

## STEEL STEAMER or MOTORSHIP.

Received at London Office 24 OCT 1931

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 *13<sup>th</sup> Oct. 1931.*Port of *NEWCASTLE-ON-TYNE*No. *87673*Survey held at *Newcastle on Tyne* Date First Survey *4<sup>th</sup> July 1930* Last Survey *12<sup>th</sup> Oct 1931.* 19On the *Steel Twin Screw Motor Tanker "CAPSA"*State Type *Full Scantling, Complete Superstructure with or without Tonnage Openings**Full Scantling*State Type of Erections *Prop. Bridge & Deck*

TONNAGE under Tonnage Deck...

*7483.22*CLASS *+100 A.1.*State if with freeboard as condition of Class *No*Built at *Hebburn on Tyne*

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

Length from fore part of stem to after part of stern } *L 450'*  
past on summer L.W.L. See Sec. 3 (1a) }

FEET.

Breadth (greatest moulded) ..... *B 61.75*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) ..... *D 34*

Total

Gross Tonnage *8229.36*Register Tonnage *4826.20*1st Longitudinal Number (L x D) ..... = *15300*2nd Numeral L x (B + D) ..... = *43087*

REGISTERED DIMENSIONS.

FEET.

Length *451.3'*Breadth *62.0'*Depth *34.1'*Framing Depth "d," at middle of length. See Sec. 3 (1d) ..... *by 1' framed*Proportions—Depth to Length—Uppermost continuous deck to top of keel ..... *13.23*Do. Long Bridge to top of keel *✓*Draught Moulded ..... *26-24.1*Launched *17<sup>th</sup> July 1931.* Yard No. *580*Builders *R & W. Hawthorn Leslie & Co. Ltd*Owners *Anglo Saxon Petroleum Co. Ltd*

Managers

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

Residence *London*Port of Registry *London*If surveyed while building, afloat, & in dry dock *Yes*

