

## STEEL STEAMER OR MOTORSHIP

Received at London Office 8 DEC 1927

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 *2nd December 1927* Port of *Newcastle-on-Tyne* No. *82125*  
Survey held at *Walker on Tyne* Date First Survey *6 July 1927* Last Survey *28 November 1927*On the *Single Screw Steamer "Oiltrader" (machinery fitted aft)*  
State Type *Longitudinally framed Tanker* State Type of Erections *Prop. Bridge*  
*Steel disconnected*TONNAGE under Tonnage Deck... *5180.21* CLASS *+100 A.1. Carrying Petroleum in Bulk* State if with freeboard as condition of Class *without* Built at *Walker 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 410.0* Launched *26 October 1927* Yard No. *1244*  
Total *5180.21* Breadth (greatest moulded) *B 53.25* Builders *John Hunter & Wigham Richardson Ltd.*  
Gross Tonnage *5550.47* Depth at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 31.08* Owners *The British Oil Shipping Co. Ltd.*  
Register Tonnage *3261.29* 1st Longitudinal Number (L x D) *= 12743* Managers *✓*  
(Where necessary to be entered in Reg. Book.)REGISTERED DIMENSIONS. FEET.  
Length *410.0* Framing Depth "d," at middle of length. See Sec. 3 (1d) *20.0* Residence *✓*  
Breadth *53.5* Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.19* Port of Registry *London*  
Do. Long Bridge to top of keel *✓* If surveyed while building, afloat, or in dry dock  
Draft Moulded *24.9* *Special Survey.*

## 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.
acing amidships	<i>Longitudinal framing</i>		Bracket Floors, <i>single</i> Frame <i>to per plan</i>	<i>6 3/4 .52</i>	<i>7 1/2 x 3 1/2 x .52 5</i>
" from 1/2 length to Collision bulkhead	<i>✓</i>		" " Reversed Frame	<i>6 3/4 .52</i>	<i>7 1/2 x 3 1/2 x .52 5</i>
" in peaks	<i>40 1/2 x 24</i>		" " Vertical Struts	<i>6 3/4 .52</i>	<i>7 1/2 x 3 1/2 x .52 5</i>
ING.			Centre Girder, depth and thickness amidships	<i>ES 6.8 x .40</i>	
idships, Angle, [ or [	<i>✓</i>		" " top Angles	<i>3 1/2 3 1/2 .48</i>	<i>ES .58 8.5</i>
" Extends up to	<i>✓</i>		" " bottom Angles	<i>4 4 .52</i>	<i>ES .62 8.5</i>
Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness	<i>2 each side ES .54</i>	<i>8.5 .50</i>
" Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness		
Framing Girder	<i>Longitudinal</i>		" " Vertical Angle to Tank side		
Uppermost Continuous 'tween Decks, Angle, [ or [	<i>✓</i>		" " Bracket abaft 1/2 len. from stem		
Second 'tween Decks, Angle, [ or [	<i>✓</i>		" " Vertical Angle to Tank side		
Third " "	<i>✓</i>		" " Bracket forward 1/2 len. from stem		
in Peaks, Angle or [	<i>Fore peak 7 1/2 3 .44</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem		
and Spacing of Rivets through Frame and Shell Plating amidships	<i>8 3 1/2 .38</i>		" " Gussets, spacing and scantling forward 1/2 len. from stem		
Frame Joggled	<i>Longitudinal</i>		Tank Side Brackets, height above base line at toe of Frame and thickness		
ARRANGEMENTS (Sec. 7), state system and particulars	<i>Transverse 12</i>		INNER BOTTOM PLATING.		
ENING OF BOTTOM FOR	<i>Stk. mid bottom frames</i>		Breadth and thickness of Middle Line Strake	<i>ES .50</i>	<i>1 under but plate</i>
State Particulars	<i>B.C.S. Strakes midship</i>		Thickness of remainder in Holds	<i>8.5 .56</i>	
OTTOM.	<i>Thickness maintained to Collision bulkhead. Close riveting in forward oil tank</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>	
Depth and thickness at mid-line in Holds	<i>✓</i>		BEAMS.		
Height of Brackets at side above base line at toe of frame	<i>✓</i>		Uppermost Continuous Deck, amidships	<i>10 3 1/2 .40</i>	<i>9 x 3 1/2 x .40</i>
Line Keelson, on Floors, Angles, [ or [	<i>✓</i>		" " in Wells, Angle, E or [	<i>10 3 1/2 .40</i>	<i>9 x 3 x .40</i>
" " Through Plate or Intercostal Plate	<i>✓</i>		" " in way of Bridge, Angle, E or [	<i>48 1/2 25 1/2</i>	<i>25 1/2</i>
" " Foundation Plate on Floors	<i>✓</i>		Spacing	<i>48 1/2 25 1/2</i>	<i>25 1/2</i>
" " Flat Plate Keel Angles	<i>4 4 .57-57 Double</i>		Second Deck, amidships, Angle, E or [	<i>10 3 1/2 .40</i>	<i>9 x 3 x .50</i>
Keelsons, No. each side	<i>none in oil tanks</i>		Spacing	<i>7 1/2 3 .40</i>	<i>9 x 3 x .40</i>
" thickness of Intercostal Plate	<i>✓</i>		Third Deck, amidships, Angle, [ or [	<i>48 1/2 25 1/2</i>	<i>25 1/2</i>
" Angles	<i>✓</i>		Spacing	<i>48 1/2 25 1/2</i>	<i>25 1/2</i>
BOTTOM.			Fourth Deck, amidships, Angle, [ or [	<i>9 3 1/2 .46</i>	
Floors, thickness and spacing	<i>44 E.R. .50 B.S.</i>		Spacing	<i>48 1/2 25 1/2</i>	
" Are Frame and Reversed Frame joggled?	<i>Yes</i>		Bridge Deck, Angle, E or [	<i>6 1/2 3 .36</i>	
Bracket Floors, breadth and thickness at middle line	<i>36 x .50 in B.R.</i>		Spacing	<i>35 1/2 39 5 40 5 41</i>	
" breadth and thickness at margin plate	<i>.50</i>		Forecastle Deck, Angle, E or [	<i>9 3 1/2 .50</i>	
	<i>as on plan</i>		Spacing	<i>48</i>	



