Windlass is Steam - Emerson Walker

Engine Room Skylights.—How constructed? steel plates and angles

Coal Bunker Openings.—How constructed? oil fuel as plan

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 9 ports a side various 3-6"x1-3" etc

Ceiling in Holds, thickness and material

Cargo Hatchways.—How formed? No 1 ordinary hatch, others oil tight as plan

State size No. 1 Hatch (Forward) 9 x 12' 1"

No. 2 Hatch

No. 3 Hatch

No. 4 Hatch

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch one to No 1

No. of Breasthooks 3 and 4

No. of Crutches deep floors

Bulwarks, height above deck and description steel 3-9 x 3-30"

Main Rail, material and size 6 x 3 1/2 x 40" B.A

The foregoing is a correct description.

Builder's Signature (here only) J. H. Simpson

Surveyor's Signature G. Brown

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) 17-11-20, 17-11-20, 17/12/20, 5-1-21, 12-2-21, 4-3-21, 5-3-21, 9-3-21, 11-3-21, 15-3-21, 22-3-21, 24-3-21, 1-4-21, 4-4-21, 7-4-21, 18-4-21, 20-4-21, 11-5-21, 14-6-21, 12-7-21, 24-6-22, 11-7-22, 23-10-22

Workmanship. Are the butts of plating planed or otherwise fitted? planed - both laps restrapped bulks

Is the riveted work properly closed? yes

Are the liners between the frames and plates solid single pieces? yes (at bulks only) fiddled frames

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

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.)

Equipment of ropes is as accepted in sister vessel.

The vessel has been built in accordance with the approved plans, the Committee's instructions and the Society's rules.

The materials & workmanship are good and to my satisfaction. The framing in oil spaces is on the longitudinal system, at the ends the framing is transverse. All cargo tanks, oil fuel tankers, oil fuel tankers, oil fuel tankers and ballast tanks have been tested in accordance with the rules. Heating coils in bunkers & cargo tanks have been tested to twice the working pressure. The vessel is fitted for burning liquid fuel and all the requirements of Sec 49 of the rules have been carried out. No cement is laid on inside of bottom in oil spaces, elsewhere cement is laid in the usual manner.

Approved plans are sent herewith, also front of mid-section as built. The vessel is a duplicate of SS San Macedonia Nue report 76166 except for arrangement of shell plating.

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 £ 522 : 2 : 3

Travelling Expenses, if any £ :

Fees applied for, 14/12/1922

Received by me, 8-1-23, 8-1-23

State whether the Vessel has been built under Special Survey yes

I am of opinion this Vessel should be Classed + 100A1 Carrying petrol in bulk

With, or without Freeboard, as condition of Class without

Certificate to be sent to this office

Date of issue 5/1/23.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 19 DEC. 1922

Character assigned 100A1

Carrying petroleum in bulk

Lloyd's A.O.B.O

12.12.22

Filed for oil fuel 12.12.22

T. P. above 150°F

Lloyd's Register Foundation

SS. "SAN MANUEL" NW. REPORT N° 76258
BULKHEADS

N°	PLATING	HORIZONTAL STIFFENING	SPACING	VERTICAL STIFFENING	SPACING	SINGLE or DOUBLE FRAMES	HEIGHT
7 & 8 A.P	44, 34, 32, 26	one flat none deck		ANGLE 4 1/2 x 3 x 32 B.A 6 x 3 x 36 8 x 3 1/2 x 48	24"	Single	U.DK
OIL FUEL 39-45	.50 to .36	2 webs deck flat as plan	as plan	BA 9 x 3 1/2 x 45 ANGLE 6 x 3 x 38	30" 27" 24"	SINGLE double	U.DK
COFFER DAM 48						double	U.DK
49						double	U.DK
52						double	2 nd DK.
55						double	U.DK
58						double	2 nd DK
61	.50, 48, 44, 42 .40, 38, 36	B.A 9 x 3 1/2 x 48, 9 x 3 1/2 x 40 8 x 3 x 48, 8 x 3 x 40 7 x 3 x 36, 7 x 3 x 30 and shelf plate	2'6"	2 webs 27 x 40 face angle 6 x 3 1/2 x 44 7'7 1/2 + 15'3" from centre		double	2 nd DK
64						double	U.DK
65						double	U.DK
68						double	2 nd DK
71						double	2 nd DK
74						double	U.DK
75						double	U.DK
F.P 92	.46, .40, .38, .30	deck + semi. box beam		BA 9 x 3 1/2 x 48, 7 x 3 x 44 and chain locker Bldgs	24"	Single	U.DK
CENTRE-LINE IN OIL	.50, .44, .40, .38 .36	BA 10 x 3 1/2 x 44, 9 x 3 1/2 x 48 9 x 3 1/2 x 40, 8 x 3 x 42 8 x 3 x 40, 7 x 3 x 36 7 x 3 x 34	2'6"	web at each transverse 30 x 40 plate + face bar below 2 nd deck 30" to 24" x 40 flanged 5" in between deck increased to 3 1/4" at fore and for sheer			U.DK X