## 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  | 29' 25 1/2" P.R.                          | ✓  | Bracket Floors, Frame  |                                    |  |
| " " from 1/2 length to Collision bulkhead                                | 27' 24" C.D.                              | ✓  | " " Reversed Frame   |                                    |  |
| " " in peaks   | 24  | ✓  | " " Vertical Struts  |                                    |  |
| <i>In Machinery Space</i>  | 29 1/2                                    | ✓  | Centre Girder/depth and thickness amidships  | 60 x 54 1/2 x 46                   | ✓  |
| IDE FRAMING.   |   |  | " " top Angles   | D 3 1/2 x 3 1/2 x 54-50            | ✓  |
| Frame Amidships, Angle, E or C   | 10. 3 1/2 x 43. 6                         | ✓  | " " bottom Angles  | D 4 x 4 x 60-56                    | ✓  |
| " " Extends up to  | 11. 3 1/2 x 44. 11                        | ✓  | Side Girders, No. each side and thickness  | 3 x 60 x 42                        | as appd  |
| " " <i>in Machinery Space</i>  | 2nd Tanks upper deck                      | ✓  | Margin Plate/depth (excl. of flange) and thickness   | 54 Horizontal                      | ✓  |
| Reversed Frame Amidships, Angle  | 10. 3 1/2 x 40. NBS                       | ✓  | " " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem   | 6 x 6 x 46                         | ✓  |
| " " Extends up to  | upper deck 12" dk alt.                    | ✓  | " " Vertical Angle to Tank side Bracket forward 1/2 len. from stem   |                                    |  |
| " " <i>alt. frame to port dk</i>   | 8. 3 x 38                                 | NBS  | " " Gussets, spacing and scantling abaft 1/2 len. from stem  |                                    |  |
| Depth of Framing Girders   | 10. 3 1/2 x 44. DT                        | ✓  | " " Gussets, spacing and scantling forward 1/2 len. from stem  |                                    |  |
| Frames in Uppermost Continuous Tween Decks, Angle, E or C                | 8. 3 x 46 FH                              | ✓  | Frame leg  |                                    |  |
| " " Second Tween Decks, Angle, E or C                                    | to upper 7c alt.                          | ✓  | Tank Side Brackets, height above base line at toe of Frame and thickness   | <i>in Machinery Space 8-6 x 44</i> | ✓  |
| " " Third " " "  | ✓   | ✓  | <i>in Cargo Deck 5-6 x 42</i>  |                                    | ✓  |
| Framing in Peaks, Angle, E or C  | 8. 3 x 46 & as appd                       | ✓  | INNER BOTTOM PLATING. <i>in Machinery Space</i>  |                                    |  |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 7/8 @ 4 1/2                               | ✓  | Breadth and thickness of Middle Line Strake  | 60 x 52                            | ✓  |
| State if Frame Joggled   | <i>Yes</i>                                | ✓  | Thickness of remainder in Holds <i>Machinery Space</i>   | 102 x 52                           | ✓  |
| FRAMING ARRANGEMENTS (Sec. 7), state system and particulars              | <i>Web frames &amp; stringers as appd</i> | ✓  | 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? | <i>Oil engine</i>                  | ✓  |
| STRENGTHENING OF BOTTOM FORWARD. State Particulars                       | <i>6 x 6 frame bottoms</i>                | ✓  | BEAMS.   |                                    |  |
| ANGLE BOTTOM.  | <i>Interst. Girders</i>                   | ✓  | Uppermost Continuous Deck, amidships   | 10. 3 1/2 x 40. NBS                | ✓  |
| Floors, Depth and thickness at mid-line in Holds                         | <i>Shell midship thickness</i>            | ✓  | " " <i>in Wells, Angle, E or C</i>   | 5                                  | ✓  |
| Height of Brackets at side above base line at toe of frame               | 38 x 40 in DT.                            | ✓  | " " <i>in way of Bridge, Angle, E or C</i>   | 8. 3 x 41. NBS                     | ✓  |
| Middle Line Keelson, on Floors, Angle, E or C                            | 5' 6 in OT. 6' 5 in DT.                   | ✓  | Spacing  | 29 1/2 & 24                        | ✓  |
| " " Through Plate  | 5' 6 in OT. 6' 5 in DT.                   | ✓  | Second Deck, amidships, Angle, E or C  | 9. 3 1/2 x 37 L 6                  | ✓  |
| " " Interst. Plate   | 6. 3 1/2 x 62. 00                         | ✓  | " " <i>in Machinery Space</i>  | 6. 3 1/2 x 44. 0A                  | ✓  |
| " " Foundation Plate on Floors   | 52 x 42 in OT.                            | ✓  | Spacing  | 29 1/2 & 24                        | ✓  |
| " " D Flat Plate Keel Angles   | 40. CL Bk in OT.                          | ✓  | Third Deck, amidships, Angle, E or C   | 9. 3 1/2 x 54 1/2                  | ✓  |
| Side Keelsons, No. each side   | 4 x 4.50 in OT.                           | ✓  | " " Spacing  | 7. 3 x 45                          | ✓  |
| " " thickness of Intercoastal Plate                                      | 4. 45 in DT.                              | ✓  | Fourth Deck, amidships, Angle, E or C  | 27 & 24                            | ✓  |
| " " Angles   | 38 x 42                                   | ✓  | " " Spacing  | 9. 3 1/2 x 44 1/2                  | ✓  |
| " " <i>to Shell Rider pl</i>   | 6. 6 x 44                                 | ✓  | " " Spacing  | 7. 3 x 45                          | ✓  |
| " " <i>Rider plate</i>   | 18 x 46                                   | ✓  | Poop Deck, Angle, E or C   | 8. 3 x 45 NBS                      | ✓  |
| DOUBLE BOTTOM. <i>in Machinery Space</i>                                 |   |  | " " Spacing  | 5 x 36                             | ✓  |
| Solid Floors, thickness and spacing                                      | 60 x 50 x 42                              | ✓  | " " Spacing  | 29 1/2 & 24                        | ✓  |
| " " Are Frame and Reversed Frame joggled?                                | @ 29 1/2                                  | ✓  | Bridge Deck, Angle, E or C   | 8. 3 x 36 NBS                      | ✓  |
| Bracket Floors, breadth and thickness at middle line                     | <i>Yes</i>                                | ✓  | " " Spacing  | 29                                 | ✓  |
| " " breadth and thickness at margin plate                                |   |  | Forecastle Deck, Angle, E or C   | 9. 3 1/2 x 52 1/2                  | ✓  |
|  |   |  | " " Spacing  | 8. 3 x 36                          | ✓  |
|  |   |  |  | 24 & 27                            | ✓  |



