

STEEL ~~STEAMER~~ OR MOTORSHIP.

Newcastle-on-Tyne No. 95349

AUG 27 1937

Received at London Office

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 *24 August 1937* Port of *Newcastle on Tyne* No. *95349*Survey held at *Wallaseed on Tyne* Date First Survey *10 Sept. 1936* Last Survey *9 August 1937*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single Screw H.S. YENANGYAUNG machy. fitted aft.*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling Tanker longitudinally framed* State Type of Erections *Poof, bridge & etc*TONNAGE under Tonnage Deck... *4888.03*Do. of space or spaces between Tonnage Dk. and Upper Dk. *✓*Total *4888.03*Gross Tonnage *5446.85*Register Tonnage *3030.77*CLASS *petroleum in bulk* State if with freeboard as condition of Class *✓*Overall length *400.75* FEET.Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 385*Breadth (greatest moulded) *B 54*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 31*1st Longitudinal Number (L x D) *= 11935*2nd Numeral L x (B + D) *= 32725*Framing Depth "d," at middle of length. See Sec. 3 (1d) *✓*Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.42*Do. Long Bridge to top of keel *✓*Draught Moulded *26-0 7/8*Built at *Wallaseed on Tyne*Launched *9th June 1937* Yard No. *1531*Builders *Swan Hunter & Wigham**Richardson Ltd.*Owners *The Burmah Oil Co. Ltd.*Managers *✓*

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

Residence *✓*Port of Registry *Newcastle*

If surveyed while building, afloat, or in dry dock

*Building*

## 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 <i>long framing</i>			Bracket Floors, Frame		
" " from $\frac{3}{8}$ length to Collision bulkhead <i>27 in deep tank for 30 in H.S. ✓</i>			" " Reversed Frame		
" " in peaks <i>24 ✓</i>			" " Vertical Struts		
DE FRAMING.			Centre Girder, depth and thickness amidships <i>in H.S. 60 1/2 x 46 1/2 ✓</i>		
Frame Amidships, Angle <i>E or L</i> <i>long framing</i>			" " top Angles <i>3 1/2 x 3 1/2 x 44 ✓ 42 Stile</i>		
" " Extends up to <i>Frames in deep tank H.S. 10 x 3 1/2 x 40 ✓</i>			" " bottom Angles <i>4 x 4 x 50 ✓ 48 Stile</i>		
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness <i>in H.S. 2 @ 62 ✓ 51 @ 50 ✓</i>		
" " Extends up to			Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder			" " Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E or L</i>			Bracket abaft $\frac{1}{4}$ len. from stem		
" " Second 'tween Decks, Angle, <i>E or L</i>			" " Vertical Angle to Tank side		
" " Third " " " "			Bracket forward $\frac{1}{4}$ len. from stem		
Framing in Peaks, Angle <i>E or L</i> <i>8 x 3 1/2 x 35 ✓</i>			Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships <i>long framing</i>			" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem		
State if Frame Joggled			Tank Side Brackets, height above base line at toe of Frame and thickness		
PLATING ARRANGEMENTS (Sec. 7), state system and particulars <i>long for. &amp; transverse. 3 strakes shell plating next keel P/S increase 6-64-66 from 1/2 L &amp; Collision P/S. in for tank back bars &amp; bottom lengths. 4 Stile. Shell laps &amp; transverse.</i>			INNER BOTTOM PLATING. <i>in H.S. 75 Centre</i>		
STRENGTHENING OF BOTTOM FORWARD. State Particulars			Breadth and thickness of Middle Line Strake		
DOUBLE BOTTOM.			Thickness of remainder in Holds <i>1 1/2 under Engines remainder .50 ✓</i>		
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? <i>Yes as applicable ✓</i>		
Height of Brackets at side above base line at toe of frame			BEAMS.		
Middle Line Keelson, on Floors, Angles, <i>E or L</i>			Uppermost Continuous Deck, amidships		
" " Through Plate or Intercoastal Plate			" " in Wells, Angle, <i>E or L</i>		
" " Foundation Plate on Floors			" " in way of Bridge, Angle, <i>E or L</i>		
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side			Second Deck, amidships, Angle, <i>E or L</i>		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Third Deck, amidships, Angle, <i>E or L</i>		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing <i>in H.S. 5/2 @ 30 ✓</i>			Fourth Deck, amidships, Angle, <i>E or L</i>		
" " Are Frame and Reversed Frame joggled? <i>yes for joggled.</i>			Spacing		
Bracket Floors, breadth and thickness at middle line			Poof Deck, Angle, <i>E or L</i>		
" " breadth and thickness at margin plate			Spacing		
			Bridge Deck, Angle, <i>E or L</i>		
			Spacing		
			Forecastle Deck, Angle, <i>E or L</i>		
			Spacing		