10 BKDS COMPLETE TO U.DK ✓

5 " " TO 2nd DK ✓



2020

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W491-0055 2/4

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.	Ins.	
Framing of \angle , \square or ∇			TRANSVERSE FRAMED																
Frames in Bridge 'tween Decks...																			
Frames from Uppermost Continuous Deck																			
Framing from Awning, Shelter or Upper Deck to Margin Plate.																			
No. 1			7	3 1/2	40	✓			7	3 1/2	40				7/8	6	✓	7	7/8
" 2			7	3 1/2	40	✓			7	3 1/2	40				"	"		7	7/8
" 3			7	3 1/2	44	✓			7	3 1/2	40				"	"		7	7/8
" 4			9	3 1/2	40	✓			9	3 1/2	40				"	"		8	7/8
" 5			9	3 1/2	42	✓			9	3 1/2	42				"	"	4 1/2 d for 9 rivets	12	7/8
" 6			10	3 1/2	44	✓			10	3 1/2	44				"	"	" " "	12	7/8
" 7			10	3 1/2	44	✓			10	3 1/2	44				"	"	" " "	12	7/8
" 8			10 1/2	3 1/2	46	✓			11	3 1/2	44				"	"	3 1/2 d for 9 rivets	12	7/8
" 9			10 1/2	3 1/2	46	✓			11	3 1/2	44				"	"	" " "	12	7/8
" 10			10 1/2	3 1/2	46	✓			11	3 1/2	44				"	"	" " "	19	7/8
" 11			15 x 4 1/2 x 4 1/2 x 62			✓			15 x 4 1/2 x 4 1/2 x 62						"	"	" " "	16	7/8
" 12			"						"						"	"	" " "	16	7/8
" 13			"						"						"	"	" " "	12	7/8
" 14			"						"						"	"	" " "	12	7/8
" 15			"						"						"	"	" " "	12	7/8
" 16			girders 7 1/2 x 3 1/2 x 40			✓			7 1/2 x 3 1/2 x 40									4 1/2 d on flat of floor in for tank	
Spacing of Longitudinal Frames			Amidships			2'-6 1/2	✓	At Ends			2'-6 1/2	✓							
Double Bottoms			Tank Top Longitudinals																
" " "			Bottom																
Spacing of Longitudinals			Amidships																
" " "			At Ends...																
Transverses.																			
In Bridge																			
'tween Decks																			
Depth and Thickness																			
Face Angles																			
Lugs to Shell*			21	40	✓			21	40	✓									
In Awning, Shelter or Upper 'tween Decks.																			
Depth and Thickness			3 1/2	3 1/2	40	✓			3 1/2	3 1/2	40	✓							
Face Angles			3 1/2	3 1/2	40	✓			3 1/2	3 1/2	40	✓							
Lugs to Shell*			30 x 46	✓				30	46	✓									
In Hold.																			
Depth and Thickness			3 1/2	3 1/2	40	✓			3 1/2	3 1/2	40	✓							
Face Angles			6	6	44	✓			6	6	44	✓							
Lugs to Shell*			46	✓				46	✓										
Brackets			40	✓				40	✓										
Spacing of Transverse Frames			9'-8" x 9'-6" as profile			✓		9'-8" x 9'-6" as profile			✓								
* State if joggled or liners.																			
Longitudinal Beams of \angle , \square or ∇																			
Bridge Deck																			
Awg.or Shltr.Dk.																			
Upper			7	3	38	✓	as midships	7	3	38	✓	as midships							
Second			8	3	40	✓	"	8	3	40	✓	"							
Third																			
Transverse Beams.																			
Spacing.																			
In Ships.																			
Plate.																			
Angles.																			
As approved.																			
Plate.																			
Angles.																			

The particulars of framing in peaks (if ordinary), Floors, Centre Girders, 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.

GENERAL REMARKS—(continued).

[Faint, mostly illegible handwritten notes in the General Remarks section.]

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 105 ft., R.Q.D. ft., Bridge 40 ft., Forecastle 60 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 as should appear in the Register Book) 2 dks (etc)
Official No. 146677; Signal Letters _____ State if Machinery is fitted aft yes
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 cellular

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,		
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only, <u>feed water — 23' 10" ✓</u> <u>dry tank — 14' 0" ✓</u>		<u>59 tons</u>	Deep tank, forward, <u>oil fuel bunker ✓</u>		
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, including dry tank

Order for Special Survey No. 4973
Date 15/9/21
No. 932 in builder's yard.
Dates of Surveys held while building
1921
July 27. Aug. 24. 31. Oct. 11. Nov. 1. 3. 28. 30. Dec. 8. 29.
1922
Jan. 18. 24. Feb. 6. 15. 21. 23. Mar. 7. 10. 17. 21. 24. 27. 30. Apr. 5. 10. May 2. 11. 19.
22. 26. 30. June 9. 14. 30. July 3. 4. 7. 10. 11. 12. 13. 14. 17. 18. 19. 20. 24. 25. 26. 27. 31. Aug. 1. 2. 3. 4. 10. 11. 15. 17. 22. Sep. 21. Oct. 4. 13. 19.
22. 23. 27. 28. 29. 30. Dec. 1. 5. 6.

Surveyor's Signature