

STEEL STEAMER or MOTORSHIP.

Received at London Office. 1900/1925

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

16 October 1925
~~21st August 1925~~

Port of

Sunderland

No. 29118.

Survey held at

Sunderland

Date First Survey

23rd Sept 1924

Last Survey

August 1925

1925.

On the

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

Single Screw motorship

SYLVAFIELD

Machinery Aft.

State Type

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

Oil Tanker in accordance with the Rules in force for Oilers 17.7.24

State Type of Erections

Poop, Bridge & Fcile.

TONNAGE under Tonnage Deck

5101.35

CLASS 100 A-1. Carrying Petroleum in Bulk. Longt. Frp.

State if with freeboard as condition of Class

No

Built at

Sunderland

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 394.81

Breadth (greatest moulded)

B 51.75

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

D 31.75

1st Longitudinal Number (L x D) = 12535

2nd Numeral L x (B + D) = 32966

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

12.43

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

Do. Long Bridge to top of keel

Draught Moulded

25.4

Launched

18th June '25

Yard No. 693

Builders

Sir James Laing and Sons Ltd.

Owners

Northern Petroleum Tank Steamship Co. Ltd.

Managers

Messrs Hunting and Son,

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

Residence

B. Milburn House Newcastle

Port of Registry

Newcastle.

If surveyed while building, afloat, or in dry dock

Whilst building and afloat and in dry dock.

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	Longitudinal Framing. Page 4.		Bracket Floors, Frame	✓	
" " from 1/2 length to Collision bulkhead	do		" " Reversed Frame	✓	
" " in peaks	24		" " Vertical Struts	✓	
SIDE FRAMING.	Longitudinals as per page 4		Centre Girder, depth and thickness amidships	57 x 50	
Frame Amidships, Angle, [or [	Upper Deck.		" " top Angles	3 1/2 3 1/2 50	
" " Extends up to			" " bottom Angles	4 1/2 4 1/2 60	
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	2 40 and Oil Bunker Sides	
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	50 48 appd	
Depth of Framing Girder	Average Depth 8 1/2		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, [or [	6 3 1/2 38 spaced 25 1/4 and no web.		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem		
" " Second 'tween Decks, Angle, [or [	8 1 web frame.		" " Gussets, spacing and scantling abaft 1/4 len. from stem		
" " Forecastle intermediates	6 x 3 x 36 OAs		" " Gussets, spacing and scantling forward 1/4 len. from stem		
" " Third " Poop where Transverse	7 1/2 3 1/2 38		Tank Side Brackets, height above base line at toe of Frame and thickness		
Framing in Peaks, Angle or [	7 1/2 3 1/2 38		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	Col. 6 page 4		Breadth and thickness of Middle Line Strake	1.25 & 50 50	
State if Frame Joggled	Transverse Lugs to Shell - Joggled		Thickness of remainder in Holds	✓	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	3 Stringers 35 x 44 in Fore Peak and beams 9 x 3 1/2 x 50 BAs. Abaft Peak - Transverses		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?		Motor Ship with Donkey Boiler in Casings
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Shell thickness of bottom plating maintained to Col. Bhd. 0.02 increase in way of 2 1/2" spacing girders in deep tank as approved Floors 40 Double frame bottoms 3 1/2 x 3 1/2 x 40 Riveting as per Rule.		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, [or [
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, [or [
Height of Brackets at side above base line at toe of frame			Spacing		
Middle Line Keelson, on Floors, Angles, [or [			Second Deck, amidships, Angle, [or [
" " Through Plate or Intercoastal Plate			Spacing		
" " Foundation Plate on Floors			Third Deck, amidships, Angle, [or [
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, [or [
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Poop Deck, Angle, [or [	9 3 1/2 40	
DOUBLE BOTTOM. in Mch Space only.			Spacing	24	
Solid Floors, thickness and spacing	40 2 1/2 to 2 3/4 as appd		Bridge Deck, Angle, [or [	8 3 3 1/2	
" " Are Frame and Reversed Frame joggled?	Yes		Spacing	25 1/4	
Bracket Floors, breadth and thickness at middle line	✓		Forecastle Deck, Angle, [or [	9 1/2 3 1/2 50	
" " breadth and thickness at margin plate	✓		Spacing	24 + 2 1/2	

