

DISCLOSED
SECTION
No. 780

STEEL STEAMER or MOTORSHIP.

DISCLOSED MAY 1928
Received at London Office

SECTION

No. 780

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 11.5.28

Port of

No. 82740

Survey held at HEBBURN-ON-TYNE Date First Survey 9th Dec 1927 Last Survey 4th May 1928

On the (State if Machinery fitted with or without Tonnage Openings) TWIN SCREW STEAMER "APURE" MACHINERY AFT.

State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) Full scantling, Oil carrier Longth Framing, Bracketless System State Type of Erections Poop, Bridge & Forecastle continuous from Poop to bridge & bridge to forecastle

TONNAGE under Tonnage Deck 2298.29

CLASS TOPAI carrying petroleum in bulk State if with freeboard as condition of Class without

Built at HEBBURN-ON-TYNE

Launched 18-4-1928 Yard No. 902

Builders PALMERS S.B. & IRON CO. LTD

Owners VENEZUELAN GULF OIL CO. INC (final)
Palmers S.B. & IRON CO. LTD (provisional for voyage out)

Managers

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

Residence

Port of Registry MARACAIBO (final)
Hemecastle (provisional)

If surveyed while building, afloat, or in dry dock

Building and Afloat & dry dock.

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

Total 2298.29

Gross Tonnage 3163.72

Register Tonnage 1669.22

REGISTERED DIMENSIONS.
FEET.

Length 325.0

Breadth 55.2

Depth 16.5

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 325.0

Breadth (greatest moulded) B 55.0

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 16.5

1st Longitudinal Number (L x D) 325 x 16.5 = 5362.5

2nd Numeral L x (B + D) 325 x (55.0 + 16.5) = 23049

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel 19.70

Do. Long Bridge to top of keel

Draught Moulded Full (Summer Hdd.) 14.4 1/2

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			Bracket Floors, Frame		
" " from 1/4 length to Collision bulkhead	Longitudinal Framing		" " Reversed Frame	✓	
" " in peaks	24"		" " Vertical Struts		
DE FRAMING.			Centre Girder, depth and thickness amidships	BR 38 1/2 x 54	
Frame Amidships, Angle, [or]			" " top Angles	ER 38 x 136 40 ER 3 x 3 50 BR	
" " Extends up to			" " bottom Angles	2 3 1/2 3 1/2 42	
Reversed Frame Amidships, Angle	Longitudinal Framing		Side Girders, No. each side and thickness	3 1/2 ER 32 BR 42	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	26 1/2 48 ER 42	
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	5 5 38	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem		
" " Second 'tween Decks, Angle, [or]			" " Gussets, spacing and scantling abaft 1/4 len. from stem		
" " Third " " " "			" " Gussets, spacing and scantling forward 1/4 len. from stem		
Framing in Peaks, Angle [5 1/2 3 30		Tank Side Brackets, height above base line at toe of Frame and thickness		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	Long th framing		INNER BOTTOM PLATING.		
State if Frame Joggled			Breadth and thickness of Middle Line Strake	BR ER 48 87 5 40	
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	Long th framing as approved		Thickness of remainder in Holds		
LENGTHENING OF BOTTOM FORWARD. State Particulars	Bottom long th fitted with back bars double shell bars to bottom transverses. Bottom plating midship thickness		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.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, [or]		
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [or]		
Middle Line Keelson, on Floors, Angles, DOCKING GIRDER [or]			Spacing		
" " Through Plate or Intercoastal Plate	36 40		Second Deck, amidships, Angle, [or]		
" " Long th Bar on Top angle Foundation Plate on Floor	5 3 40 angle		Spacing		
" " Flat Plate Keel Angles	4 4 49 double		Third Deck, amidships, Angle, [or]		
Double Keelsons, No. each side			Spacing		
" thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, [or]		
" Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, [or]		
Mid Floors, thickness and spacing	IN ER 38 x 34		Spacing		
" Are Frame and Reversed Frame joggled?	yes		Bridge Deck, Angle, [or]		
Bracket Floors, breadth and thickness at middle line			Spacing		
" breadth and thickness at margin plate			Forecastle Deck, Angle, [or]		
			Spacing		

