

## STEEL STEAMER or MOTORSHIP.

-3 OCT 1928

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 *6.10.28*Port of *NEWCASTLE-ON-TYNE*No. *83360*Survey held at *Hebburn-on-Tyne*Date First Survey *12 June*Last Survey *27 Sept.*19 *28.*On the *TWIN SC. STEAMER "CREOLE JEFE"**Mchy aft*State Type *(Full Scantling, Complete Superstructure with or without Tonnage Openings)**Full Scantling oil carrier, long framing, "BRACKETLESS" SYSTEM*State Type of Erections *POOP, BRIDGE, CASTLE AND TRUNK.*TONNAGE under Tonnage Deck *2298.29*CLASS *+100A1**carrying petroleum in bulk*State if with freeboard as condition of Class *without*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 post on summer L.W.L. See Sec. 3 (1a)

L *325.0*Launched *12<sup>th</sup> Sep. 1928*Yard No. *986*

Total

Breadth (greatest moulded)

B *55.0*Builders *Palmer's S.B. & Co. Ltd*Gross Tonnage *3126.50*

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*Owners (PROVISIONAL) *Sir J. Isherwood & Co.**(FINAL OWNERS NOT GIVEN)*Register Tonnage *1645.97*1st Longitudinal Number (L x D)  $\frac{325 \times 16.5}{22} = 5174$ 2nd Numeral L x (B + D)  $\frac{325 \times (55.0 + 16.5)}{22} = 23049$ 

Managers

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

## REGISTERED DIMENSIONS.

FEET.

Length *325.0*Framing Depth "d," at middle of length. See Sec. 3 (1d) *long framing*

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

*19.70*

Residence

Port of Registry *Newcastle (PROVISIONAL)*

If surveyed while building, afloat, or in dry dock

*Building and afloat*

## 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.
<b>FRAMES, Spacing amidships</b>			<b>Bracket Floors, Frame</b>		
" " from $\frac{1}{2}$ length to Collision bulkhead	<i>Longitudinal framing</i>		" " Reversed Frame	<i>✓</i>	
" " in peaks <i>Aft peak</i>	<i>24"</i>		" " Vertical Struts		
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	<i>BR 38 1/2 54</i>	
<b>Frame Amidships, Angle, [ or ]</b>			" " top Angles <i>2</i>	<i>3 3 40 50 BR</i>	
" " Extends up to			" " bottom Angles <i>2</i>	<i>3 1/2 3 1/2 42</i>	
<b>Reversed Frame Amidships, Angle</b>	<i>Longitudinal framing</i>		<b>Side Girders, No. each side and thickness</b>	<i>ER 3 @ 32 BR 1 @ 42</i>	
" " Extends up to			<b>Margin Plate depth (excl. of flange) and thickness</b>	<i>26" 48 BR 42 ER</i>	
<b>Depth of Framing Girder</b>			" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem	<i>5 5 38</i>	
<b>Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]</b>			" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem		
" " <b>Second 'tween Decks, Angle, [ or ]</b>			" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem		
" " <b>Third " " " "</b>			" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem		
<b>Framing in Peaks, Angle or [</b>	<i>5 1/2 3 30</i>		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>		
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	<i>Long framing</i>		<b>INNER BOTTOM PLATING.</b>		
<b>State if Frame Joggled</b>			Breadth and thickness of Middle Line Strake	<i>48 BR 87 1/2 ER 40</i>	
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>	<i>Long framing as app?</i>		Thickness of remainder in Holds		
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b>	<i>Bottom plating added with back bars double shell bars to bottom transverse Bottom plating amidships thickness</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>See</i>	
<b>SINGLE BOTTOM.</b>			<b>BEAMS.</b>		
<b>Floors, Depth and thickness at mid-line in Holds</b>			<b>Uppermost Continuous Deck, amidships</b>		
Height of Brackets at side above base line at toe of frame			" " in Wells, Angle, [ or ]		
<b>Middle Line Keelson, on Floors, Angles, DOCKING GIRDER [ or ]</b>			" " in way of Bridge, Angle, [ or ]		
" " Through Plate or Intercoastal Plate	<i>36" 40</i>		Spacing		
" " Foundation Plate on Floors	<i>5 3 40</i>		<b>Second Deck, amidships, Angle, [ or ]</b>		
" " Flat Plate Keel Angles	<i>4 4 49 double</i>		Spacing		
<b>Side Keelsons, No. each side</b>			<b>Third Deck, amidships, Angle, [ or ]</b>		
" " thickness of Intercoastal Plate	<i>✓</i>		Spacing		
" " Angles			<b>Fourth Deck, amidships, Angle, [ or ]</b>		
<b>DOUBLE BOTTOM.</b>			Spacing		
<b>Solid Floors, thickness and spacing</b>	<i>38 34</i>		<b>Poop Deck, Angle, [ or ]</b>		
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Spacing		
<b>Bracket Floors, breadth and thickness at middle line</b>	<i>✓</i>		<b>Bridge Deck, Angle, [ or ]</b>		
" " breadth and thickness at margin plate			Spacing		
			<b>Forecastle Deck, Angle, [ or ]</b>		
			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.
<b>PILLARS</b> , No. of Rows.....											
" in 'tween Decks, Size and Spacing.....	3"	10'	6'	spacing							
" " " " " "											
" in Hold " " 2 rows	10'	6'	spacing								
" " " " " "											
<b>Centre Line Bulkheads</b>											
Stiffeners and Spacing.....	BA 12x3 1/2 x 1 1/2	5	9x3 1/2 x 40	2'0" 6 2'6" 4'0"							
	TRUNKSIDE BA	8 1/2	5	45	2'8" 4'0"						
Plating, thickness of.....	TRUNKSIDE	45	5	38							
				42							
<b>STRINGERS AND DECKS.</b>											
<b>Uppermost Continuous Deck.</b>											
Stringer Plate, breadth and thickness in Wells	77"	44									
" " " " in way of Bridge	77"	54									
" Angle in Wells.....	5x5x	45									
Thickness of Plating abreast Deck openings in way of Wells.....											
Thickness of Plating abreast Deck openings in way of Bridge.....				42							
Thickness of Plating within line of openings...											
If Sheathed, material and thickness.....				no							
<b>Second Deck.</b>											
Stringer Plate, breadth and thickness in Wells...	TRUNK TOP	56		40							
	Centre Line Bulkhead										
	Intermediate										
<b>Third Deck.</b>											
Stringer Plate, breadth and thickness.....											
If Plated, state thickness.....											
<b>Fourth Deck.</b>											
Stringer Plate, breadth and thickness.....											
If Plated, state thickness.....											
<b>Poop Deck.</b>											
Stringer Plate, breadth and thickness.....	50	32		38 over all full							
Plating, Sheathing, material and thickness...	38	30		42 at fore end casing side							
<b>Bridge Deck.</b>											
Stringer Plate, breadth and thickness.....	40 3/4	38									
Plating, Sheathing, material and thickness...	30			no sheathing							
<b>Forecastle Deck.</b>											
Stringer Plate, breadth and thickness.....	31	32									
Plating, Sheathing, material and thickness...	32			increased under windlass							

# SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. No		BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?		No. of Rows of Rivets.		RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.			Diam.	Spacing or to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL.....	43 1/2	.68	.53	.53		double	7/8	3 1/2	four	7/8	3 1/2	Lapped.
" DBLG. (if any) at BHD'S		.47	.47	.47								
BOTTOM PLATING, No. of Strakes.....		.47	.47	.41		"	3/4	2 5/8	three	3/4	2 5/8	"
BILGE PLATING, No. of Strakes.....		.47	.41	.41		"	"	"	"	3/4	2 5/8	"
SIDE PLATING, No. of Strakes.....		.45	.39	.39		"	"	"	"	3/4	2 5/8	"
UPPER DECK, Sheer-strake in Wells.....		.45	.39	.39	plating in way of stem frame increased as rule.				"	3/4	2 5/8	"
UPPER DECK, Sheer-strake in Bridge...		.54				"	7/8	3 1/2	"	7/8	3 1/2	"
STRAKE BELOW Sheer-strake in Wells.....		.45	.39	.39		"	3/4	2 5/8	"	3/4	2 5/8	"
STRAKE BELOW Sheer-strake in Bridge...		.45				"	7/8	3 1/2	"	3/4	2 5/8	"
POOP SIDE PLATING.....			.35						two	3/4	3	"
BRIDGE SIDE PLATING...		.38							two	3/4	3	"
FORECASTLE SIDE PLATING			.38						two	3/4	3	"

# WATERTIGHT BULKHEADS.

<b>Total No. of W.T. BULKHEADS in Vessel—</b>	8 complete (side to side)
Extending to Upper Deck (Sec. 3 c).....	3 partial (centre tanks only)
" Deck next below.....	
As per Rule.....	app'd as above

# FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....		Flat Plate		
<b>STEM</b> .....	Rolled	7 1/2 x 28		
<b>STERN FRAME</b> { Propeller BKT'S.....	Cast	as plan	springfield stl Co.	
{ Rudder.....	Forged	8 x 3 1/2	Sunderland Forge	
<b>RUDDER—A x D</b> .....		539		
<b>Speed of Vessel</b> .....		9 1/2		
<b>RUDDER</b> mainpiece at head...	Forged	11 1/4	Sunderland Forge	
" " heel...		8 3/8		
" how constructed.....		arms shrouds Keyed		
" double or single plate coupling, vertical or horizontal.....		single 1.11"		
		horizontal		

