

Rpt. 1.

WRECK
SECTION
No

STEEL STEAMER or MOTORSHIP.

WRECK

SECTION

Received at London Office

17 MAY 1926

State if Report has been sent on the Freeboard of the Vessel *Yes*State if Report is sent on the Machinery of the Vessel *No (From Sld.)*

Date of completion of report

Port of **NEWCASTLE-ON-TYNE**No. **80380**Survey held at *Hellburn-on-Tyne*

Date First Survey

8 December/25

Last Survey

30 April

1926

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

*Single Sc. steamer "ZAPARA"**Mechy aft*

State Type

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

Full scantling - oil vessel

State Type of Erections

Prop. Bridge + Forecastle + Funnelway

TONNAGE under Tonnage Deck

*1579.52*CLASS *+ 100 A1 carrying petrol in tank*

State if with freeboard as condition of Class

*without*Built at *Hellburn-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)

FEET.

*280.5*Launched *March 31st 1926* Yard No. *960*

Breadth (greatest moulded)

*47.0*Builders *Palmer S.S. & Co. Ltd*

Total

1579.52

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

*16.5*Owners *Gulf Refining Co**Provisional owners Messrs Palmer S.S. & Co. Ltd*

Gross Tonnage

2035.96

Register Tonnage

*1138.07*1st Longitudinal Number (L x D) *B + D**63.5*

Managers

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

REGISTERED DIMENSIONS.

FEET.

Length

280.4

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

16.9

Residence

Breadth

47.2

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

*16.9*Port of Registry *Newcastle**(will probably be altered later to Maracaibo)*

Depth

16.2

Do. Long Bridge to top of keel

14.6 3/4

If surveyed while building, afloat, or in dry dock

Building + 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.
FRAMES, Spacing amidships			Bracket Floors, Frame		
" " from 1/2 length to Collision bulkhead.....	<i>Longth Framing all attached sheet</i>		" " Reversed Frame.....	<i>✓</i>	<i>✓</i>
" " in peaks.....	<i>24"</i>		" " Vertical Struts.....		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>Engine space 50 1/2 x 46</i>	
Frame Amidships, Angle, [or]			" " top Angles.....	<i>3 1/2 3 1/2 50</i>	
" " Extends up to.....			" " bottom Angles.....	<i>4 4 52</i>	
Reversed Frame Amidships, Angle	<i>Longth Framing all attached sheet</i>		Side Girders, No. each side and thickness	<i>one 34</i>	
" " Extends up to.....			Margin Plate depth (excl. of flange) and thickness	<i>28 1/2 33 1/2 38</i>	
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem.....	<i>3 3 34</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem.....		
" " Second 'tween Decks, Angle, [or]			" " Gussets, spacing and scantling abaft 1/2 len. from stem.....		
" " Third " " " "			" " Gussets, spacing and scantling forward 1/2 len. from stem.....		
Framing in Peaks, Angle or [.....	<i>6 3 38</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>up to 72 1/2 longitudinal (intermediate) up to 72 1/2 " (at each transverse)</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>5 1/2 D</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>yes</i>		Breadth and thickness of Middle Line Strake.....	<i>7 1/2 x 40</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Longitudinal framing as appd</i>		Thickness of remainder in Holds.....	<i>50</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Close longitudinal matching thickness of shell double shell connections to long</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>yes</i>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, [or]	<i>Longth see attached sheet</i>	
Height of Brackets at side above base line at toe of frame.....			" " in way of Bridge, Angle, [or].....		
Middle Line Keelson, on Floors, Angles, [or]			Spacing.....		
" " Through Plate or Intercoastal Plate.....	<i>✓</i>	<i>✓</i>	Second Deck, amidships, Angle, [or]	<i>✓</i>	<i>✓</i>
" " Foundation Plate on Floors.....	<i>✓</i>	<i>✓</i>	Spacing.....		
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, [or]	<i>✓</i>	<i>✓</i>
Side Keelsons, No. each side			Spacing.....		
" " thickness of Intercoastal Plate.....	<i>✓</i>	<i>✓</i>	Fourth Deck, amidships, Angle, [or]	<i>✓</i>	<i>✓</i>
" " Angles.....			Spacing.....		
DOUBLE BOTTOM. Engine space			Poop Deck, Angle, [or]		
Solid Floors, thickness and spacing	<i>34 x 30</i>		Spacing.....		
" " Are Frame and Reversed Frame joggled?.....	<i>yes</i>		Bridge Deck, Angle, [or]	<i>Longth see attached sheet</i>	
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		Spacing.....		
" " breadth and thickness at margin plate.....			Forecastle Deck, Angle, [or]		
			Spacing.....		