# PILLARS AND DECKS.

| PILLARS, No. of Rows.....   | INCHES IN SHIP. |            | Any Departure from Approved Plans to be Noted. | INCHES IN SHIP. | Any Departure from Approved Plans to be Noted. |
|---|-----------------|------------|--|-----------------|--|
|   | Breadth.        | Thickness. |  | Breadth.        | Thickness.                                     |
| in 'tween Decks, Size and Spacing.....                            |                 |            |  |                 |  |
| " " " " " "   |                 |            |  |                 |  |
| " in Holds " " "  |                 |            |  |                 |  |
| " " " " " "   |                 |            |  |                 |  |
| Wing Centre Line Bulkhead.....                                    | 11.             | 3 1/2      | 44 1/2   |                 |  |
| Stiffeners and Spacing.....                                       | 10.             | 3 1/2      | 43 1/2   |                 |  |
| Plating, thickness of .....                                       |                 |            |  |                 |  |
| <b>STRINGERS AND DECKS.</b>                                       |                 |            |  |                 |  |
| <b>Uppermost Continuous Deck.</b>                                 |                 |            |  |                 |  |
| Stringer Plate, breadth and thickness in Wells.....               | 75x             | 70         | 44   |                 |  |
| " " " " in way of Bridge.....                                     |                 |            |  |                 |  |
| " Angle in Wells .....  | 7x7x            | 60         |  |                 |  |
| Thickness of Plating abreast Deck openings in way of Wells .....  | 3 1/2           | 3 1/2      | 36 1/2   |                 |  |
| Thickness of Plating abreast Deck openings in way of Bridge ..... | 94              |            |  |                 |  |
| Thickness of Plating within line of openings...                   | 90              | 58         | 94   |                 |  |
| If Sheathed, material and thickness .....                         | 70              |            | 36   |                 |  |
| <b>Second Deck.</b>   |                 |            |  |                 |  |
| Stringer Plate, breadth and thickness in Wells.....               | 27x             | 36         | 37x  |                 |  |

