

State if Report has been sent on the Freeboard of the Vessel yesState if Report is sent on the Machinery of the Vessel yes

Date of completion of report

29 August 1930

Port of

Sunderland

No. 30449

Survey held at

Sunderland

Date First Survey

26 August 1929

Last Survey

27 August 1930

1930

On the

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

Twin Screw "LONGWOOD" machinery aft.

State Type

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

Oil Tanker in accordance with the Rules for Oilers with Cruiser Stern.

State Type of Erections Pop. Bridge & File

TONNAGE under Tonnage Deck...

8660.73

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

Gross Tonnage

9462.66

Register Tonnage

5558.80

REGISTERED DIMENSIONS. FEET.

Length

476.3

Breadth

66.4

Depth

35.35

CLASS 100 A1 carrying State if with freeboard

710

Perroleum in bulk Long

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 475.0

Breadth (greatest moulded)

B 66.0

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

D 35.42

1st Longitudinal Number (L x D) = 16824

2nd Numeral L x (B + D) = 48174

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

13.41

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

27.1

Do. Long Bridge to top of keel

Draught Moulded

27.1

Built at Sunderland

Launched 29 May 1930. Yard No. 712

Builders Sir James Laing & Sons Ltd

Owners Oil Molasses Tankers Ltd.

Managers John I. Jacobs & Co. Ltd.

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

Residence St. Helen's Place, London

Port of Registry London

If surveyed while building, afloat, or in dry dock

Building, afloat in dry dock.

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	24		Bracket Floors, Frame		
" " from 1/2 length to Collision bulkhead	24		" " Reversed Frame		
" " in peaks	24		" " Vertical Stents		
FRAMING.			Centre Girder, depth and thickness amidships	102 60 56	
Frame Amidships, Angle, E or C	9 3 1/2 44		" " top Angles double	4 3 1/2 55	
" " Extends up to	upper dk		" " bottom Angles	5 5 64	
" " associated with 3 side stringers	34 x 46		Side Girders, No. each side and thickness	Four 75 50	
Reversed Frame Amidships, Angle	28 x 44		Margin Plate depth (excl. of flange) and thickness	9 to 31 x 56	
" " Extends up to	24 x 44		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	6 6 50	
Depth of Framing Girder	9		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem		
Ames in Uppermost Continuous tween Decks, Angle, E or C			" " Gussets, spacing and scantling abaft 1/4 len. from stem		
" " Second tween Decks, Angle, E or C			" " Gussets, spacing and scantling forward 1/4 len. from stem		
" " Third " " " "			Tank Side Brackets, height above base line at toe of Frame and thickness	145 1/2 44	
Framing in Peaks, Angle or C	9 3 1/2 44		INNER BOTTOM PLATING. In Eng. space		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 4 7/8 used as app'd list.		Breadth and thickness of Middle Line Strake	118 1/2 x 1.25	
State if Frame Joggled	yes		" " " "	42 x 54	
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	Frames B, as 10 x 3 1/2 x 44 side stringers web frames Double frames 6 x 44 double riveted add intercostals shell bottom 80		Thickness of remainder in Holds in Eng. space	1.25 56 54	
STRENGTHENING OF BOTTOM FORWARD. State Particulars			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	
DOUBLE BOTTOM. Deep Tank for.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	40 44		Uppermost Continuous Deck, amidships in Wells, Angle, E or C	Longitudinal framing see separate sheet.	
Height of Brackets at side above base line at toe of frame	6-0		" " in way of Bridge, Angle, E or C		
Middle Line Keelson, on Floors, Angles, E or C	9 3 40		Second Deck, amidships, Angle, E or C		
" " " " Through Plating or Intercoastal Plate	44		Spacing		
" " " " Foundation Plate on Floors			Third Deck, amidships, Angle, E or C		
" " " " Flat Plate Keel Angles	4 4 50		Spacing		
Side Keelsons, No. each side	Two		Fourth Deck, amidships, Angle, E or C		
" " thickness of Intercostal Plate	44		Spacing		
" " Angles	6 6 44		Poop Deck, Angle, E or C (NBS)	8 3 40	
DOUBLE BOTTOM. in Eng. space (aft)			Spacing	24 26 1/2 24	
Solid Floors, thickness and spacing	50 @ 24 26 1/2 and 24		Bridge Deck, Angle, E or C (NBS)	8 3 40	
" " Are Frame and Reversed Frame joggled?	yes		Spacing	24 24 19 1/2	
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, E or C (NBS)	9 3 40	
" " breadth and thickness at margin plate			Spacing	24 x 24	