WRECK
SECTION
No

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Lloyd's Register
Foundation

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..... <i>One</i>									
" in 'tween Decks, Size and Spacing.....									
" " " " " "									
" in Holds " "									
" " " " " "									
Centre Line Bulkhead.									
Stiffeners and Spacing.....									
Plating, thickness of									
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells		50	48						
" " " " in way of Bridge		50	45						
" Angle in Wells	4	4	50						
Thickness of Plating abreast Deck openings in way of Wells			44						
Thickness of Plating abreast Deck openings in way of Bridge		58	56						
Thickness of Plating within line of openings...									
If Sheathed, material and thickness		110							
Second Deck.									
Stringer Plate, breadth and thickness in Wells...									
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		44	32						
Plating, Sheathing, material and thickness			24						
Bridge Deck.									
Stringer Plate, breadth and thickness.....		42	36						
Plating, Sheathing, material and thickness			24						
Forecastle Deck.									
Stringer Plate, breadth and thickness.....			30						
Plating, Sheathing, material and thickness			30						

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?		RIVETS.	No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.				Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.				Inches.	Inches.	Inches.	Inches.	
FLAT PLATE KEEL	43	74	56	56		double	7/8	3 1/2	4 to 3	1"	3 1/2	lapped
" DBLG. (if any)												
BOTTOM PLATING, No. of Strakes		48	48	46		double	3/4	2 5/8	3	3/4	2 5/8	"
BILGE PLATING, No. of Strakes		48	40	44		"	"	"	3	"	"	"
SIDE PLATING, No. of Strakes		48	40	44		"	"	"	3	"	"	"
UPPER DECK, Sheer-strake in Wells.....	57	50	40	40					3	7/8	3 1/8	"
UPPER DECK, Sheer-strake in Bridge ...		60				single	7/8	3 1/2	3	"	"	"
STRAKE BELOW Sheer-strake in Wells.....		48	40	40		double	3/4	2 5/8	3	3/4	2 5/8	"
STRAKE BELOW Sheer-strake in Bridge ...									3	7/8	3 1/2	"
POOP SIDE PLATING		32										
BRIDGE SIDE PLATING ...		36										
FORECASTLE SIDE PLATING		36										

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—					10
Extending to Upper Deck (Sec. 3 c)					10
" Deck next below					✓
As per Rule					10
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD , Upper tween decks					
" " Second		1 web	BA		
" " Third	34	24 x 36	6 x 3 x 36	30"	
" " Holds	44	5 x 3 x 46	8 1/2 x 3 x 40		
COLLISION (in Hold)	36	7 x 3 x 46	30"	Flat	
AFTER PEAK	36	BA	24 x 27	Flat	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	Rolled	7 x 2	Lanarkshire Steel Co	
STERN FRAME { Propeller Post }	Forging	9 x 5 1/2	Forster & Sons	
{ Rudder " }		8 x 5 1/2	Sunderland	
RUDDER—A x D		207.5		
Speed of Vessel		10		
RUDDER mainpiece at head ...		7 1/2	Forster & Sons	
" " heel ...		6 3/4	Sunderland	
" how constructed		5		
" double or single plate coupling, vertical or horizontal				

STEEL.

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

Boise Partners Bolckow Vaughan, South Durham, Cargo Fleet
Open heart process

Has the Steel been tested as required by the Rules?