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
in centre tank (trunk)	.37, .36	webs as plan		8 x 3 x 38	32
<b>MIDSHIP BULKHEAD</b> , Upper tween decks				9 1/2 x 3 1/2 x 44	30
in centre tank (hold)	.44, .38	"	"	8 x 3 x 38	
" " Second "					
" " Third "					
" " Holds wing tank	.44, .37	webs as plan		9 x 3 1/2 x 40	30"
				7 1/2 x 3 x 38	
<b>COLLISION</b> " (in Hold).....	.36, .30	8 1/2 x 3 x 50	2'6"	chain locker flat	
<b>AFTER PEAK</b> " ".....	.40, .30	5 1/2 x 3 x 30	2'0"	flat.	
		10 x 3 1/2 x 44	2'8"		

<b>STEEL.</b>	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).....	S. Outhwaite, Coromandel Long
	Consent, Please Partners Boldrow Vaughan Cargo Fleet	
	open hearth process.	
	Has the Steel been tested as required by the Rules?.....	Yes



EQUIPMENT No. 24978										LETTER U				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.	Cwts.					
31387	1st Bower	49	0	14				41	16	2	7	45		Syers Imp?		Std 165-28	Parsons
31388	2nd "	49	0	14				41	16	2	7			" "		" "	"
31389	3rd "	41	2	0				36	16	1	0			" "		" "	Butler
	Collective weight.	139	3	0								128					
17509	Stream	12	3	7				14	12	0	0	12		Common		Off 105-28	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.	Statu- tory.	Break- ing.	Supplied.		Per Rule.		Length.	Diam.					Length.	Cir.		Fathoms.	Ins.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
32173	270	2	72	1008	538	3	21	538 3/4 No. 2	270	1 1/16	Steel	Kendrick Mde	Off 9828, Jones.	TOWLINE...	120	4	33	100	4"
														HAWSERS & WARPS	4-90	2 1/2	12 1/2	2-90	2 1/2
		Cir.								Cir.				"					
Iron Stream Chain - of Steel Wire	90	4 1/2		39					90	4 1/4				"					

Steering Gear, Steam

Boats 2 life boats 24' 1 doughty 16'

Ceiling in Holds, thickness and material 2 1/2 W.P in forehold only

Cargo Hatchways.-(Upper Deck) circular oil-tight as plan

Size of No. 1 Hatchway (Forward) 7'x10'2" on trunk top

Number of Shifting Beams and/or Fore and Afters 30' steel corn with 5" angle stiffeners

Steering Gear, Hand

Steering Chains, Size and Test 1 1/2" 27 tons

Cargo Battens, thickness, material and spacing none

Thickness of Hatches

No. 2 No. 3 No. 4 No. 5 No. 6

Palmer's Shipbuilding & Iron Co., Ltd.

Builder's Signature AB Jenkins Shipyard Manager

Tackles to winds

Windlass Clarke Chapman

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel. yes (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo oil 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 Society's Rules and the Committee's instructions. The workmanship and materials are good & to my satisfaction. All oil cargo tanks, wing, peak & double bottom water tanks & oil fuel bunkers have been filled & tested to rule requirements. (The oil cargo tanks (centre tanks) have been tested with a head of 5'-0" above top of tanks (trunk top) as specially approved for previous vessels of this type, the wing tanks have been tested to full rule pressure. All bulkheads in vessel have been tested under pressure as part of above tests. Breather decks (where not tested under pressure as part of above tests) have been tested by hose flooding. The assigned firebrands have been marked on vessel's sides, verified and cut in. The F.P. of oil fuel which the vessel is arranged to carry & burn is about 150°F. The vessel is framed longitudinally on the bracketless system. Approved plans of the vessel are forwarded herewith. The vessel is in dimensions and construction a sister to "CATALUNGO" re by same builder - the molder & some details of fittings being the only differences.

PLANS DESIRED TO BE RETURNED TO NEWCASTLE.

The amount of Entry Fee £ 7

Special Survey Fee £ 347

Travelling Expenses, if any £ 8 5

Fees applied for

Received by me 26.10.28

29.10.1928

I am of opinion the Vessel should be Classed + 100 AI carrying petroleum in bulk.

State whether the Vessel has been built under Special Survey yes

Certificate to be sent to Newcastle

Date of issue 2/11/28

Signature

Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 19 OCT 1928

Character assigned + 100 AI carrying Petroleum in Bulk

Lloyd's A & C.P. + L.M.C 9.28 F.P. 150°F

Fitted for Oil Fuel, 9.28 F.P. above 150°F

Note: Longitudinal framing Bracketless system

Lloyd's Register Foundation

W1049-0112 2/3



pt. 4.

in 'twee

in Hole

"LONG" WING

Plating, thickn

**STRINGERS AND**  
**Uppermost Cor**

Angle

Thickness of  
in way of W

Thickness of  
in way of B

Thickness of

If Sheathed,

**Second Deck**  
Stringer Plate

STRAKES.

