

Rpt. 1.

WRECK
SECTION
No. 23

STEEL STEAMER or MOTORSHIP.

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

Received at London Office 23.11.1925

WRECK
SECTION
No. 79440

Date of completion of report 27/7/25

Port of NEWCASTLE ON TYNE

No. 79440

Survey held at Jarrow-on-Tyne

Date First Survey July 4th 1924

Last Survey July 24th

1925.

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

Single Sc. Ste. Motor vessel "BRITISH CHEMIST" 38175

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

oil steamer Full scantling old rules

State Type of Erections P. B. + F

TONNAGE under Tonnage Deck...

6437.60

CLASS +100A1

State if with freeboard as condition of Class without

Built at

Jarrow-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 440

Launched

7th May 1925

Yard No. 937

Total

6437.60

Breadth (greatest moulded)

B 56.75

Builders

Palmer's S.B. & I

Gross Tonnage

6997.18

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

D 33.92

Owners

British Tanker Co. Ltd

Register Tonnage

4129.03

1st Longitudinal Number (L x D) = 90.67

Managers

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

REGISTERED DIMENSIONS.

FEET.

Length

439.7

Breadth

57.1

Depth

33.8

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

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

12.97

Do. Long Bridge to top of keel

Draught Moulded

Residence

London

Port of Registry

London

If surveyed while building, afloat, or in dry dock

all three.

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 <u>For 90 ft</u>	27"	✓	Bracket Floors, Frame	-	
" " <u>aft 90 ft</u>	27 1/2"	✓	" " Reversed Frame	-	
" " <u>from 1/2 length to Collision bulkhead</u>	24"	✓	" " Vertical Struts	-	
" " <u>in peaks</u>	24"	✓	Centre Girder, depth and thickness amidships	78" 46"	✓
DE FRAMING. <u>aft 90 ft</u>			" " top Angles	3 1/2" 3 1/2" 50"	✓
Frame Amidships, Angle <u>or</u> <u>for 90 ft</u>	8" 3 1/2" 46"	✓	" " bottom Angles	6" 6" 60"	✓
" " <u>Extends up to</u> <u>aft 90 ft</u>	upper spars dls alternately main & forecastle dls "	✓	Side Girders, No. each side and thickness	2 x 3" 42"	✓
Reversed Frame Amidships, Angle	✓		Margin Plate depth (excl. of flange) and thickness		
" " <u>Extends up to</u>	✓		" " Vertical Angle to Tank side		
Depth of Framing Girder	8" + 9"	✓	" " Bracket abaft 1/2 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle <u>E</u> <u>or</u> <u>F</u>	as above	✓	" " Vertical Angle to Tank side		
" " Second 'tween Decks, Angle <u>E</u> <u>or</u> <u>F</u>	-	✓	" " Bracket forward 1/2 len. from stem		
" " Third " " " "	-	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem		
Framing in Peaks, Angle <u>or</u> <u>for</u>	8" 3 1/2" 46"	✓	" " Gussets, spacing and scantling forward 1/2 len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	see long framing sheet	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	4' 3"	✓
State if Frame Joggled	yes	✓	INNER BOTTOM PLATING.		
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	web frames 21" x 4 1/2" 4 @ side 4 stringers as per plan	✓	Breadth and thickness of Middle Line Strake	1" x 52"	✓
STRENGTHENING OF BOTTOM FORWARD. State Particulars	bottom plating midships thickness wide flanged bottom frames, deep floors & girders as plan	✓	Thickness of remainder in Holds	1" x 52"	✓
DOUBLE BOTTOM.			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 all as above	✓
Floors, Depth and thickness at mid-line in Holds			BEAMS.		
Height of Brackets at side above base line at toe of frame			Uppermost Continuous Deck, amidships	8" 3" 46"	✓
Middle Line Keelson, on Floors, Angles, E or F			" " in Webs, Angle <u>E</u> <u>or</u> <u>F</u>	10 1/2" 3 1/2" 50"	✓
" " Through Plate or Intercoastal Plate			" " in way of Bridge, Angle, E or F	10 3 1/2" 50"	✓
" " Foundation Plate on Floors			Spacing	as above	✓
" " Flat Plate Keel Angles			Second Deck, amidships, Angle, E or F	9 3" 58"	✓
Double Keelsons, No. each side			Spacing	as above	✓
" " thickness of Intercoastal Plate			Third Deck, amidships, Angle, E or F	-	
" " Angles			Spacing		
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, E or F	-	
Double Floors, thickness and spacing	78" 42" 27 1/2" spacing	✓	Spacing		
" " Are Frame and Reversed Frame joggled?	yes	✓	Poop Deck, Angle, E or F	10 3 1/2" 50"	✓
Bracket Floors, breadth and thickness at middle line	-		Spacing	alternate frames	✓
" " breadth and thickness at margin plate	-		Bridge Deck, Angle, E or F	8 3" 44"	✓
			Spacing	48" x 51"	✓
			Forecastle Deck, Angle, E or F	10 3 1/2" 52"	✓
			Spacing	alternate frames	✓

PILLARS AND DECKS.