# 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.	
Centre Line Bulkhead.	At End of Bridge as approved.						
Stiffeners and Spacing.....	8 x 3 1/2 x .406		Rule 7 x 3 1/2 x .36				
Plating, thickness of .....	11 x 3 1/2 x .43		Rule 4 1/2 x 3 1/2 x .41				
STRINGERS AND DECKS.							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness in Wells	63 x .61		Rule .57				
" " " " in way of Bridge	.71		.67				
" " " " " "	.61		.57				
" Angle in Wells .....	6 x 6 x .58		Rule .47				
Thickness of Plating abreast Deck openings in way of Wells .....	49		.45				
Thickness of Plating abreast Deck openings in way of Bridge .....	49		.45				
Thickness of Plating within line of openings...	49		.45				
If Sheathed, material and thickness .....	Summer tank Stringer		.42 x .40				
Second Deck.	35 x .34		at end				
Stringer Plate, breadth and thickness in Wells...							
Stringer Plate, breadth and thickness in way of Bridge .....							
If Plated, state thickness .....							
Fourth Deck.							
Stringer Plate, breadth and thickness .....							
If Plated, state thickness .....							
Poop Deck.							
Stringer Plate, breadth and thickness .....	35 x .34						
Plating, Sheathing, material and thickness ..	2 1/2" teak						
Bridge Deck.							
Stringer Plate, breadth and thickness .....	42 x .40						
Plating, Sheathing, material and thickness ..	.26 Sheathed 2 1/2" teak						
Forecastle Deck.							
Stringer Plate, breadth and thickness .....	34 x .34						
Plating, Sheathing, material and thickness ..	.28 Sheathed 2 1/4" teak						

## SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>NO</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.	Diam.		Spacing cr. to cr.
FLAT PLATE KEEL .....	<i>60</i>	<i>.83</i> ✓	<i>.68</i>	<i>.68</i>		<i>Steel</i>	<i>1"</i>	<i>4"</i>	<i>4-3</i>	<i>1"</i>	<i>4"</i>	<i>Overlap</i>	
„ DBLG. (if any)	<i>A</i>												
BOTTOM PLATING, No. of Strakes ..... <i>3</i>	<i>B</i> } <i>C</i> }	<i>.58</i> ✓	<i>.66</i> <i>.46</i>	<i>.61</i> <i>.50</i>	<i>.62</i> <i>2 1/2</i> plate <i>.70</i> - -	<i>Steel</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4-3</i>	<i>7/8</i>	<i>3 1/2</i>	<i>✓</i>	
BILGE PLATING, No. of Strakes .....	<i>D</i>	<i>.58</i> ✓	<i>.53</i> <i>.62</i>	<i>.60</i> <i>.52</i>	<i>.62</i> - -	<i>"</i>	<i>"</i>	<i>"</i>	<i>4-3</i>	<i>"</i>	<i>"</i>	<i>✓</i>	
SIDE PLATING, No. of Strakes ..... <i>3</i>	<i>E</i> <i>F</i> <i>G</i>	<i>.56</i> ✓	<i>.46</i> <i>.44</i>	<i>.59</i> <i>.44</i>	<i>.62</i> - - <i>.57</i> <i>5</i> <i>57-44</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>3</i>	<i>"</i>	<i>3 1/8</i>	<i>✓</i>	
UPPER DECK, Sheer-strake in Wells.....	<i>J</i> <i>66</i>	<i>.78</i> ✓	<i>.44</i>	<i>.44</i>	<i>Rule .74</i>	<i>"</i>	<i>1"</i>	<i>4"</i>	<i>4-3</i>	<i>1"</i>	<i>4"</i>	<i>✓</i>	
UPPER DECK, Sheer-strake in Bridge ...		<i>.86</i>	<i>At br. ends</i>	<i>5</i>	<i>Poop Front</i>								
STRAKE BELOW Sheer-strake in Wells.....	<i>H</i> <i>72</i>	<i>.67</i> ✓	<i>.44</i>	<i>.44</i>	<i>Rule .63</i>	<i>Top Seam</i> <i>Stk. Blm.</i>	<i>1"</i> <i>7/8</i>	<i>4"</i> <i>3 1/2</i>	<i>4-3</i>	<i>7/8</i>	<i>3 1/2</i>	<i>✓</i>	
STRAKE BELOW Sheer-strake in Bridge ...		<i>as above</i>											
POOP SIDE PLATING .....				<i>.38</i> ✓		<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>Single</i>	<i>3/4</i>	<i>2 7/8</i>	<i>"</i>	
BRIDGE SIDE PLATING ...		<i>.40</i> ✓				<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
FOREC'TLE SIDE PLATING			<i>.40</i> ✓			<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	11 O.T.	13 B.T.
Extending to Upper Deck (Sec. 3 c)	2 W.T.	(10 to upper deck)
" Deck next below .....		(3 to 2nd deck)
As per Rule .....		