FLAT PLATE KEY

DBLG.  
at

BOTTOM PLATIN  
of Strakes ...

BILGE PLATING,  
Strakes .....

SIDE PLATING,  
Strakes .....

UPPER DECK,  
strake in We

UPPER DECK,  
strake in Br

STRAKE BELOW  
strake in We

STRAKE BELOW  
strake in Br

POOP SIDE PLA

BRIDGE SIDE F

FOREC'TLE SID

Total No. of

F

MIDSHIP

"

AFTER PL

STEEL.

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

1st Bower	29.0.22	with pin	32.0.14	K.H.	Dunsdorf	27.7.28	5583
2nd "	29.0.22	"	32.0.14	K.H.	" "	27.7.28	5594
3rd "	23.1.2	"	25.3.0	H.B.	" "	20.7.28	5852

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 from poop to bridge and from bridge to fore-castle 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. 149479 ; Signal Letters

Is bottom of Vessel coated with cement *yes* if not give

### 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, <i>aft</i>	<i>50</i>	<i>149</i>	After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	<i>180</i>	<i>2115</i>
Double bottom, forward,			Other tanks, if fitted,		
			(If necessary, furnish further information by sketch.)		
Total capacity of double bottom		<i>149</i>			

\* The wells are not to be included in the lengths of the tanks.

\* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 5301

Date 27.8.28

### Dates of Surveys

1928 June 12. 15. 19. July 10. 12. 16. 18. 25. 30. Aug. 3. 8. 9. 16. 17. 20. 23. 24. 26. 28. 29. 30.  
31. Sep. 3. 5. 6. 10. 12. 17. 19. 21. 24. 25. 26. 27.

Total No. of Visits..... 34

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Lloyd's Register  
Total No. of Visits 34  
Foundation



T.S.S. "CREOLE JEFFE" NWK REPORT No 83360

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIP.			ENDS.			RIVETING.		Rivets in Brackets to Bulkheads.		
	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.		
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Ins.	Number.	Diameter.
of $\nabla$ , L or $\nabla$ .....	6	3	.32	Pop 6 F 6	3	.32							3/4	4 1/2			
1 Bridge 'tween Decks ...	9	3 1/2	.40	A 6 F 6	3	.32											
om Uppermost Continuous No. 1	9 1/2	3 1/2	.42	A 6 F 6	3	.32											
" 2	10 1/2	3 1/2	.44	A 6 F 6	3	.32											
" 3	11	3 1/2	.46	A 7 F 6 1/2	3	.34											
" 4	12	3 1/2	.45	A 8 F 7	3	.38											
" 5	12 x 53 x 3 1/2	.50	A 8 F 8	3	.38												
channel " 6	15 x 44 x 4 x .62		A 8 F 8	3	.38												
" 7	"	"	"	A 8 F 9	3	.40											
" 8	"	"	"	F 9	3	.40											
" 9	"	"	"	"	"	"											
" 10	"	"	"	"	"	"											
" 11	LONGIT BKO		"	"	"	"											
" 12	15 x 41 x 4 x .62		"	"	"	"											
" 13	"	"	"	"	"	"											
" 14	"	"	"	"	"	"											
" 15	"	"	"	"	"	"											
" 16	"	"	"	"	"	"											
ing of adinal nes	Amidships																
	At Ends																
Tank Top Longitudinals	Under space			6	3	.40							3/4	4 1/2			
Bottom	"			6	3	.40							3/4	4 1/2			
g of Longitudinals	Amidships																
	At Ends...																
Transverses.	channel																
ridge	Depth and Thickness	12 x 34 x 3 1/2 x .50											3/4	3"			
n Decks	Face Angles	-															
	Lugs to Shell*	-															
In	Depth and Thickness	27	.38														
etween	Face Angles	6 x 3 1/2 x .44															
ecks.	Lugs to Shell*	5	.40														
ING TANKS	Depth and Thickness	24" x 60"	.38														
	Face Angles	5	.38														
entre	Lugs to Shell*	5	.40														
Hold.	Depth and Thickness	5	.38														
Tanks	Face Angles	5	.40														
	Lugs to Shell*	5	.40														
	" " Back Bars	-															
	Brackets	-															
ing of Transverse Frames	middle span	12' 6"															
State if joggled or liners.	end	8' 9"															
Longitudinal	Bridge Deck	5	3	.30 angle													
ams of	Upper wing	8 1/2	3	.42 BA													
L or	TRUNK TOP	8	3	.40 BA													
	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.