		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows..... <i>2</i>					
"	in 'tween Decks, Size and Spacing.....	<i>✓</i>	<i>3" solid</i>	<i>✓</i>	
"	" " " " "			<i>✓</i>	
"	in Holds " "		<i>built pillars as per plan</i>		
"	" " " " "				
Centre Line Bulkhead. <i>in oil</i>					
Stiffeners and Spacing <i>Horizontal</i>	<i>✓</i>	<i>6</i>	<i>3^{13A}</i>	<i>.40</i>	<i>spaced 2'-6"</i>
	<i>10</i>	<i>3¹²</i>	<i>.30</i>		
Plating, thickness of	<i>✓</i>	<i>.52</i>	<i>38</i>		
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells	<i>✓</i>	<i>71</i>	<i>.74</i>	<i>✓</i>	
" " " " in way of Bridge	<i>✓</i>	<i>71</i>	<i>.90</i>	<i>✓</i>	
" Angle in Wells	<i>✓</i>	<i>6</i>	<i>6</i>	<i>.60</i>	<i>✓</i>
Thickness of Plating abreast Deck openings in way of Wells		<i>various thicknesses as per plan .50 to .62</i>			
Thickness of Plating abreast Deck openings in way of Bridge	<i>✓</i>				
Thickness of Plating within line of openings...					
If Sheathed, material and thickness		<i>not sheathed</i>			
Second Deck. <i>oil</i>					
Stringer Plate, breadth and thickness in Wells	<i>✓</i>	<i>54</i>	<i>x</i>	<i>.44</i>	<i>✓</i>
Stringer Decks.					
Stringer Plate, breadth and thickness in way of Bridge					
Thickness of Plating abreast Deck openings in way of Wells					
Thickness of Plating abreast Deck openings in way of Bridge					
Thickness of Plating within line of openings...					
If Sheathed, material and thickness					
Third Deck.					
Stringer Plate, breadth and thickness					
If Plated, state thickness					
Fourth Deck.					
Stringer Plate, breadth and thickness					
If Plated, state thickness					
Poop Deck.					
Stringer Plate, breadth and thickness					
Plating, Sheathing, material and thickness					
Bridge Deck.					
Stringer Plate, breadth and thickness					
Plating, Sheathing, material and thickness					
Forecastle Deck.					
Stringer Plate, breadth and thickness					
Plating, Sheathing, material and thickness					

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>no</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.		
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL <i>A</i>	<i>49</i>	<i>1.04</i>	<i>.76</i>	<i>.76</i>	<i>✓</i>	<i>double</i>	<i>1 1/8</i>	<i>4"</i>	<i>5 in oil</i>	<i>1 1/8</i>	<i>5</i>	<i>lapped</i>	
„ DBLG. (if any)	<i>—</i>												
BOTTOM PLATING, No. of Strakes <i>H.....</i>	<i>BCOE</i>	<i>.64</i>	<i>.50</i>	<i>.68</i>	<i>✓</i>	<i>"</i>	<i>7/8</i>	<i>3 1/8</i>	<i>4 in oil</i>	<i>7/8</i>	<i>3 1/2</i>		
BILGE PLATING, No. of Strakes <i>2.....</i>	<i>FG.</i>	<i>.64</i>	<i>.50</i>	<i>.68</i>	<i>✓</i>	<i>"</i>	<i>7/8</i>	<i>3 1/8</i>	<i>"</i>	<i>7/8</i>	<i>3 1/2</i>		
SIDE PLATING, No. of Strakes <i>4.....</i>	<i>HJKL</i>	<i>.64</i>	<i>.50</i> <i>.46</i>	<i>.66</i> <i>.46</i>	<i>✓</i>	<i>"</i>	<i>7/8</i>	<i>3 1/8</i>	<i>3 in oil</i>	<i>7/8</i>	<i>3 1/8</i>		
UPPER DECK, Sheer-strake in Wells.....	<i>N 67</i>	<i>1.02</i>	<i>.60</i>	<i>.48</i>	<i>✓</i>	<i>"</i>			<i>5 in oil</i>	<i>1 1/8</i>	<i>5</i>		
UPPER DECK, Sheer-strake in Bridge ...									<i>5 in oil</i>	<i>1 1/8</i>	<i>5</i>		
STRAKE BELOW Sheer-strake in Wells.....	<i>M</i>	<i>.82</i>	<i>.48</i>	<i>.48</i>	<i>✓</i>	<i>"</i>	<i>1 1/8</i>	<i>4</i>	<i>4 rows</i>	<i>1"</i>	<i>4</i>		
STRAKE BELOW Sheer-strake in Bridge ...													
POOP SIDE PLATING		<i>.40</i>				<i>single</i>	<i>3/4</i>	<i>3</i>	<i>2 rows</i>	<i>3/4</i>	<i>2 5/8</i>		
BRIDGE SIDE PLATING ...		<i>.50 x .42</i>				<i>single</i>	<i>3/4</i>	<i>3</i>	<i>2 rows</i>	<i>3/4</i>	<i>2 5/8</i>		
FORECASTLE SIDE PLATING		<i>.42</i>				<i>single</i>	<i>3/4</i>	<i>3</i>	<i>2 rows</i>	<i>3/4</i>	<i>2 5/8</i>		