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.....	4 1/4 x 5 1/4 on D.T. Top 9' 0" APART		Stringer Plate, breadth and thickness in way of Bridge	44	
" in 'tween Decks, Size and Spacing.....	3" SPACED 4' 0" ON PEAK TOP END		Thickness of Plating abreast Deck openings in way of Wells	44	
" " " " " "	P&B 2 1/2 Fc 2 1/2 on ALTERNATE BEAMS EQUIV TO 3 ROWS		Thickness of Plating abreast Deck openings in way of Bridge	44	
" in Holds " " "	Centre Line Bld		Thickness of Plating within line of openings.....	✓	
" " " " " "	4" TO CARGO HATCH ON UPPER DK		If Sheathed, material and thickness	✓	
Centre Line Bulkhead.	Longitudinals 9 x 3 1/2 x 46 BAs to 6 1/2 x 3 x 40 with additional stiff of increased rig at bottom where required on account of sheer. Spacing 2'-3" & 2'-6"		Third Deck.		
Stiffeners and Spacing.....	Bottom strake 84" 50 to 36 at top		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	70 x 64	app'd 60	If Plated, state thickness		
" " " " in way of Bridge	78 x 64	✓	Poop Deck.		
" Angle in Wells	6 6 54	✓	Stringer Plate, breadth and thickness	width as 40 in way of Bunker approved 34 40 in way of Oil Bunker	
Thickness of Plating abreast Deck openings in way of Wells	58	✓	Plating, Sheathing, material and thickness	30 Sheathed over accommodation 3 x 2 1/2 RP where covered 3 x 3 where exposed	
Thickness of Plating abreast Deck openings in way of Bridge	58	✓	Bridge Deck.		
Thickness of Plating within line of openings.....	52	✓	Stringer Plate, breadth and thickness.....	60 x 36	
If Sheathed, material and thickness	No	✓	Plating, Sheathing, material and thickness	9 x 32 Tie Plates & 5 x 3 P.P.	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells.....	66 x 44	72 x 44	Stringer Plate, breadth and thickness.....	46 x 34	35 x 34 App'd
	Deck same thickness		Plating, Sheathing, material and thickness	Ties 34 & 5 x 3 P.P.	

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. No			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	48	94 ✓	66 ✓	66	✓	Double	1	3¼	4R to 3R	1	4	Lapped.	
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes 4.....	A 7½ B 71 C 71 D 66	60 ✓	54 ✓	48	✓	Double	7/8	3	3R	7/8	3½	„	
BILGE PLATING, No. of Strakes 1.....	E 64½ F 66	60 ✓	54 ✓	54	✓	Double	7/8	do	3R	7/8	3½	„	
SIDE PLATING, No. of Strakes 4.....	G 66 H 66 J 66	60 ✓	44 ✓	46		Double	7/8	do	3R	7/8	3½	„	
UPPER DECK, Sheer-strake in Wells.....	54	86 ✓	44 ✓	44	84 approved.	Double	7/8	do	4R to 3R	7/8	3½	„	
UPPER DECK, Sheer-strake in Bridge ...	54	98 ✓	44 ✓	44	96 approved	Double	1 & 7/8	3½ & 3	4R do	7/8	3½	„	
STRAKE BELOW Sheer-strake in Wells.....	48½	70 ✓	44 ✓	44		Double	7/8	3	4R do	7/8	3½	„	
STRAKE BELOW Sheer-strake in Bridge ...	48½	70 ✓	44 ✓	44		Double	7/8	3	4R do	7/8	3½	„	
POOP SIDE PLATING					38 44 in way of Oil.	Single and Double in way oil.	¾ & 7/8	3	2R	¾	2⅝	„	
BRIDGE SIDE PLATING ...		40			Plating on stemframe increased as per Rule	Double	¾ & 7/8*	3	3R	7/8 & ¾	3½ & 2⅝ x	„	
FORECASTLE SIDE PLATING			40			Single	¾	3	2R	¾	2⅝	„	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	16
Extending to Upper Deck (Sec. 3 c).....	12 to Upper DK
" Deck next below.....	16
As per Rule.....	6