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.....			Stringer Plate, breadth and thickness in way of Bridge		
" ^{Ford} in 'tween Decks, Size and Spacing.....	3'0" 6' 6" 10'	/	Thickness of Plating abreast Deck openings in way of Wells		
" " " " "			Thickness of Plating abreast Deck openings in way of Bridge		
" ^{Ford} in Holds 2 rows " 10'0" - 6'0"	built pillars as plan	/	Thickness of Plating within line of openings...		
" " " " "			If Sheathed, material and thickness		
^{Long Wing} Centre Line Bulkheads			Third Deck.		
Stiffeners and Spacing... BA 12x3 1/2 x 4.5 to 9x3 1/2 x 4.0 / Trunk side BA 8 1/2 x 3 x 4.5 / BKDS .45 to .38 / Trunk Side .42 /	Space 2'0" 6' 2' 6" / 2'-8"	/	Stringer Plate, breadth and thickness.....		
Plating, thickness of			If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells ... 77" x 44		/	If Plated, state thickness		
" " " " , in way of Bridge ... 54		/	Poop Deck.		
" Angle in Wells 5 5 45		/	Stringer Plate, breadth and thickness	50 32	38 in Oil Fuel Bunker
Thickness of Plating abreast Deck openings } in way of Wells			Plating, Sheathing, material and thickness ...	38 - 30	42 at fore end of casing side
Thickness of Plating abreast Deck openings } in way of Bridge42	/	Bridge Deck.		
Thickness of Plating within line of openings...			Stringer Plate, breadth and thickness.....	40 3/4 38	
If Sheathed, material and thickness	No	/	Plating, Sheathing, material and thickness ...	30	no sheathing
TRUNK TOP Centre + Side	.56	/	Forecastle Deck.		
Second Deck. Intermediate	.40	/	Stringer Plate, breadth and thickness.....	31 32	
Stringer Plate, breadth and thickness in Wells...			Plating, Sheathing, material and thickness ...	32	increased under bottom

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 jogged?	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.	
FLAT PLATE KEEL	<i>43½</i>	<i>.68</i>	<i>.53</i>	<i>.53</i>	/	<i>double</i>	<i>7/8</i>	<i>3½</i>	<i>four</i>	<i>7/8</i>	<i>3½</i>	<i>lapped</i>	
" DBLG. (if any) <i>at Bulk</i>		<i>.47</i>	<i>.47</i>	<i>.47</i>	/	"							
BOTTOM PLATING, No. } of Strakes <i>4</i> ... }		<i>.47</i>	<i>.47</i>	<i>.47</i>	/	"	<i>¾</i>	<i>2 5/8</i>	<i>three</i>	<i>¾</i>	<i>2 5/8</i>	"	
BILGE PLATING, No. of } Strakes <i>1</i> ... }		<i>.47</i>	<i>.41</i>	<i>.41</i>	/	"	"	"	"	<i>¾</i>	<i>2 5/8</i>	"	
SIDE PLATING, No. of } Strakes <i>2</i> ... }		<i>.45</i>	<i>.39</i>	<i>.39</i>	/	"	"	"	"	<i>¾</i>	<i>2 5/8</i>	"	
UPPER DECK, Sheer- } strake in Wells..... }		<i>.45</i>	<i>.39</i>	<i>.39</i>	/				"	<i>¾</i>	<i>2 5/8</i>	"	
UPPER DECK, Sheer- } strake in Bridge ... }		<i>.54</i>			/		<i>7/8</i>	<i>3 1/8</i>	"	<i>7/8</i>	<i>3 1/8</i>	"	
STRAKE BELOW Sheer- } strake in Wells..... }		<i>.45</i>	<i>.39</i>	<i>.39</i>	/	"	<i>¾</i>	<i>2 5/8</i>	"	<i>¾</i>	<i>2 5/8</i>	"	
STRAKE BELOW Sheer- } strake in Bridge ... }		<i>.45</i>			/	"	<i>7/8</i>	<i>3 1/8</i>	"	<i>¾</i>	<i>2 5/8</i>	"	
POOP SIDE PLATING				<i>.35</i>	/	-	-	-	<i>two</i>	<i>¾</i>	<i>3</i>	"	
BRIDGE SIDE PLATING ...		<i>.38</i>			/	-	-	-	<i>two</i>	<i>¾</i>	<i>3</i>	"	
FORECASTLE SIDE PLATING			<i>.38</i>		/	-	-	-	<i>two</i>	<i>¾</i>	<i>3</i>	"	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