Yes

Boise Partners Bolckow Vaughan, South Durham, Cargo Fleet

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EQUIPMENT No. 19035										LETTER 5		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.				
29390	1st Bower	39	1	0				35	5	2	14	Cwts.	Byers Improved	Byers & Co	Sld 31.3.26 Butler
29398	2nd "	39	0	0				35	2	2	0		" "	" "	Sld 20.4.26 Butler
29399	3rd "	32	2	0				30	10	0	0		" "	" "	Sld 20.4.26 Butler
	Collective weight.	110	3	0	110 cwts							110			
28421	Stream	10	3	14	8	0	7	12	15	1	7	10	Common	" "	Sld 3.9.24 Liebrecht

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.					Fathoms.	Ins.		Fathoms.	Ins.	Tons.	Fathoms.
	Fathoms.	Ins.	Tons.	Tops.	Cwts.	qrs.	lbs.	Cwts.		Fathoms.	Ins.								
39059	240	1 3/16	59 1/2	82 1/4	398-1.14		397 3/4		240	1 3/16	Steel	-	C. Math 31.3.26 Paul	TOWLINE ...	40	4"	33 1/2	40	4"
Iron Stream Chain or Steel Wire	75	1/4"	35						75	1/4"				HAWERS & WARPS	2.90	2 1/2	12 1/2	2.90	2 1/2
														"	2.90	2 1/2	9 1/2	2.90	2 1/2
														"					

Steering Gear, Steam *Donkin* Steering Gear, Hand *Tackles to Captain*

Boats *2 @ 23' 1 @ 16'* Steering Chains, Size and Test *1" 12 tons* Windlass *Clarke Chapman Steam*

Ceiling in Holds, thickness and material *2 1/2" mild iron* Cargo Battens, thickness, material and spacing *None*

Cargo Hatchways.—(Upper Deck) *on trunk top No 1 9x3 1/2 x 40 BA* Thickness of Hatches *2 1/2"*

Size of No. 1 Hatchway (Forward) *8x10'* No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters *one in No 1* *all others oel tight steel covers*

PALMERS SHIPBUILDING & IRON CO., LD.
Thos. S. Simpson
 SHIPYARD MANAGER.

GENERAL DECLARATION *The vessel has been built in accordance with the plans approved the Communes' instructions & the Society's Rules. The workmanship and materials are good to my satisfaction.*

All oil cargo spaces, oil bunkers & waterballast spaces have been filled and tested to rule pressure. This testing covers the whole of the W.T. bulkheads.

The decks (clear of oil spaces) have been tested by hoisting - the testing by pressure tested the decks in oil spaces.

The vessel is longitudinally framed. The assigned freeboard has been marked, verified & cut in.

The approved plans which are the same as approved for the sister vessels "Cabimas" & "Paraguana" are forwarded herewith. The plans include midships section of the vessels as built. Plans are desired to be returned here for completion of sister vessel.

The amount of Entry Fee £ *6 : 0 : 0* Fees applied for, *13. MAY 1926*

Special Survey Fee.... £ *265 : 4 : 0* Received by me, *12.6.26 R.P.D.*

Fld. *7 0 0*

Travelling Expenses, if any £ : : 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. Brown*
 Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Newcastle* Date of issue *14/6/26*
Sunderland

Committee's Minute *FRI. 21 MAY 1926*

Character assigned *100 F.I. Carrying Petroleum in Bulk.*

Lloyd's A.S.C.P. + L.M.C. 4:26 C.D.
Filed for Oil Fuel 4:26 J. Pabone 1584

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 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 23-0-22 25-3-7 *with pin M.R. Darlington No. 490, 31-7-25*
2nd „ 22-1-8 25-0-14 „ „ *K.H. Dusseldorf 3792 30-3-26*
3rd „ 19-3-22 21-2-7 „ „ *K.H. Dusseldorf 3793 30-3-26*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 68.5 ft., R.Q.D. — ft., Bridge 22.0 ft., Forecastle 30.5 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated no, continuous trunk 178' long from poop front forward

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

Official No. _____; Signal Letters _____ Is bottom of Vessel coated with cement _____ if not given particulars of composition Portland Cement in all spaces not used for carriage of oil - oil spaces bare