## SHELL PLATING.

| SCANTLINGS.  |               |             |            |            |  | RIVETING.            |                  |                       |                           |                  |                       |                        |
|--|---------------|-------------|------------|------------|--|----------------------|------------------|-----------------------|---------------------------|------------------|-----------------------|------------------------|
| STRAKES.   | AS IN VESSEL. |             |            |            | ANY DEPARTURE FROM<br>APPROVED PLANS<br>TO BE NOTED. | EDGES. <i>No</i>     |                  |                       | BUTTS.                    |                  |                       |                        |
|  | AMIDSHIPS.    |             | FORWARD.   | AFT.       |  | SINGLE OR<br>DOUBLE. | RIVETS.          |                       | NO. OF ROWS<br>OF RIVETS. | RIVETS.          |                       | STRAPPED OR<br>LAPPED. |
|  | Breadth.      | Thickness.  | Thickness. | Thickness. |  |                      | Diam.            | Spacing<br>cr. to cr. |                           | Diam.            | Spacing<br>cr. to cr. |                        |
|  | Inches.       | Inches.     | Inches.    | Inches.    |  |                      | Inches.          | Inches.               |                           | Inches.          | Inches.               |                        |
| FLAT PLATE KEEL .....                              | <i>60</i>     | <i>.94</i>  | <i>.78</i> | <i>.78</i> | ✓  | <i>2 Rows</i>        | <i>1</i>         | <i>4</i>              | <i>5R-4R</i>              | <i>1</i>         | <i>4 1/2-4</i>        | <i>lapped as appd</i>  |
| „ DBLG. (if any)                                   |               |             |            |            |  |                      |                  |                       |                           |                  |                       |                        |
| BOTTOM PLATING, No. of Strakes ..... <i>4</i> .... | <i>ABCD</i>   | <i>.65</i>  | <i>.50</i> | <i>.68</i> | ✓  | <i>2R</i>            | <i>7/8-3/4</i>   | <i>3/4-3</i>          | <i>4-3 Rows</i>           | <i>7/8</i>       | <i>3 1/2-3 1/8</i>    | <i>lapped</i>          |
| BILGE PLATING, No. of Strakes ..... <i>1</i> ....  | <i>E</i>      | <i>.65</i>  | <i>.59</i> | <i>.68</i> | ✓  | <i>"</i>             | <i>"</i>         | <i>"</i>              | <i>"</i>                  | <i>"</i>         | <i>"</i>              | <i>"</i>               |
| SIDE PLATING, No. of Strakes ..... <i>4</i> ....   | <i>FGHJ</i>   | <i>.61</i>  | <i>.48</i> | <i>.66</i> | ✓  | <i>"</i>             | <i>"</i>         | <i>"</i>              | <i>"</i>                  | <i>7/8-3/4</i>   | <i>3 1/2-2 5/8</i>    | <i>"</i>               |
| UPPER DECK, Sheer-strake in Wells.....             | <i>51</i>     | <i>.97</i>  | <i>.48</i> | <i>.47</i> | ✓  | <i>"</i>             | <i>1 1/2-3/4</i> | <i>4 1/2-3</i>        | <i>5-3 Rows</i>           | <i>1 1/8-3/8</i> | <i>4 1/2-3 1/2</i>    | <i>"</i>               |
| UPPER DECK, Sheer-strake in Bridge ...             | <i>51</i>     | <i>1.16</i> | <i>-</i>   | <i>-</i>   | ✓  | <i>2R</i>            | <i>1-3/4</i>     | <i>4-3</i>            | <i>4R-3R</i>              | <i>1-3/4</i>     | <i>4-2 5/8</i>        | <i>lapped</i>          |
| STRAKE BELOW Sheer-strake in Wells.....            |               | <i>.77</i>  | <i>.48</i> | <i>.47</i> | ✓  |                      |                  |                       |                           |                  |                       |                        |
| STRAKE BELOW Sheer-strake in Bridge ...            | <i>K</i>      | <i>.77</i>  | <i>-</i>   | <i>-</i>   | ✓  | <i>1R.</i>           | <i>3/8-3/4</i>   | <i>3/4-3</i>          | <i>3-2R.</i>              | <i>3/4</i>       | <i>2 5/8</i>          | <i>"</i>               |
| POOP SIDE PLATING .....                            |               | <i>.43</i>  | <i>-</i>   | <i>-</i>   | ✓  | <i>"</i>             | <i>"</i>         | <i>"</i>              | <i>1R</i>                 | <i>"</i>         | <i>"</i>              | <i>"</i>               |
| BRIDGE SIDE PLATING ...                            |               | <i>.43</i>  | <i>-</i>   | <i>-</i>   | ✓  | <i>"</i>             | <i>"</i>         | <i>"</i>              | <i>1R.</i>                | <i>"</i>         | <i>"</i>              | <i>"</i>               |
| FORECASTLE SIDE PLATING                            |               | <i>.43</i>  | <i>-</i>   | <i>-</i>   | ✓  | <i>"</i>             | <i>"</i>         | <i>"</i>              | <i>"</i>                  | <i>"</i>         | <i>"</i>              | <i>"</i>               |
| FORGINGS and CASTINGS.                             |               |             |            |            |  |                      |                  |                       |                           |                  |                       |                        |