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.....	14	4	4	50						
<i>wide spaced</i>										
<i>assoc. with girders</i>										
<i>3 x 3 3/8 dia wide</i>										
<i>spaced assoc. with girders</i>										
<i>Bridge</i>	6	6	50							
<i>wide spaced</i>										
<i>assoc. with girders</i>										
<i>10 3 1/2 x 3 1/2</i>										
<i>at every</i>										
<i>trans. beam.</i>										
Wing										
Centre Line Bulkheads										
Stiffeners and Spacing.....	12	3 1/2	3 1/2	40						
<i>at transverse</i>										
<i>8 1/2</i>										
<i>3</i>										
<i>40</i>										
<i>spaced</i>										
<i>24</i>										
<i>46</i>										
<i>38</i>										
STRINGERS AND DECKS.										
Uppermost Continuous Deck.										
Stringer Plate, breadth and thickness in Wells	82	x	44							
<i>at Bridge ends</i>										
<i>1.02</i>										
" " " " in way of Bridge	82		44							
" " " " " "										
Angle in Wells	6	6	44							
Thickness of Plating abreast Deck openings in way of Wells	94	86	44							
Thickness of Plating abreast Deck openings in way of Bridge										
Thickness of Plating within line of openings...	44		64							
If Sheathed, material and thickness			70							
Second Deck.										
Stringer Plate, breadth and thickness in Wells...										
Stringer Plate, breadth and thickness in way of Bridge										
If Plated, state thickness.....										
Third Deck.										
Stringer Plate, breadth and thickness.....										
If Plated, state thickness.....										
Fourth Deck.										
Stringer Plate, breadth and thickness.....										
If Plated, state thickness.....										
Poop Deck.										
Stringer Plate, breadth and thickness	66 1/2	x	40-38							
Plating, Sheathing, material and thickness	40	36	30							
<i>5 x 2 1/2 P.P.</i>										
Bridge Deck.										
Stringer Plate, breadth and thickness.....	43		42							
Plating, Sheathing, material and thickness	30									
<i>5 x 2 1/2 P.P.</i>										
Forecastle Deck.										
Stringer Plate, breadth and thickness.....	36	x	38							
Plating, Sheathing, material and thickness	30	40	40							
<i>5 x 3 P.P. 4 1/2 U.W.</i>										

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.									
FLAT PLATE KEEL	75	98	80	82		Double	1 1/8	4 1/2	5R - 4R	1 1/8	4 1/2	lapped	
„ Done (if any)													
BOTTOM PLATING, No. of of Strakes	8 1/2 84 3/4	66	64	54		Double	7/8	3 1/2	4R - 3R	7/8	3 1/2	lapped	
BILGE PLATING, No. of Strakes	71 one	66	60	57	} Stem plates 62	"	"	"	"	"	"	"	
SIDE PLATING, No. of Strakes	(3) 77 (1) 70	63	50	50		"	"	see better Y	"	"	"	"	"
UPPER DECK, Sheer- strake in Wells,	70	94	54	49		"	1"	3 1/2	5R - 3R	1	4 1/2	"	
UPPER DECK, Sheer- strake in Bridge,	70	114				"	1 1/8	4	5R	"	"	"	
STRAKE BELOW SHEER- strake in Wells,	60	86	48	49		"	1	3 1/2	5R - 3R	"	"	"	
STRAKE BELOW SHEER- strake in Bridge, ...)	60	86	-	-		"	1 1/8	4	5R	"	"	"	
POOP SIDE PLATING				42		"	7/8	3 1/2	1R	7/8	3 1/2	"	
BRIDGE SIDE PLATING ...		44 + 50				"	"	"	2R	"	"	"	
FORECASTLE SIDE PLATING			44			"	"	"	1R	"	"	"	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	16
" Deck next below	
As per Rule	16