PARTICULARS OF WATER BALLAST.—

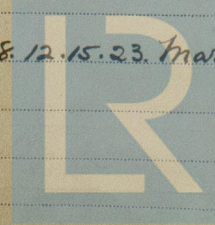
Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	<u>24</u>	<u>44</u>
Double bottom, under Engines and Boilers, <u>aft</u>	<u>42.5</u>	<u>82.5</u>	After peak tank,	<u>8</u>	<u>15</u>
Double bottom, if under Engines only,		<u>93</u>	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom <u>82.5</u>			(If necessary, furnish further information by sketch.)		
* The wells are not to be included in the lengths of the tanks.			<i>Capacities of tanks increased over those for Cabotage on account of fuller lines</i>		

Order for Special Survey No. 5164

Date 10/3/26

Dates of Surveys held while building

1925 1926
Dec. 8. 10. 17. Jan. 5. 6. 7. 8. 14. 21. 25. 29. Feb. 1. 5. 8. 12. 15. 23. Mar. 3. 4. 7. 15. 17. 18. 19. 22. 23. 24. 26. 27.
29. Apr. 6. 26. 28. 29. 30.



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Total No. of Visits

35

W164-0211 (3/3)

SS. "ZAPARA" Newcastle Report No 80380

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. Diam. Spang.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			Number.	Diameter. Inches.
ming of ∇ L or ∇																
mes in Bridge 'tween Decks...	6	3	32				6	3	32				3/4	4 1/2		
mes from Uppermost Continuous Deck	8 1/2	3	40	8 1/2	3	40	8 1/2	3	40	8 1/2	3	40	"	"	8	3/4
No. 1	9	3 1/2	40	9	3 1/2	40	9	3 1/2	40	9	3 1/2	40	"	"	"	"
" 2	9 1/2	3 1/2	40	9 1/2	3 1/2	40	9 1/2	3 1/2	40	9 1/2	3 1/2	40	"	"	9	"
" 3	10	3 1/2	44	10	3 1/2	44	10	3 1/2	44	10	3 1/2	44	"	"	9	"
" 4	10	3 1/2	48	10	3 1/2	48	10	3 1/2	48	10	3 1/2	48	"	"	10	3/4
" 5	12 x 375 x 3 1/2 x 50			12 x 375 x 3 1/2 x 50			12 x 375 x 3 1/2 x 50			12 x 375 x 3 1/2 x 50			"	"	16	3/4
channel " 6													"	"		
" 7													"	"		
" 8													"	"		
" 9													"	"		
" 10	15 x 41 x 4 x 62			15 x 41 x 4 x 62			15 x 41 x 4 x 62			15 x 41 x 4 x 62			"	"	13	3/4
" 11													"	"		
" 12													"	"		
" 13													"	"		
" 14													"	"		
" 15													"	"		
" 16													"	"		
acing of Longitudinal Frames	Amidships 2'-6"						2'-6"									
	At Ends 2'-6"						2'-6"									
able oms	Tank Top Longitudinals 5 1/2 3 40						5 1/2 3 30									
0.5 ft. or ∇	Bottom 6 3 42						6 3 32									
ing of Longitudinals	Amidships 2'-6"						2'-6"									
	At Ends...															
Transverses.													Rivets in Lugs to Shell Diam. Spang.			
Bridge	Depth and Thickness 12 x 34						12 30									
ot given Decks	Face Angles Hanged 3 1/2						1 1/2 30						3/4 3 3/8			
	Lugs to Shell* 3 3 54						3 3 30						3 3/4			
Awning, elter or er 'tween Decks.	Depth and Thickness 20															
	Face Angles															
	Lugs to Shell*															
Hold.	Depth and Thickness 20 x 38, 18 x 38						20 x 38, 18 x 38						22 mm 3/4			
	Face Angles 3 1/2 3 44						5 1/2 3 44						A 5 x 3 x 44 F 3 x 3 x 38			
	Lugs to Shell* 5 5 40						5 5 40						5 x 5 x 38			
	Brackets 34 69						34 69						F 34 x 38			
ing of Transverse Frames	14 in. 0 in.						14 in. 0 in.						F 9' x 8' A 10' 0"			
* State if joggled or liners.	1099 led															
Longitudinal	Bridge Deck 5 3 30						5 3 30						Spacing. 2'-11"			
ams of	TRUNK Awg. or Shelter Dk 7 3 34						7 3 34						2'-6"			
L or C	Upper 9 3 1/2 40						9 3 1/2 40						2'-9"			
	Second												Transverse Beams.			
	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.