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....	Flat Plate			
STEM .....	9 1/2 x 2 1/2	Roller bar		
STERN FRAME { Propeller Post .....	Forging 10 1/2 x 7 1/2	Wolingham Steel Co.		
{ Rudder .....				
Speed of Vessel .....	12 1/4 knots			
RUDDER—Type .....	Rectangular			
" A x D .....	396			
" Diam. of head .....	10 7/8			
" Mainpiece at top pintle	12 x 13			
" heel ...	8 x 9 1/2			
" how constructed .....	Forged	Wolingham Steel Co.		
" double or single plate	Stk. 1/2 plate			
" coupling, vertical or horizontal .....	Horizontal			

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	open Hearth
	Consett Iron Co. Cargo Fleet Iron Co. Norman Long St. Appleby-Frodingham Steel Co.	
	South Durham Steel Iron Co. Colville & Co. Shinningrove Iron Co. The Lancashire Steel Co. The Steel Company of Scotland	
	Has the Steel been tested as required by the Rules?	Yes



Rpt. 1\*.

PARTICULARS OF LONGITUDINAL FRAMING.

NEWCASTLE-on-TYNE, 27 AUG 1937

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		
	In Ship.			Fore Hold In Ship.			Per Rule or as approved.			Fore Hold Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	
Framing of <del>L</del> , <del>L</del> or <del>E</del> .....															
Frames in Bridge 'tween Decks ...	Trans. framing														
Frames from Uppermost Continuous Deck No. 1	8 x 3 1/2 x .40			6 x 3 1/2 x .32			8 x 3 1/2 x .36						7/8	5 1/4	8 7/8
" 2	8 x 3 1/2 x .40			6 x 3 1/2 x .32			8 x 3 1/2 x .36			As			"	"	8 "
" 3	8 x 3 1/2 x .41			7 x 3 1/2 x .34			8 x 3 1/2 x .41						"	"	9 "
" 4	9 x 3 1/2 x .40			7 x 3 1/2 x .34			9 x 3 1/2 x .375			in			"	"	10 "
" 5	9 x 3 1/2 x .40			7 x 3 1/2 x .38			9 x 3 1/2 x .40						"	"	4 for 10 R 10 "
" 6	10 x 3 1/2 x .40			8 x 3 1/2 x .38			10 x 3 1/2 x .40			Ship			"	"	11 "
" 7	10 x 3 1/2 x .40			8 x 3 1/2 x .48			10 x 3 1/2 x .40						"	"	11 "
" 8	10 x 3 1/2 x .40			9 x 3 1/2 x .38			10 x 3 1/2 x .40						"	"	11 "
" 9	10 x 3 1/2 x .43			Trans. framing			10 x 3 1/2 x .43						"	"	3 1/8 for 10 R 11 "
" 10	11 x 3 1/2 x .43						11 x 3 1/2 x .43						"	"	16 1/2 long 11 "
" 11	12 x 3 1/2 x .49						12 x 3 1/2 x .49						"	"	18 " 11 "
" 12															
" 13															
" 14															
" 15															
Bottom " 16	12 x 4 x 4 x .52 / .60						12 x 4 x 4 x .52 / .60						7/8	5 1/4	5 1/8 for 10 R 18 1/2 7/8
Longitudinal Frames	Amidships	30					30						4	thru out foremost oil tank	14 1/2 7/8
	At Ends	29 1/2 - 32		30			29 1/2 - 32			30					
Tank Top Longitudinals															
Bottom "															
Longitudinals	Amidships														
	At Ends														
Transverses.				Fore Hold						Fore Hold					
Depth and Thickness	Trans. framing														
Face Angles															
Lugs to Shell	Side														
Depth and Thickness	23 - 30 1/2 x .40			16 x .40									7/8	5 1/4	
Face Angles	3 1/2 x 3 1/2 x .42			3 1/2 x 3 1/2 x .40			As			As			7/8	3 1/2	
Lugs to Shell	3 1/2 x 3 1/2 x .40 / joggled			3 1/2 x 3 1/2 x .40											
Depth and Thickness	Blm. 43 x .46			lower Tweens 18 x .40											
Face Angles	Side 30 1/2 x .46			Hold 21 x .40			in			in			7/8	5 1/4	
Lugs to Shell	Blm. 10 x 3 1/2 x .50			3 1/2 x 3 1/2 x .40									7/8	4	
Back Bars	Side 7 x 3 1/2 x .52														
Brackets	6 x 6 x .46 / joggled			6 x 6 x .40			Ship			Ship					
Spacing of Transverse Frames	10 - 7 1/2 : 8 - 9 : 10 - 7 1/2			6 - 9 : 7 - 9											
Longitudinal Beams of L, L or E	Bridge Deck	Trans. Beams	Fore Hold												
Upper	7 x 3 1/2 x .40 @ 30	5 1/2 x 3 x .30	7 x 3 1/2 x .35				As								
Second	7 x 3 1/2 x .42 @ 30	7 x 3 x .33	8 x 3 1/2 x .35				in								
Third	8 x 3 1/2 x .40 @ 30	7 x 3 x .33					Ship								