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Casting or Forging.		Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c) <i>eleven</i>						
" Deck next below <i>six</i>						
As per Rule <i>as per above.</i>						
	Plating Thickness.	STIFFENERS.		Scantlings / Spacing.	Scantlings / Spacing.	
		VERTICAL.	HORIZONTAL.			
MIDSHIP BULK'D	Upper two decks					
"	Second "	.52 to .38	2 webs	BA	10 3/4 x 50	2' 6"
"	Third "				6 x 3 x 40	
"	Holds					
COLLISION	(in Hold)	.48-.28	HORIZONTAL 2 dets. scum. for beam	BA	9 x 3 x 48	24"
AFTER PEAK		.46-.30	Flat or scum. for beam	BA	7 x 3 x 42	24"
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <i>South Durham, Cargo Fleet, Borman Long, Bolckow Vaughan</i> <i>open-hearth process</i> Has the Steel been tested as required by the Rules? <i>yes</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- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
76706	30 fms.	1 1/2"	Tons. 10 1/2	Tons. 142.1	Owts. qrs. lbs. 6. 3. 0								Fathoms.	Ins.	Tons.	Fathoms.	Ins.
76681	150	2 3/8	10 1/2	142.1	424.2.15	422 1/2	300	2 3/8	Stud	Hungley	Inclusion 31.3.25-Chain	TOWLINE...	130	5 1/2	8.8	130	5 1/2
76672	150	"	"	"	425.2.6	" "				Hungley	Inclusion 24.8.25-Chain	HAWSERS & WARPS	4-100	3 3/4	41.0	4-100	5 1/2
Stream Chain or Steel Wire	120	5"		73		120 8"				"	" 7.3.25 "	"	90	3 1/2	35.5		owners
												"	90	3 1/2	30.7		extras
												"	2-90	3"	26.2		

PALMERS SHIPBUILDING & IRON Co., Ltd.

Builder's Signature *Thos. S. Simpson* **SHIPYARD MANAGER**

The amount of Entry Fee £ 10 : : :
Special Survey Fee.... £ 562 : 7 : 9
Freeboard amt. 12 : :
Travelling Expenses, if any £ : :
Fees applied for,
27 JUL 1925
Received by me,
30.7.1925
yes *[Signature]*
State whether the Vessel has been built under Special Survey
in duplicate
Certificate to be sent to **NEWCASTLE-ON-TYNE**
Date of issue 28/7/25
checked from Portish Auditor
I am of opinion the Vessel should be Classed *+100 A1*
carrying petroleum on bulk
[Signature]
Surveyor to Lloyd's Register of Shipping.

+ Lm 6. 725 C.L.
oil engines

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.)

Rpt. 4b.

These
Signal Letters

Office

148,6

No., Date

Whether
Foreign

British

Number

Number

Rigged

Stern

Build

Galleries

Head

Framework

vessel

Number

Number

and th

Total to q

to be

No. of
sets of
Engines.

One

No. of
Shafts.

One

Under

Space

Target

Foreca

Bridge

Poop

Side B

Deck

Chart

Spaces

Sect

189

Exces

Deduc

NOTE 1

NOTE 2

Poop

Over

Pass

Fore

Pass

Brid

No.

Nam

Da

(830)

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

1st Bower
2nd "
3rd "

46.33, W.A.B, mab 12.9.24 5873
42.75, W.M " 28.3.24 5418
35.411, W.A.B " 12.9.24 5875

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 110 ft., R.Q.D. — ft., Bridge 33 ft., Forecastle 50 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 dks sd

Official No. 148643 ; Signal Letters

Is bottom of Vessel coated with cement not in oil? if not give

particulars of composition in Engine Room Well, Feed Tanks & Fore peak - Bituminous Enamel, Portland Cement elsewhere

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capa Tons.
Double bottom, aft,			Fore peak tank,		✓ 152.6
Double bottom, under Engines and Boilers, under engines	27.5	✓ 52	After peak tank,		✓ 119
Double bottom, if under Engines only, fresh water feed water	6-10 1/2	✓ 23	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward, oil fuel or ballast	45	✓ 224
Double bottom, forward,			Other tanks, if fitted,		
		Total capacity of double bottom 75	(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. 5101

Date 6th Sept. 1924

Dates of Surveys
held while building

1924. July 7. Aug. 28. Sept. 2. 4. 12. 30. Oct. 6. 7. 10. 15. 24. 27. 29. Nov. 3. 5. 12. 17. 18. 2
1925.
26. 27 Dec. 3. 4. 8. 9. 11. 12. 15. 18. 23. Jan. 6. 9. 13. 14. 16. 19. 21. 23. 26. 27. 29. Feb. 2. 3. 4. 12. 13. 19. 20
24. 25. 27. Mar. 2. 3. 4. 5. 6. 9. 10. 11. 12. 13. 16. 17. 18. 19. 20. 27. 31. Apr. 6. 8. 21. 27. May 7. 14. Jun
10 July 8. 14.

Lloyd's Register
Foundation