## WATERTIGHT BULKHEADS.

|   |                    |  |           |                        |
|---|--------------------|--|-----------|------------------------|
| Total No. of W.T. BULKHEADS in Vessel—  |                    |  |           |                        |
| Extending to Upper Deck (Sec. 3 c)..... |                    | 13.  | ✓         |                        |
| ,, Deck next below.....                 |                    | 1.   | ✓         |                        |
| As per Rule.....                        |                    | ✓  |           |                        |
|   | Plating Thickness. | STIFFENERS.  |           |                        |
|   |                    | VERTICAL.  |           | HORIZONTAL.            |
|   |                    | Scantlings.  | Spacing.  | Scantlings.            |
| MIDSHIP BULKHD, Upper tween decks       |                    |  |           |                        |
| ,, Second ,,                            |                    |  |           |                        |
| ,, Third ,,                             |                    |  |           |                        |
| ,, Cargo Holds .....                    | 44 T<br>42-38      | 11. 3½. 44 6<br>10. 3½. 43 NO 5 3½<br>8 web 42 x 44 6. | 30<br>31½ | 2. 50.<br>Beam as appd |
| COLLISION ,, (in Hold) .....            | 54-26              | 9. 3½. 42 L<br>to 4½. 3. 54 L                          | 24        | 50. B of Plats as 4    |
| AFTER PEAK ,, ,, .....                  | 44-26              | 12. 2½. 58 L<br>to 4. 3. 32 L                          | 24.       | do.                    |

## FORGINGS and CASTINGS.

|   | Casting or Forging.  | Scantlings.  | Maker's Name. | Any departure from approved plan to be noted. |
|---|----------------------|--------------|---------------|---|
| KEEL, Bar .....                         | Flat Plate           |              |               |   |
| STEM .....                              | Rolled 10x 5 1/4.    |              |               |   |
| STERN FRAME { Propeller Post .....      | Cast. 5.             | 16 1/2 x 13. |               |   |
| { Rudder .....                          | Forged               | 8x 4 1/2     |               |   |
| RUDDER—A x D.....                       | 686                  | Forged       |               |   |
| Speed of Vessel.....                    | 12 K                 |              |               |   |
| RUDDER mainpiece at head ...            | 13.                  |              |               |   |
| " " heel ...                            | 9 1/4                |              |               |   |
| " how constructed .....                 | Amos Shunk and Keyed |              |               |   |
| " double or single plate .....          | Single Plate         | 1-14         |               |   |
| " coupling, vertical or horizontal..... | Horizontal           |              |               |   |

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth process

Cleveland Steel Works: American Iron & Steel Co. Ld.: David Colville & Co. Ld.: Consett Iron Co. Ld.: Pease & Partners Ld.: Cargo Fleet Iron Co. Ld.: South Durham S. & C. Co.: Appleby Iron Co. Ld.: Has the Steel been tested as required by the Rules? Yes. [Frodingham I.S. Co.: Lonsdale S. Co.: Bolton Vaughan



| EQUIPMENT No. <i>4470</i> |                    |                   |          |          |                 |           |           |                       |          |          |          | LETTER <i>cf</i>             |                        | ANCHORS. |   |
|---------------------------|--------------------|-------------------|----------|----------|-----------------|-----------|-----------|-----------------------|----------|----------|----------|------------------------------|------------------------|----------|---|
| Number of Certificate.    | Anchors.           | 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.     |                              |                        |          |   |
| <i>33520</i>              | 1st Bower ...      | <i>84</i>         | <i>2</i> | <i>7</i> | <i>5</i>        | <i>0</i>  | <i>0</i>  | <i>0</i>              | <i>0</i> | <i>0</i> | <i>0</i> | <i>77-0-0</i>                | <i>Byers Type</i>      | <i>—</i> | <i>S: 6/12/30 JHB</i>                     |
| <i>33414</i>              | 2nd " ...          | <i>77</i>         | <i>3</i> | <i>0</i> | <i>5</i>        | <i>12</i> | <i>2</i>  | <i>0</i>              | <i>0</i> | <i>0</i> | <i>0</i> | <i>77-0-0</i>                | <i>"</i>               | <i>—</i> | <i>S: 4/10/30 JHB</i>                     |
| <i>33516</i>              | 3rd " ...          | <i>65</i>         | <i>3</i> | <i>0</i> | <i>5</i>        | <i>1</i>  | <i>2</i>  | <i>0</i>              | <i>0</i> | <i>0</i> | <i>0</i> | <i>65-2-0</i>                | <i>"</i>               | <i>—</i> | <i>S: 6/12/30 JHB</i>                     |
|                           | Collective weight. | <i>228</i>        | <i>0</i> | <i>7</i> |                 |           |           |                       |          |          |          | <i>219.2-0</i>               |                        |          |   |
| <i>45857</i>              | Stream .....       | <i>22</i>         | <i>0</i> | <i>0</i> | <i>5</i>        | <i>2</i>  | <i>21</i> | <i>22</i>             | <i>7</i> | <i>2</i> | <i>0</i> | <i>22-0-0</i>                | <i>Rodgers</i>         | <i>—</i> | <i>CH: 26/11/30. Paul</i>                 |