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper two decks					
" " Second "					
" " Third "					
" " Holds	46, 38	9 x 3 x 44	30	2 Centre Tank	
" " " "		8 1/2 x 3 x 40	"	Side Tank.	
COLLISION (in Hold)	48, 44	11 x 3 x 44	24	S.B.B.	
" " " "	42, 34	7 x 3 x 40	"	O.T. Flat.	
AFTER PEAK " "	46, 40	12 x 3 x 52	24	St. Flat.	
" " " "	34, 30	8 x 3 x 38	"		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM				
STERN FRAME {				
<i>Apelles Post</i>				
<i>Cast steel</i>				
<i>22 1/2</i>				
<i>1 1/4 x 8</i>				
<i>Darlington Forge Co.</i>				
RUDDER—A x D		168 x 62	10416	
Speed of Vessel		11.9		
RUDDER mainpiece at head ...	Forged St. stock	15 1/8	Darlington Forge Ltd.	
" " heel ...		15 1/8		
" how constructed	Cast Steel (balanced type)			
" double or single plate	Double	54		
" coupling, vertical or horizontal	Vertical			

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	Plates—Consell. J. C. L. d. Angles—Bolchow Vaughan & Co. L. d. Dorman Long & Co. L. d. South Durham S. & S. Co. L. d. Cargo Fleet & Co. L. d. Pease & Partners L. d.
	Has the Steel been tested as required by the Rules? <i>yes</i>

Rpt. 1*.

T. S. MOTOR "LONGWOOD"

SUNDERLAND No 30449

PARTICULARS OF LONGITUDINAL FRAMING @ BOTTOM & DECK.

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.	Diam.	Speng.	Inches.	Number.	Diameter.	
Framing of to or C																		
Frames in Bridge 'tween Decks ...	Transverse Framing																	
Frames from Uppermost Continuous Deck to below No. 1 turn of bilge	Transverse Framing																	
" 2																		
From lower turn " 3																		
of bilge to Centre " 4	14	14	14	14	14	14	14	14	14	14	14	14	7/8	5/4	3 1/2 for 9 Rivets	16	7/8	
line, 9 in number " 5													"	3 1/2	in No 1 tank			
" 6															for 3/8 length for 2.			
" 7																		
" 8																		
" 9																		
" 10																		
" 11																		
" 12																		
" 13																		
" 14																		
" 15																		
" 16																		
Spacing of Longitudinal Frames	Amidships			At Ends														
Double Bottoms L, L or C	Transverse framing																	
Tank Top Longitudinals																		
Bottom "																		
Amidships																		
At Ends...																		
Transverses.																		
In Bridge 'tween Decks	Transverse Framing																	
Depth and Thickness																		
Face Angles																		
Lugs to Shell*																		
In Upper 'tween Decks.	The scantlings of the Centre tanks extend from after Cofferdam to fore Cofferdam & of the side tanks from after end of No 1 tank to fore end of No 2 tank																	
Depth and Thickness	58	48	6 Tank	58	48	6 Tank	58	48	6 Tank	58	48	6 Tank	7/8	4 3/8	In No 1 (Centre) Tank fore - additional trans. intercostals fitted midway bet. transverses 14 1/2 x 1 1/4 with 6 x 3 1/2 x 1 1/4 face bars. trans. bbs fitted to the forward 6 frames from side bulkheads to 30" girder			
Face Angles	9	3 1/2	58 C.Y.	9	3 1/2	58 C.Y.	9	3 1/2	58 C.Y.	9	3 1/2	58 C.Y.	"	4 3/8	In No 2 (Side) Tank fore - 3 1/4" girder for 1/2 length of tank associated with transverse framing at bilge.			
Lugs to Shell*	6	3 1/2	46 S.Y.	6	3 1/2	46 S.Y.	6	3 1/2	46 S.Y.	6	3 1/2	46 S.Y.	"	4	In No 4 (side) Tank aft - similar arrangement fitted for 3 1/4 length of tank. assoc. with transverse framing at bilge.			
In Hold on bottom only.	6	6	48 C.Y.	6	6	48 C.Y.	6	6	48 C.Y.	6	6	48 C.Y.	"	4 3/8	In No 8 (side) Tank aft. Transverse framing etc as app'd.			
Back Bars	3 1/2	3 1/2	46	3 1/2	3 1/2	46	3 1/2	3 1/2	46	3 1/2	3 1/2	46	"	4				
In way of Centre tank.																		
Brackets	one 44 each side of Centre line.			one 44 each side of Centre line.			one 44 each side of Centre line.			one 44 each side of Centre line.								
Spacing of Transverse Frames	9-0			9-0			9-0			9-0								
Longitudinal Beams of																		
Bridge Deck	Transverse Framing																	
Upper	9	3 1/2	46	9	3 1/2	46	9	3 1/2	46	9	3 1/2	46	30	In Ships. Plate. Angles. As approved. Plate. Angles.				
Second															36 x 46 6 x 3 1/2 x 58 double 33 x 44 6 x 3 1/2 x 44 33 x 44 6 x 3 1/2 x 44 single			
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.