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.



Table with 9 columns: 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. Includes entries for 37014, 37013, 36964, and 96163.

Table with 14 columns: 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. Includes entries for 88490, 88507, 88516, and 96163.

Steering Gear, Steam; Steering Gear, Hand; Boats; Steering Chains, Size and Test; Ceiling in Holds, thickness and material; Cargo Hatchways; Size of No. 1 Hatchway; Number of Shifting Beams; SWAN, HUNTER, & WIGHAM RICHARDSON, LTD.; Builder's Signature.

GENERAL 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. (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. This Ship has been constructed in accordance with the approved plans...

The amount of Entry Fee; Special Survey Fee; Travelling Expenses; Fees applied for; Received by me; I am of opinion the Vessel should be Classed; State whether the Vessel has been built under Special Survey; Certificate to be sent to; Date of issue.

Committee's Minute; Character assigned; Lloyd's arch.; Lloyd's Register of Shipping; Lloyd's Register of Shipping; Lloyd's Register of Shipping.



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 Poop, Bridge & Fore decks & other decks at ends have been electrically welded, also the Poop, Bridge & Fore fronts & numerous smaller items.

The approved plans 23 in number also forging certificates are sent herewith, also midship section and profile and decks as built.

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

Bulk.

Cruiser Stern.

Carrying petroleum in longitudinal framing.

C. or lbs.

with per

C. or lbs.

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

1st Bower

37.0.16 ✓

W.H.

6306

5.2.37

40.3.14

2nd "

33.0.25 ✓

G.V.

6260

29.1.37

36.2.7

3rd "

33.0.16 ✓

W.H.

6313

5.2.37

36.1.14

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 111 ft., R.Q.D. ft., Bridge 36.5 ft., Forecastle 59 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated Poop, Bridge & Fore Separate

No. and Material of Decks 1<sup>st</sup> (SHE) 2<sup>nd</sup> dk. clear of Cargo tanks, & 3<sup>rd</sup> dk. in fore hold.

Official No. 16160.8 ; Signal Letters

Is bottom of vessel coated with cement Yes, including main oil tanks if not give but excluding O.F. double bottom in U.S.

### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, Feed water	37.0	40	Fore peak tank,	25.25	175
Double bottom, under Engines and Boilers,	92.0	1186	After peak tank,	35.0	100
Double bottom, if under Engines only,	419/37	570	Deep tank, aft,	33.75	223
Double bottom, if under Boilers only,		3886	Deep tank, forward,	3.0	132
Double bottom, forward,			Other tanks, if fitted, Cofferdam	3.0	136
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 (See Circular No. 1284).

Order for Special Survey No. 5823

Date 6. Aug 1936

Dates of Surveys held while building

1936 Sept 10 Oct 8, 12, 16, 22, 24, Nov 2, 5, 9, 11, 30, Dec 3, 4, 8, 11, 14, 16, 23, 29 1937 Jan 5, 15, 21, Feb 4, 10, 12, 16, 18, 23, 26, Mar 1, 2, 4, 5, 10, 12, 16, 23, 25, 31, Apr 2, 5, 6, 8, 9, 12, 13, 14, 15, 16, 19, 20, 21, 22, 23, 26, 27, 29, 30, May 7, 13, 28, June 4, 9, 15, 21, 29, July 1, 6, 8, 9, 12, 14, 16, 22, 24, Aug 5, 9.

Total No. of Visits

49.