# 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.....			Stringer Plate, breadth and thickness in way of Bridge .....	87 x .43	
" in 'tween Decks, Size and Spacing.....			Thickness of Plating abreast Deck openings in way of Wells .....	.42	
" " " " " " .....			Thickness of Plating abreast Deck openings in way of Bridge .....	.42	
" in Holds " " .....			Thickness of Plating within line of openings...		
" " " " " " .....			If Sheathed, material and thickness .....		
<i>Longitudinal</i> Centre Line Bulkhead. Stiffeners and Spacing.....	7 x 3 x .38	B.A. 30"	<b>Third Deck.</b> Stringer Plate, breadth and thickness.....		
Plating, thickness of .....	10 x 3 1/2 x .42	B.A. 30"	If Plated, state thickness.....		
<b>STRINGERS AND DECKS.</b> <b>Uppermost Continuous Deck.</b> Stringer Plate, breadth and thickness in Wells .....	97 x .62	.42	<b>Fourth Deck.</b> Stringer Plate, breadth and thickness.....		
" " " " " " .....			If Plated, state thickness .....		
" " " " " " .....			<b>Poop Deck.</b> Stringer Plate, breadth and thickness .....	59 x 42 x .35	
Angle in Wells <i>way oil tanks</i> .....	6 6 .64		Plating, Sheathing, material and thickness .....	34 elongated casing 8-30	
Thickness of Plating abreast Deck openings in way of Wells .....	.50		<b>Bridge Deck.</b> Stringer Plate, breadth and thickness.....	45 x .41	
Thickness of Plating abreast Deck openings in way of Bridge .....			Plating, Sheathing, material and thickness .....	.32 2 1/2" iron sheathing inside house.	
Thickness of Plating within line of openings...			<b>Forecastle Deck.</b> Stringer Plate, breadth and thickness.....	43 x .35	.35 x .35
If Sheathed, material and thickness .....			Plating, Sheathing, material and thickness .....	34 x 2 1/2" Oregon pine sheathing.	
<b>Second Deck.</b> Stringer Plate, breadth and thickness in Wells.....	87 x .43				

## SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.		
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?		No	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.			Diam.	Spacing cr. to cr.	
FLAT PLATE KEEL .....	53	.91	.70	.70		Double	1" 4"	5 for 1/2 L	1" 4 1/2		Lapped
" DBLG. (if any) .....											
BOTTOM PLATING, No. of Strakes .....		.60	.48	.48		Double	7/8 3 1/2	4 for 1/2 L	7/8 3 1/2		"
BILGE PLATING, No. of Strakes .....		.60	.48	.48		"	" "	"	"		"
SIDE PLATING, No. of Strakes .....		.58	.46	.46		"	" "	3 rows	3/8		"
UPPER DECK, Sheer-strake in Wells.....	50	.86	.46	.46		"	1 4	5 for 1/2 L	1" 4 1/2		"
UPPER DECK, Sheer-strake in Bridge .....		1.03									
STRAKE BELOW SHEER-strake in Wells.....	73	.71	.46	.46		Double	7/8 3 1/2	4 for 1/2 L	7/8 3 1/2		"
STRAKE BELOW SHEER-strake in Bridge .....		.38				Single	7/8 3 1/2	3 near bulkhead 2 rows 1 generally	3/4 2 5/8		"
POOP SIDE PLATING .....		.53 (increased for wide spacing of frames)				Single	Stake	3 rows	7/8 3 1/2		"
BRIDGE SIDE PLATING .....						Single	3/4 3	Single	3/4 2 5/8		"
FORECASTLE SIDE PLATING .....		.41									

## oil tight WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	15
Extending to Upper Deck (Sec. 3 c) .....	10
" Deck next below .....	5
As per Rule .....	

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL</b> , Bar .....		Flat plate keel		
<b>STEM</b> .....		Rolled bar 10 x 2 1/2	Lanarkshire Steel Co.	
<b>STERN FRAME</b> { Propeller Post .....		11 1/4 x 11 x 8 1/2	Stahlwerk	
{ Rudder .....		11-10 1/4 x 8 1/2	Kaiser Dusseldorf	
<b>RUDDER—A x D</b> .....	47 1/2			
<b>Speed of Vessel</b> .....	10 knots			
<b>RUDDER</b> mainpiece at head .....	Forged	11	Vickroy Steel Co.	
" " heel .....		8 3/8	10 3/4 x 8 1/8	approved
" how constructed .....	Forged & built			
" double or single plate .....		Single plate 1.1 thick		
" coupling, vertical or horizontal .....		Horizontal coupling		

<b>STEEL.</b>	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Bolckow Vaughan, South Durham, Cassell & Co., Cargo Fleet, (Skinner's) Dorman Long, David Colville & Lanarkshire Steel.
	Has the Steel been tested as required by the Rules? Yes







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 approved plans (4 in number) in addition to those for the Sister Ship S.S. "oil shipper", the same Builders' No 1234, are sent herewith, and include midship section and profile & deck as built. The forging reports are also attached.

A. I. A.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower		2nd "		3rd "		4th "		5th "	
	Head	wt. lbs.	Head	wt. lbs.	Head	wt. lbs.	Head	wt. lbs.	Head	wt. lbs.
	37	12	36	25	36	9	40	7	40	0
	with pin	40	with pin	40	with pin	40	with pin	40	with pin	40

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 106.0 ft., R.Q.D. ft., Bridge 26.0 ft., Forecastle 39 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. The Poop is not joined to the Bridge deck.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 Dks. (Steel) web frames & longitudinal stiffeners.