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks	In Trunk 36	✓	✓	6 x 3 x 30 BA	2'-9"
" " Second "	In Summer Tank 32 & 36	6 x 3 x 36 BA	2'-6"	6 1/2 x 3 x 30 BA & Shift Plate 48 x 40 Fl. 5"	✓
" " Third "		2 Webs 30" x 40		9 1/2 x 3 x 44 BA	2'-6"
" " Holds Tanks	50 to 38	Face Angles 6 x 3 1/2 x 54	7'-6"	7 x 3 x 42 BA	
COLLISION (in Hold)	50 to 32	Chain Locker Slides and Centre Division		8 x 3 x 40 BA	2'-3"
AFTER PEAK	42 to 32	7 x 3 x 34	2'-11"	8 x 3 x 46 BA	2'-6"
		8 x 3 x 36	2'-11"	7 x 3 x 36 BA	
			as App'd	Semi Box Beam	As Plan
				Dynamo Flat	
				Recess Top	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				Flat Plate Keel
STEM				Rolled Steel. 10 1/2 x 2 3/4 Industrial Steels Ltd
STERN FRAME { Propeller Post	Forged Scrap Iron.	9 x 7 1/2	Sunderland Forge & Eng Co Ltd.	
{ Rudder "		10 1/2 x 7 1/2		
RUDDER—A x D.....		444.6		
Speed of Vessel.....		11 knots		
RUDDER mainpiece at head ...	Forged Scrap Iron	10	Sunderland Forge and Sir James Laing	
" " heel ...		7 1/2		
" how constructed	Forged & Built.			
" double or single plate	Single	1.08		
" 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) **Open Hearth Process**
Plates - Bolckow Vaughan & Co South Durham Steel Co.
Angles - Cargo Fleet. Dorman Long. Bolckow Vaughan, Lanarkshire Steel Co.
 Has the Steel been tested as required by the Rules? **Yes**

EQUIPMENT No. 34434.25										LETTER Y		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.			
28873	1st Bower ...	69	3	14	✓			53	15	0	0	60 . 0 . 0	Stockless . Byers	✓	Sld. 11.5.25. J. H. Butler
28848	2nd „ ...	60	3	0	✓			48	15	0	0	60 0 0	do . do	✓	Sld 22.4.25 J. H. Butler
28807	3rd „ ...	50	2	21	✓			42	16	3	14	50 2 . 0	do do	✓	Sld 31.3.25 J. H. Butler
	Collective weight.	181	1	7								170 . 2 . 0	Rodgers Common	N Bloomer & Sons	Tipton. 23.9.24 W. A. Drysdale
58416	Stream ...	16	0	18	4	0	20	17	9	2	21	164 ex stock			

* 10 lbs light, but with stock 3 lbs in excess

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.	
Divided - 59198 A	133%	2 3/16	Tons. 86 1/2	120%	Cwts. 319	qrs. 3	lbs. 18	Fathoms. 270	Ins. 2 7/16	Stud Link	N. Bloomer & Sons	Tipton 18.9.24 W. A. Drysdale	TOWLINE	120	4 3/4	47	120	4 1/4
do - 59210 A	133%	2 3/16	86 1/2	120%	319	3	18	270	2 7/16	do do	do do	do 22.9.24 do	HAWSERS & WARPS	2@90	8	Manila	2@90	8
Phase act Secretary Letter No. 4. 25	37149	Shackles	2 3/16	86 1/2	120%	22	0	14	18	Joining & 6 End.	N Bloomer & Sons	Cradley 31.3.25 LCPaul Heath	"	2@90	7	Manila	2@90	7
	90	4 3/4	47					90	4 3/4									

Steering Gear, Steam *Donkin & Co 9 1/2 x 9* *Steering Gear, Hand No hand gear. Secondary means of steering as required by means of tackle led to Capsterns.*

Boats *2 Lifeboats 23', 1 Cutter 18-3 & 1 Dinghy 18-3* *Steering Chains, Size and Test. Gear Direct Coupled. Wilson Pirrie Type. Windlass Clarke Chapman & Co*

Ceiling in Holds, thickness and material *One Hold only. No Ceiling* *Cargo Battens, thickness, material and spacing No Cargo battens.*

Cargo Hatchways. (Upper Deck) *Usual construction for oil tankers* *Thickness of Hatches 3" on No 1, .50 plates on oil hatches*

Size of No. 1 Hatchway (Forward) *8'0" x 8'0" No. 2* *Oil Tight hatches 6'0" x 4'0"* *No. 3* *No. 4* *No. 5* *No. 6*

Number of Shifting Beams and/or Fore and Afters *One in No 1.* *Oil hatches as sketch* *Plate cover .50 2 Stiffening Angles 4x3x36 7x3 1/2 x 50 Angle Coaming*

SIR JAMES LAING & SONS, LIMITED.