| 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.       | Statu-<br>tory.       | Break-<br>ing.   | Supplied.                   | Per Rule.        | Length.                       | Diam.       |              |                         |  |                    | Length.                   | Cir.          |                              | Length.                       | Cir.          |
| 45351                                 | Fathoms.<br>300           | Ins.<br>276 | Tons.<br>106 1/16     | Tons.<br>149 5/8 | Owts. qrs. lbs.<br>890-2-21 | Owts.<br>890-1-0 | Fathoms.<br>300               | Ins.<br>276 | Stud         | Investigated<br>5 Jan   | C.A. 26/11/30. Paul                        | TOWLINE...         | Fathoms.<br>130           | Ins.<br>5 3/4 | Tons.<br>91.5                | Fathoms.<br>130               | Ins.<br>5 3/4 |
|                                       |                           |             |                       |                  |                             |                  |                               |             |              |                         |  | HAWSERS<br>& WARPS | 40                        | 2 3/4         | 15.2                         | 40                            | 2 3/4         |
| Iron Stream<br>Chain or<br>Steel Wire | 120                       | 5" Cir.     | -                     | 52.8             | Steel wire                  |                  | 120                           | 5" Cir.     |              | Delbertson & Co Hamburg |  | "                  |                           |               |                              |                               |               |

Steering Gear, Steam 10x10. Wilson Pine type by J. H. C. Steering Gear, Hand Tackle wire had to after wind  
Boats 4. Lifeboats 1 dinghy Steering Chains, Size and Test None Windlass Emmerson Walker 2<sup>d</sup>  
Ceiling in Holds, thickness and material None Cargo Battens, thickness, material and spacing None  
Cargo Hatchways.—(Upper Deck) 2. Oil latches 6'x4' Thickness of Hatches 1/2". Stal covers  
Size of No. 1 Hatchway (Forward) 9'x12' No. 2 No. 3 No. 4 No. 5 No. 6  
Number of Shifting Beams and/or Fore and Afters None

FOR R. & W. HAWTHORN, LESLIE & CO. LIMITED.  
Builder's Signature Thomas A. Smith

**GENERAL DECLARATION.** It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel <sup>Gas. oil</sup> engines (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. Tanker The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the approved plans, the Committees' instructions & the Society's 'Rules for vessels carrying petroleum in bulk'. The material & workmanship are good.

All tanks cofferdam, bunkers, peaks & double bottom tanks have been tested as required by the Rules & found satisfactory.

The requirements of Section 20 of the Rules where applicable for the carriage of oil fuel having a flash point above 150° have been complied with. The Assigned freeboard has been marked on the vessels sides & cut in. The Weather decks & W. T. Bulkheads above the flats have been hose tested & found satisfactory. Oil for machinery is carried in Cross Bunker between Machinery Space & Cargo Oil Tanks (cofferdam intervening) and in the double bottom aft.