Official No. 149955; Signal Letters. Is bottom of Vessel coated with cement Part if particulars of composition. In all cargo tanks outside strokes flushed with cement also in O.P. tanks & in feed tanks.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, (10-18 ft.)	19.0	38 F.W.	Fore peak tank,	21.0	42 F.W.
Double bottom, under Engines and Boilers, (18-26 ft.)	19.0	76 F.W.	After peak tank,	30.7 1/2	61 F.W.
Double bottom, if under Engines only,			Deep tank, aft,	30.0	60 F.W.
Double bottom, if under Boilers only, oil fuel (27-34 ft.)	23.9	72 F.W.	Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
		Total capacity of double bottom 186	(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. 1927 JULY 6. 15. 20. 25. AUGUST 3. 5. 11. 18. SEPTEMBER 1. 8. 13. 14. 15. 19. 26. 28. 29. 30. OCTOBER 3. 4. 7. 10. 11. 12. 13. 14. 17. 18. 20. 21. 22. 26. NOVEMBER 1. 3. 8. 10. 11. 14. 16. 23. 24. 28. Date. Lloyd's Register Foundation Total No. of Visits.



Swan Hunter's No 1244  
NEWCASTLE-ON-TYNE  
PARTICULARS OF LONGITUDINAL FRAMING.

S.S. "oil trader"  
82125

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.								
	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. Inches.	Rivets in Brackets to Bulkheads.					
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Spang.		Number.	Diameter.				
and [ or ]	oil Compartments.																				
Between Decks ...	Forward																				
Permost Continuous	Scantlings																				
B.A. No. 1	7 1/2	3 1/2	.44	✓ 8	3 1/2	.50	as in ship										7/8	5 1/4	throughout	8	7/8
" 2	7 1/2	3 1/2	.44	✓ 8	3 1/2	.50											-	-	-	-	-
" 3	8	3 1/2	.46	✓ 8	3 1/2	.46											-	-	-	-	-
" 4	9	3 1/2	.40	✓ 9	3 1/2	.40											-	-	-	9	7/8
" 5	9	3 1/2	.51	✓ 9	3 1/2	.51											-	-	-	-	-
" 6	10	3 1/2	.45	✓ 10	3 1/2	.45	10	3 1/2	.40	10	3 1/2	.40	4" for 10 R.		-	-					
" 7	10	3 1/2	.49	✓ 10	3 1/2	.49											-	-	4" for 10 R	10	7/8
" 8	10	3 1/2	.58	✓ 10	3 1/2	.58											-	-	-	-	-
" 9	11	3 1/2	.43	✓ 11	3 1/2	.43	Scantlings										-	-	-	-	-
" 10	11	3 1/2	.52	✓ 11	3 1/2	.52	as in ship										-	-	3 3/8" for 10 R.	11	7/8
[ " 11	12 x 3 1/2 x 3 1/2 x .52	as in ship															-	-	-	-	-
to 12	15 x 4 x 4 x .41																-	-	-	-	-
" 13	Nº 12																				
" 14	16																				
" 15	18																				
" 16	14 to 18 in.																				
Amidships	30	in Bottom Longitudinals 7/8 rivets spaced 4" apart																			
At Ends	30	throughout Nº 1 tank																			
Top Longitudinals	Transverse framing in																				
Bottom	way double bottom.																				
Longitudinals	Amidships																				
	At Ends...																				
Transverses.	Rivets in Lugs to Shell Diam. Spang.																				
Depth and Thickness	Bottom transverses																				
Ice Angles	43 x .46																				
Lugs to Shell*	with 9 x 3 1/2 x .60 B.A.																				
Depth and Thickness	free bar																				
Ice Angles	6 x 6 x .46																				
Lugs to Shell*	Connection to Shell.																				
Depth and Thickness																					
Ice Angles																					
Lugs to Shell*																					
Depth and Thickness																					
Ice Angles																					
Lugs to Shell*																					
ockets																					
rise Frames																					
ed or liners.																					
Bridge Deck	Trans. framing.																				
Upper	Bt.	7 x 3 x .48	34	6 x 3 x .42	32	as in ship											30 + 35	Transverse			
Second	"	8 x 3 x .40															-	Beams.			
Third	"	-															-				

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.

RE:- 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.