WATER-TIGHT BULKHEADS.									
Total No. of W.T. BULKHEADS in Vessel—									
Extending to Upper Deck (Sec. 3 c) <i>8 complete (side to side)</i>									
" Deck next below <i>3 partial (center tank only)</i>									
As per Rule <i>approved as above</i>									
		STIFFENERS.							
Plating Thickness.		VERTICAL.		HORIZONTAL.		Casting or Forging.		Scantlings.	
		Scantlings.	Spacing.	Scantlings.	Spacing.				
MIDSHIP BULKHEAD, Upper tween decks		37-36	web as plan	8A 8x3x38	32"	KEEL, Bar		Plate Keel	
" " Second "		44-38		9 1/2 x 38 8x3x38	30"	STEM		Rolled 7 1/2 x 3/8	
" " Third "						" A" Brackets		Colville	
" " in wing tanks } Holds		44-37	web as plan	9 x 3 1/2 x 40 7 1/2 x 3x38	20"	" Propeller Post		Springfield Steel Co. 94	
COLLISION " (in Hold)		36-30	8 1/2 x 3x50 2'6"	chain locker flat		STERN FRAME		Casting as plan	
AFTER PEAK " "		40-30	5 1/2 x 3x30 2'0"	flat		" Rudder		Forged Steel 8 x 3 1/2	
						RUDDER—A x D		425	
						Speed of Vessel		9 1/2 knots	
						RUDDER mainpiece at head		Forged 10 1/4	
						" " heel		Steel 7 3/4	
						" " how constructed		arm shunk and keyed	
						" double or single plate		single plate 1.00	
						" 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) *South Durham*
Southern Long, Steel Co of Scotland, Connell, Pease & Partners, Bolton & Vaughan, Cargo Fleet
Lyons *Open Hearth Process*
 Has the Steel been tested as required by the Rules? *Yes*

Has the Steel been tested as required by the Rules? Yes

For specially appd equipment see Sec^{rs} letter to Sir J. Schenwood & Co 14/12/27

EQUIPMENT No. 24898½

LETTER 4

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.			
30957	1st Bower ...	45	2	14	STOCKLESS			39	12	3	7	45	Byers/Improved Stockless	Sid 17.4.28 J.H. Butler
30952	2nd " ...	45	0	7	STOCKLESS			36	6	2	7	45	" " "	Sid 17.4.28 J.H. Butler
30973	3rd " ...	38	1	7	STOCKLESS			34	14	2	21	38	" " "	Sid 20.4.28 J.H. Butler
	Collective weight.	129	0	0								128½		
16989	Stream	13	0	0				14	15	0	0		Common	Car. 4.5.27. Jones.

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.	Stations.	Break-ing.	Cwts.	qrs.	lbs.	Cwts.	qrs.					Length.	Cir.		Length.	Cir.
31712	256	2	72	100.3	510	3	0	509.82	255	2	STUD	Hendrick & Hude. Co. 19.3.28 Jones	TOWLINE	120	4	33	120	4
								rule	170	15			HAWSERS & WARPS	4-90	2½	12½	4-90	2½
Iron Stream Chain Steel Wire	90	4½		39					90	4½								

Steering Gear, Steam

Donkin & Co.

Steering Gear, Hand

Jacks to winch

Boats

2 life boats 24' 1 dinghy 16'

Steering Chains, Size and Test

1¾"

Windlass

Steam black Chapman

Ceiling in Holds, thickness and material

2½" W.P. in fore hold

Cargo Battens, thickness, material and spacing

none

Cargo Hatchways.

(Upper Deck)

oil tight 4'x2'-6".

oil tight manholes to wing tanks in U.O.K.

Thickness of Hatches

Size of No. 1 Hatchway (Forward)

7'x50'-2"

No. 2

No. 3

No. 4

No. 5

No. 6

Number of Shifting Beams and/or Fore and Afters

30 steel covers with 3-5" angle stiffeners

Palmer's Shipbuilding & Iron Co., Ltd.

Builder's Signature

Al Jenkins

Shipyard Manager.

GENERAL DECLARATION

This vessel has been built in accordance with the approved plans, the Society's Rules and the Committee's instructions. The workmanship and materials are good and to my satisfaction. All oil cargo tanks, wing, peak and double bottom tanks and oil fuel bunkers have been filled and tested to rule requirements (the oil cargo tanks have been tested with a head of 5'-0 above top of tanks as specially approved for all previous vessels of this type by same builders for same owners). All bulkheads have been tested under pressure as part of above tests. Weather decks where not tested as above under pressure have been tested by flooding with hose. The assigned freeboards have been marked on vessels sides, verified and cut in.

The flash point of oil fuel (for the carriage and burning of which the vessel is fitted) is above 150°F.

The vessel is framed longitudinally on the "bracketless" system.

Damage was sustained while shipping machinery by colliding with quay. 2 plates on star side indented. Vessel placed in dry dock + plates fared in place + disturbed rivets renewed caulking made good.

Approved plans are forwarded herewith. Section as built are in the London Office. Vessel is a sister vessel to "CATAUMBO" No. 981 same builders and owners.