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 approved plans (28 in No.) Midship Section (2), Profile + decks, Riveting. Transverse bulkheads, Scankings in forward Oil tanks (2). Fore + aft bulkheads + deck girder. Oil fuel cross bunker + cofferdam bulkheads (2). Stringers in wing tanks. Arrangement of after end. Cast steel stern frame. Cast steel shaft brackets. Bossed frames. No 4 + 8 side tanks. Fore end arrangement (2). After peak bulkhead. Tank top + girders in Eng Room. Forward and after end pumping arrangement. Forward cofferdam bulkheads. Amended cruiser stern framing. Fore peak bulkhead and Chain locker. Cast steel quadrant and tiller. Oil fuel settling tanks. Boiler oil settling tanks (2) together with midship section, profile + deck plan as built, and six forging + casting reports.

The vessel was placed in Messrs Greenwells Dry Dock, Sunderland on August 8th 1930, and on examination of the bottom No 2 keel plate from forward was found to be slightly indented, the shell seams riveting in places in way No 3 main cargo tanks, which were filled with water, slightly leaking, in consequence it is alleged through taking the ground whilst lying at berth during the installation of the machinery.

The keel plate has now been faired in place, the whole of the main Oil cargo tanks and cofferdams filled with water and examined, the shell seams rivets also the riveting recaulked + hooked up in places as found necessary and now in good condition. The bottom cleaned + painted. Two lengths of bilge keel on the starboard side also removed faired + riveted.

W.P.B.

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

1st Bower *Including Pin* 55.1.21 K.H. 10210. 4.4.30.
2nd " 55.3.14 H.B. 4141. 28.4.30.
3rd " 50.3.21 K.H. 10211. 4.4.30.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 106.0 ft., R.Q.D. — ft., Bridge 44.0 ft., Forecastle 57.75 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) 1 dk. (SK) 2nd D (Sk) in fore hold.
Official No. 162473 ; Signal Letters — Is bottom of Vessel coated with cement *no* if not give particulars of composition, Portland cement only in O.B. feed water tank under engines, Pump rooms + peak tanks.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.		Water Capacity.	Where Fitted.	*Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	✓	—		Fore peak tank,	26.0	321	
Double bottom, under Engines and Boilers, <i>Feed water tank</i>	22.5	60.5		After peak tank,	26.0	250	
Double bottom, if under Engines only, <i>Lub oil,</i>	11.3	26.0		Deep tank, aft,	✓	—	
Double bottom, if under Boilers only, <i>Nº1. (2.30.38)</i>	18.0	104.3		Deep tank, forward,	24.0	465	
Double bottom, forward, <i>Nº2 (38.44)</i>	13.5	104.5		Other tanks, if fitted,	—	—	
Total capacity of double bottom			295.3	(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. 5726

Date 10. 7. 29

Dates of Surveys held while building

1929. Aug. 26. 28. 30. Sep. 3. 5. 10. 11. 13. 16. 20. 23. 26. 30. Oct. 4. 7. 9. 14. 17. 21. 23. 24. 26. 28. 30.
Nov. 1. 5. 6. 7. 12. 14. 19. 22. 27. 29. Dec. 4. 6. 9. 11. 13. 17. 19. 24. 30. 1930. Jan. 2. 6. 8. 14. 15. 17. 21. 22. 28.
30. Feb. 4. 6. 10. 12. 18. 20. 21. 25. 26. 28. Mar. 3. 5. 6. 10. 11. 12. 14. 19. 21. 25. 26. 27. 28. 29. Apr. 1. 2. 3. 4.
7. 8. 10. 11. 14. 15. 16. 17. 19. 20. 21. 22. 23. 24. 25. 28. 29. 30. May. 1. 2. 5. 6. 7. 8. 9. 12. 13. 14. 15. 16. 17. 19. 20. 21. 22. 23.
24. 27. 28. 29. 30. June 3. 8. 11. July 3. 4. 7. 8. 9. 10. 11. 21. 22. 23. 24. 25. 28. 29. 30. 31. Aug. 6. 8. 9. Total No. of Visits 156
11. 12. 13. 14. 15. 19. 21. 23. 25. 26. 27.