The amount of Entry Fee ..... £ 11 : - : - } Fees applied for,  
 Special Survey Fee.... £ 608 : 11 : 9 } 13/10/1931  
 Travelling Expenses, if any £ 14 - - } Received by me, 16/10/1931  
 State whether the Vessel has been built under Special Survey Geo.  
 Certificate to be sent to Newcastle Date of issue 27/10/31  
 I am of opinion the Vessel should be Classed + 100 A1.  
 with notation - Longitudinally framed  
 on bottom & deck.  
 Signature J. R. Webster  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 27 OCT 1931  
Character assigned + 100A1  
Carrying Petroleum in Bulk  
Lloyd's A & C.P.  
write axes.  
+ L. No. 10.31 C.L.  
Oil Eng. 2 S.B. 150 lb.



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 37 in number relating to this vessel together with the foregoing reports are forwarded herewith.

This vessel is a sister ship to S/S CAPRELLA (Hawthorn Leslie No 529, Swan & Hunter & Wigham Richardson No 1453 "CARDITA" & No 1455 S/S CARDIUM.

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

|           |         |         |    |      |         |
|-----------|---------|---------|----|------|---------|
| 1st Bower | 50-2-27 | 50-1-8  | KH | 8526 | 27-8-30 |
| 2nd "     | 46-2-17 | 47-1-13 | KH | 8486 | 27-8-30 |
| 3rd "     | 39-1-20 | 36-2-13 | KB | 8598 | 12-9-30 |

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 162.54 ft., R.Q.D. ✓ ft., Bridge 34.5 ft., Forecastle 42.12 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 (this information is to be given as it should appear in the Register Book) *One deck steel, notations longitudinal framed on bottom & deck.*

Official No. 162649. ; Signal Letters

Is bottom of Vessel coated with cement *no.* if not  
*filled in water tanks. full cement peaks*

#### PARTICULARS OF WATER BALLAST.—

| Where Fitted.  | Length.<br>Feet. | Water Capacity.<br>Tons.              | Where Fitted.  | Length.<br>Feet. | Water |
|--|------------------|---------------------------------------|--|------------------|-------|
| Double bottom, aft, <i>Plaster cooling water tank</i>          | 22-1½            | 43                                    | Fore peak tank,  | 25.5             | 2     |
| Double bottom, under Engines and Boilers,                      |                  |                                       | After peak tank,                                       | 16-0             |       |
| Double bottom, if under Engines only, <i>for oil fuel only</i> | 34-5             | 172                                   | Deep tank, aft,  | 31-6             |       |
| Double bottom, if under Boilers only, <i>Lub. oil Tank</i>     | 7-4½             | 24                                    | Deep tank, forward,                                    |                  |       |
| Double bottom, forward,  |                  |                                       | Other tanks, if fitted,                                |                  |       |
|  |                  | Total capacity of double bottom 239.6 | (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. 5430

Date 22-7-30

Dates of Surveys held while building

1930 July 4, Aug 1, 7, 18, 19, Sep 4, 15, 26, 29, 30, Oct 8, 9, 20, 22, 24, 27, 28, 29, 31, Nov 4, 5, 7, 10, 14, 17, 18, 19, 20, 21, 25, 26, 27, 28, Dec 2, 3, 4, 8, 12, 15, 18, 19, 23, 29, 30, 1931 Jan 5, 7, 8, 9, 12, 14, 15, 16, 23, 26, Feb 19, 20, 25, 26, 31, Apr 1, 10, 13, 15, 16, 17, 20, 21, 22, 24, 27, 28, 29, 30, May 1, 4, 5, 6, 7, 8, 11, 12, 13, 14, 15, 18, 21, 22, 26, 27, 28, 29, June 1, 2, 3, 5, 8, 9, 10, 11, 18, 19, 30, July 2, 3, 8, 9, 10, 17, 20, 22, 23, 24, 27, 28, 30, 12, 14, 17, 18, 27, Sep 7, 16, 21, Oct 5, 12.

Total No. of Visits

Lloyd's Register Foundation



29.

Signal Letters (if any)

1\*.