Builder's Signature

GENERAL DECLARATION *This vessel has been constructed in accordance with the approved plans, the Rules, and the Secretary's letters. The materials and workmanship are good. The freeboard has been verified and the marks "cut in" on the vessel's sides. The oil cargo tanks, cofferdams, oil fuel bunkers, summer tanks, water ballast tanks, bulkheads and decks have been satisfactorily tested as required by the Rules. The vessel is fitted with the Daxford Opposed Piston Engine, the oil fuel for the engine being carried in the forward portion of the richy space double bottom tank, the forward deep tank, the lower cross and wing bunkers and the poop tween deck wing bunkers. Heating coils are fitted in these bunkers and have been satisfactorily tested in accordance with the Rules.*

The vessel was examined in the middle dock High Shields on 12th August '25 and the bottom cleaned and Coated.

The amount of Entry Fee £ *9* : : : Fees applied for, *24 July 1925*
Special Survey Fee.... £ *514* : *1* : *9* Received by me, *1st Aug 1925 W. A. Drysdale*
Freeboard 11:0:0
Travelling Expenses, if any £ : : :
State whether the Vessel has been built under Special Survey. *yes* Signature *A. Pickworth.*
Certificate to be sent to *SUNDERLAND* Date of issue *23/10/25* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 23 OCT 1925*
Character assigned *100A1*
carrying petroleum in bulk
Lloyd's ass. O. M. L. *+ L.N.B. 10.25 C.L.*
oil engine

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.)

There is no sister vessel.

List of Plans.

Midship Section, Profile and Decks, Bilge and Tank Suctions, Forward Pumping Arrangement, Bottom in way of forward deep tank, Collision bulkhead and Chain Locker. Forward Cofferdam Bulkheads, Brackets on Oil Tanker bulkhead in E.H., Amended Oil Tanker Bulkhead, After Cofferdam Bulkhead Transverses Nos 71 & 75, Transverses in Engine Space, Amended Transverse Strong beams in Engine Space, Oil Fuel Tankers and After Peak Bulkhead. Double bottom tank, Pump Room Stiffening, Cofferdam in Donkey Boiler House Engine and Donkey Boiler Casings and Deckhouse. Sternframe & Rudder Cast Steel Quadrant, Cast Steel Tiller

Forging Reports :- Rudder, Sternframe, Stem bars, Tiller & Quadrant.

AL

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

1st Bower	28873	45-0-7	M.B.	2392	30.3.25	Düsseldorf.
2nd "	28848	38.3.21	K.H.	3335	13.2.25	
3rd "	28807	31.2.21	M.B.	2350	27.2.25	

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 87.75 ft., R.Q.D. ft., Bridge 34.33 ft., Forecastle 39.25 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 (Steel) and Web Frames. Longitudinal Framing

Official No. ; Signal Letters Is bottom of Vessel coated with cement No if not give particulars of composition Cement wash in C.F.s, Feed water tank and Pump Room. Cement & paint in peaks. Cargo tanks & oil Tankers Part

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, ✓			Fore peak tank, Water Ballast	22.0	198
Double bottom, under Engines and Boilers, ✓			After peak tank, do do	19.0	156
Double bottom, if under Engines only, For Fresh Water	26.0	35.5	Deep tank, aft, ✓		
Double bottom, if under Engines only, Water or Oil Fuel	37.9	115.0	Deep tank, forward, Water or Oil Fuel.	27.0	326
Double bottom, forward, One Well 27" between the above has been tested			Other tanks, if fitted, (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. 5585

Date 8.9.24

Dates of Surveys held while building

1924 Sep. 23, 26, Oct. 3, 6, 7, 9, 12, 15, 20, 22, 24, 27, 30, 31. Nov. 3, 5, 7, 10, 12, 13, 14, 17, 19, 21, 24, 27. Dec. 1, 2, 4, 9, 11, 15, 17, 19, 23, 30, 31. 1925 Jan. 5, 7, 9, 13, 15, 19, 23, Feb. 3, 9, 10, 12, 16, 18, 20, 23, 25, 27. Mar. 3, 5, 9, 10, 11, 13, 16, 19, 20, 23, 24, 25, 26, 27, 30, 31. Apr. 1, 2, 7, 8, 15, 17, 20, 23, 24, 30. May 4, 11, 14, 19, 21, 26. June 3, 8, 9, 10, 11, 16, 17, 18, 19, 22, 29. July 2, 6, 10, 13, 14, 15, 17, 20, 29. Aug 11, 12, 19. Oct. 13

Total No. of Visits 109