The amount of Entry Fee £ 7 : 0 : 0

Fees applied for,

12 MAY 1928

Special Survey Fee £ 349 : 16 : 0

Fbd

8 : 5 : 0

Travelling Expenses, if any £

Received by me,

26.5.28

I am of opinion the Vessel should be Classed



100 A1 carrying Petroleum in bulk.

State whether the Vessel has been built under Special Survey

yes.

Signature

W. Murray

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to

Newcastle.

Date of issue

31/5/28.

Committee's Minute

TUES. 22 MAY 1928

Character assigned

+ 100 A1 carrying Petroleum in Bulk

Lloyd's A & C P

+ L & M J. 28 CL

Fitted for Oil Fuel 5.28, P. Above 150°F

W. Murray



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Lloyd's Register Foundation

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.)

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	26.0.9	with Pin	28.2.14	J.L.	6921	23.3.28
	2nd "	26.2.4	with Pin	29.0.14	J.L.	6920	23.3.28
	3rd "	23.1.13	with Pin	25.2.21	K.H.	5137	31.3.28

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 73 ft., R.Q.D. — ft., Bridge 22 ft., Forecastle 40' ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. Continuous trunk-way from poop to Bridge & Bridge to Forecastle — 30' wide

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 dk (ste)

Official No. ; Signal Letters Is bottom of Vessel coated with cement Yes if not give particulars of composition Except in oil compartments

PARTICULARS OF WATER BALLAST.—

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, off	50	149	After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft, } deep wing tanks at sides of Centre line cargo tanks	180	211
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom		149	(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. 5252

Date 19.1.28

Dates of Surveys held while building

1927 DEC. 9. 13. 20. 1928 JAN. 9. 19. 23. 26. 31. FEB. 1. 3. 9. 10. 14. 17. 24. 28. MAR. 8. 14. 27. 28. 29. 30. 31. APL. 2. 3. 4. 5. 10. 11. 12. 13. 16. 18. 26. 30. MAY. 2. 3. 4.

Lloyd's Register Foundation

Total No. of Visits 38

T.S.S. "APURE" N.W.C. REPORT No 82740
PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			Rivets in Longitudinal Frames.		Rivets in Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Diam.	Speng.	Number.	Diameter.	Number.	Diameter.
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
Δ, L or Δ				Poop 6	3	.32												
Bridge 'tween Decks ...	6	3	.32	Fstle. 6	3	.32							3/4	4 1/2				
Uppermost Continuous No. 1	9	3 1/2	.40	A 6	3	.32												
" 2	9 1/2	3 1/2	.42	A 6	3	.32												
" 3	10 1/2	3 1/2	.44	A 6	3	.32												
" 4	11	3 1/2	.46	A 6	3	.32												
" 5	12	3 1/2	.45	A 7	3	.34												
CHANNEL	12 x 53 x 3 1/2 x 50			F 6 1/2	3	.32												
"	15 x 41 x 4 x 62			A 8	3	.38												
"	" " " "			F 8	3	.38												
"	" " " "			A 8	3	.40												
"	" " " "			F 9	3	.40												
"	" " " "			9	3	.40												
"	" " " "			"	"	"												
"	Long Bkd			"	"	"												
"	15 x 41 x 4 x 62			"	"	"												
"	" " " "			"	"	"												
"	" " " "			"	"	"												
"	" " " "			"	"	"												
"	" " " "			"	"	"												
"	" " " "			"	"	"												
Amidships	30"																	
At Ends	30" (21" at Collision Bkd)																	
Tank Top Longitudinals	6	3	.40										3/4	4 1/2				
Bottom	6	3	.40										3/4	4 1/2				
Longitudinals	Amidships	2'-6"																
	At Ends																	
Transverses.																		
Depth and Thickness	12 x 34 x 3 1/2 x 50												3/4	3"				
Face Angles	channel																	
Lugs to Shell*	"																	
Depth and Thickness	27 x 38																	
Face Angles	6 x 3 1/2 x 44 angle																	
Lugs to Shell*	5 5 .40												3/4	3"				
Depth and Thickness	24" x 38																	
Face Angles	5 3 .38 angle																	
Lugs to Shell*	5 5 .40																	
" " Back Bars																		
Brackets	midspan 12'-6"																	
	end span 8'-9"																	
Transverse Frames																		
if joggled or liners																		
PoOP	5	3	.30	BA 6	3	.32												
Bridge Deck	8	3	.40	" 6	3	.32												
TRUNK TOP BA	8 1/2	3	.42	4 1/2 6	3	.32 BA												
Upper				F 6	3	.32												
Second																		
Third																		

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.