S/S. "CAPSA" Newcastle-on-Tyne 41.87673

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.<br>Inches. | Rivets in Brackets to Bulkheads. |  |
|   | Ins.  | Ins. | Ins. | Ins.                | Ins. | Ins. | Ins.                     | Ins. | Ins. | Ins.                     | Ins. | Diam. | Speng.                         | Number.  |   | Diameter.                        |  |
| Bridge 'tween Decks ...<br>n Uppermost Continuous No. 1 | Transverse in Bridge  |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| " 2   |   |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| " 3   | Transverse side framing   |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| " 4   |   |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| " 5   |   |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| " 6   |   |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| " 7   |   |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| " 8   | 15.4.4. 53/62 [✓  |      |      |                     |      |      | 15.4.4. 53/62 [✓         |      |      |                          |      | 7/8   | 54                             | 7/8 @ 38 | ✓   | 16. 7/8 ✓                        |  |
| " 9   | do  |      |      |                     |      |      | do                       |      |      |                          |      |       |                                |          |   |                                  |  |
| " 10  | Using Bulkhead. Double shell bars 3 1/2. 3 1/2. 40. ✓                       |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| " 11  | 15.4.4. 53/62 [✓  |      |      |                     |      |      | 15.4.4. 53/62 [✓         |      |      |                          |      |       |                                |          |   |                                  |  |
| " 12  | do  |      |      |                     |      |      | do                       |      |      |                          |      |       |                                |          |   |                                  |  |
| " 13  | do  |      |      |                     |      |      | do                       |      |      |                          |      |       |                                |          |   |                                  |  |
| " 14  | do  |      |      |                     |      |      | do                       |      |      |                          |      |       |                                |          |   |                                  |  |
| " 15  | do  |      |      |                     |      |      | do                       |      |      |                          |      |       |                                |          |   |                                  |  |
| " 16  | Centre Girders 52 x 42. Bottom Bars D. 4. 4. 50. Top bars 6. 3 1/2. 62. 0A. |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Amidships .....   | 31 as app ✓   |      |      |                     |      |      | 31. ✓                    |      |      |                          |      |       |                                |          |   |                                  |  |
| At Ends .....   |   |      |      | Transverse at ends. |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Tank Top Longitudinals                                  |   |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Bottom ..   | Double bottom aft in Engine Room only & transverse framed. ✓                |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Longitudinals { Amidships                               |   |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| At Ends...  |   |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Transverses.  |   |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Depth and Thickness                                     | Transverse framed in Bridge   |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Face Angles .....                                       |   |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Lugs to Shell* .....                                    |   |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Depth and Thickness                                     | 28 x 42 ✓   |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Face Angles .....                                       | 6. 3 1/2. 50 in C.T. ✓  |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Lugs to Shell* .....                                    | 6. 3 1/2. 44 in W.T. ✓  |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Depth and Thickness                                     | 3 1/2. 3 1/2. 42 Joggled ✓  |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Face Angles .....                                       | 52 x 46 in C.T. ✓   |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Lugs to Shell* .....                                    | 32 x 44 in W.T. ✓   |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Depth and Thickness                                     | 6 x 4 x 6. 0.7 in CT ✓  |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Face Angles .....                                       | 6 x 3 1/2 x 44. 0.7 in W.T. ✓   |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Lugs to Shell* .....                                    | 6 x 6 x 46-44 Joggled ✓   |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Back Bars ...   | 3 1/2. 3 1/2. 46 in C.T. ✓  |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Brackets .....  | 7-3 wide x 46 in CT ✓   |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Transverse Frames .....                                 | 4-0 x 44 in W.T. ✓  |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Joggled or liners.                                      | 9-8 ✓   |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Bridge Deck ...   | Transverse in Bridge  |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Upper ..  | 8. 3 1/2. 42 ✓  |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Second ..   | Joggled   |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |
| Third ..  | Joggled   |      |      |                     |      |      |                          |      |      |                          |      |       |                                |          |   |                                  |  |

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.

00329-003350246

Actual 030.

Lloyd's Register Foundation