

## STEEL STEAMER or MOTORSHIP.

Received at London Office

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YES

Date of completion of report

4<sup>th</sup> October, 1929Port of GREENOCK

No. 19100

Survey held at PORT GLASGOWDate/First Survey 28<sup>th</sup> September, 1928Last Survey 30<sup>th</sup> September, 1929On the TWIN SCREW MOTOR "ATHELVISCOUNT"State Type FULL SCANTLING, LONGITUDINAL FRAMINGState Type of Erections POOP, BRIDGE & FOLETONNAGE under  
Tonnage Deck

8309.64

CLASS +100A1State if with freeboard  
as condition of Class NoBuilt at PORT GLASGOWDo. of space or spaces  
between Tonnage Dk.  
and Upper Dk.

Total

Gross Tonnage 8882.30Register Tonnage 5259.31REGISTERED DIMENSIONS.  
FEET.

Length

475

Breadth

63.3

Depth

35.05

Length from fore part of stem to after part of stern  
post on summer L.W.L. See Sec. 3 (1a)

L 473.8

Breadth (greatest moulded)

B 63.0

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

D 35.0

1st Longitudinal Number (L x D) = 16583

2nd Numeral L x (B + D) = 46432

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

22.67

Proportions—Depth to Length—Uppermost con-  
tinuous deck to top of keel

13.53

Do. Long Bridge to top  
of keel

11.01

Draught Moulded

26'-10 1/4

Launched JULY 24<sup>TH</sup> 1929 Yard No. 391Builders ROBERT DUNCAN & CO LTDOwners UNITED MOLASSES CO LTDManagers ✓

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

Residence LONDONPort of Registry LONDON

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.
<b>FRAMES, Spacing</b>			<b>Bracket Floors, Frame</b>		
<b>FLOORS IN WAY OF ENGINES</b>			<b>TANK TOP IN WAY OF</b>		
" " <b>amidships</b>	30	FRAMING LONG.	" " <b>Reversed Frame</b>		<b>ENGINES BUILT UP TO FORM</b>
" " <b>from 1/2 length to Collision</b>	26 1/2	" "	" " <b>Vertical Struts</b>		<b>ENGINES SEAT. SEE SPECIAL PLAN</b>
" " <b>bulkhead FOR FLOORS</b>	24	" TRANS.	<b>Centre Girder, depth and thickness amidships</b>		<b>INTERC. .43</b>
" " <b>in peaks</b>			" " <b>top Angles</b>	3 1/2 3 1/2 .51	<b>CONTE .47</b>
<b>SIDE FRAMING.</b>			" " <b>bottom Angles</b>	3 1/2 3 1/2 .56	
<b>Frame Amidships, Angle, [ or ]</b>	LONGITUDINAL FRAMING FROM		<b>Side Girders, No. each side and thickness</b>	4 @ .70	
" " <b>Extends up to</b>	FORE PEAK BULKHEAD TO AFTER		<b>Margin Plate</b> depth (excl. of flange) and	.55	
<b>Reversed Frame Amidships, Angle</b>	PEAK BULKHEAD TRANSVERSE		" " <b>thickness</b>		
" " <b>Extends up to</b>	FLOORS UNDER ENGINES AND IN		" " <b>Vertical Angle to Tank side</b>		
<b>Depth of Framing Girder</b>	DEEP TANK FORWARD		" " <b>Bracket abaft 1/2 len. from</b>		
<b>Frames in Uppermost Continuous 'tween</b>	LONGITUDINAL		" " <b>stem</b>		
<b>Decks, Angle, [ or ]</b>	FRAMING		" " <b>Vertical Angle to Tank side</b>		
" " <b>Second 'tween Decks, Angle, [ or ]</b>			" " <b>Bracket forward 1/2 len. from</b>		
" " <b>Third " " "</b>			" " <b>stem</b>		
<b>Framing in Peaks, Angle or [</b>	9 3 1/2 .38		" " <b>Gussets, spacing and scantling</b>		
<b>Diameter and Spacing of Rivets through</b>	SEE PAGE 4.		" " <b>abaft 1/2 len. from stem</b>		
<b>Frame and Shell Plating amid-</b>	YES		" " <b>forward 1/2 len. from stem</b>		
<b>ships</b>			<b>Tank Side Brackets, height above base line</b>		
<b>State if Frame Joggled</b>	YES		<b>at toe of Frame and thickness</b>		
<b>PANTING ARRANGEMENTS (Sec. 7), state</b>	LONGITUDINAL		<b>INNER BOTTOM PLATING.</b>		
<b>system and particulars</b>	FRAMING		<b>Breadth and thickness of Middle Line Strake</b>	.53	
<b>STRENGTHENING OF BOTTOM FOR-</b>	TRANSVERSE FLOORS, DEBRVD.		<b>Thickness of remainder in E. &amp; B. space</b>	1.004 .53	
<b>WARD. State Particulars</b>	BOTTOM FRAMES, THREE INTERCOSTALS		<b>Are Rule requirements complied with regarding</b>		
	EACH SIDE 9 PLATING INCREASED		<b>increases of scantlings in way of double</b>		
	AS PER RULE		<b>bottom in E. &amp; B. space and framing in</b>		
<b>SINGLE BOTTOM. FORD IN DEEP TANK</b>			<b>Bunkers and Boiler Room?</b>		
<b>Floors, Depth and thickness at mid-line in</b>	36 x .42		<b>BEAMS.</b>		
<b>Holds</b>	LEVEL		<b>Uppermost Continuous Deck, amidships</b>	8 3 .42	
<b>Height of Brackets at side above</b>			<b>Apf in Wells, Angle, [ or ]</b>		
<b>base line at toe of frame</b>	C.L.B.H.D		<b>Forb in way of Bridge, Angle</b>	6 1/2 3 .30	
<b>Middle Line Keelson, on Floors, Angles,</b>			<b>Spacing</b>	24	
<b>[ or ]</b>	44 1/2 .51		<b>Second Deck, amidships, Angle, [ or ]</b>	7 1/2 3 .36	
" " <b>Through Plate or</b>			<b>Spacing</b>	24	
" " <b>Intercoastal Plate</b>			<b>Third Deck, amidships, Angle, [ or ]</b>		
" " <b>Foundation Plate on</b>			<b>Spacing</b>		
" " <b>Floors</b>	4 4 .59		<b>Fourth Deck, amidships, Angle, [ or ]</b>		
" " <b>Flat Plate Keel Angles</b>			<b>Spacing</b>		
<b>Side Keelsons, No. each side</b>	THREE		<b>Poop Deck, Angle, [ or ]</b>		
" " <b>thickness of Intercoastal Plate</b>	.40		<b>Spacing</b>		
" " <b>Angles</b>	9 3 1/2 .45		<b>Bridge Deck, Angle, [ or ]</b>		
<b>DOUBLE BOTTOM. IN WAY OF ENGINES.</b>			<b>Spacing</b>		
<b>Solid Floors, thickness and spacing</b>	.43 SPACED 30		<b>Forecastle Deck, Angle, [ or ]</b>	6 3 .32	
" " <b>Are Frame and Reversed Frame</b>	YES		<b>Spacing</b>	24	
<b>joggled?</b>					
<b>Bracket Floors, breadth and thickness at</b>					
<b>middle line</b>					
" " <b>breadth and thickness at</b>					
<b>margin plate</b>					



## PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>	PILLARS IN	
„ in 'tween Decks, Size and Spacing.....	FORE AFT ENDS	
„ „ „ „ „	AS PER APPROVED	
„ in Holds „ „	PLAN	
„ „ „ „ „		
<b>Centre Line Bulkhead. OILTIGHT. BA 6 1/2 3 362 AND AS</b>		
Stiffeners and Spacing..... BA 9 3 465	APPROVED	
Plating, thickness of .....	5/16 - 40	
<b>STRINGERS AND DECKS.</b>		
<b>Uppermost Continuous Deck.</b>		
Stringer Plate, breadth and thickness in Wells	72 x 85	Approved 74
„ „ „ „ in way of Bridge	✓	
„ Angle in Wells .....	7 7 85	✓
Thickness of Plating abreast Deck openings) 3 STRAKES 80		
in way of Wells .....	1 1 45	
Thickness of Plating abreast Deck openings) 1 1 58		
in way of Bridge .....		
Thickness of Plating within line of openings...	45	✓
If Sheathed, material and thickness .....	NOT SHEATHED	
<b>Second Deck.</b>		
Stringer Plate, breadth and thickness in Wells...	73 1/2 x 46	✓
Stringer Plate, breadth and thickness in way of Bridge .....		
Thickness of Plating abreast Deck openings) 32 1/2 x 38		
in way of Wells .....		
Thickness of Plating abreast Deck openings) 32 1/2 x 38		
in way of Bridge .....		
Thickness of Plating within line of openings...	32 1/2 x 38	✓
If Sheathed, material and thickness .....	NOT SHEATHED	
<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 .....	39 x 38	✓
Plating, Sheathing, material and thickness	32 1/2 x 5 x 2 1/2 P.P.	✓
<b>Bridge Deck.</b>		
Stringer Plate, breadth and thickness .....	49 x 44	✓
Plating, Sheathing, material and thickness	34 1/2 x 5 x 2 1/2 P.P.	✓
<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness .....	36 x 38	✓
Plating, Sheathing, material and thickness	26 1/2 x 5 x 3 P.P.	✓

## SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>No</i>	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 .....	54.	1.01	.80	.80	✓	DOUBLE	1	4	FIVE	1 1/8	5	LAPPED.	
„ <del>BELG.</del> (if any)													
BOTTOM PLATING, No. of Strakes .....	FOUR	.68	.52	.52	BASS PLATING .80 BUTTS QUAD RIV.	„	7/8	3 1/2	QUADRUPLE	7/8	3 1/2	„	
BILGE PLATING, No. of Strakes .....	ONE	.68	.52	.52		„	„	„	„	„	„	„	
SIDE PLATING, No. of Strakes .....	FOUR.	.64	.48	.48	✓	TREBLE DOUBLE	„	„	„	„	„	„	
UPPER DECK, Sheer-strake in Wells .....	52.	1.25	.48	.48	✓	DOUBLE	1 1/8	4 1/2	FIVE	1 1/8	5	„	
<del>UPPER DECK, Sheer-strake in Bridge ...</del>													
STRAKE BELOW Sheer-strake in Wells .....	52.	.96	.48	.48	✓	„	1	3 1/2	„	1	4 1/2	✓ „	
<del>STRAKE BELOW Sheer-strake in Bridge ...</del>													
POOP SIDE PLATING .....				.42.	✓	SINGLE	7/8	3 1/2	SINGLE	7/8	3 1/8	✓ „	
BRIDGE SIDE PLATING ...	54.44					„	„	„	„	„	„	✓ „	
FOREC'TLE SIDE PLATING			.44.		✓	„	„	„	„	„	„	✓ „	

## 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) <b>NINE</b>						<b>KEEL, Bar</b> .....	<b>FLAT PLATE KEEL.</b>		
,, Deck next below <b>SEVEN,</b>						<b>STEM</b> .....	<b>ROLLED</b> $10\frac{1}{2} \times 2\frac{3}{4}$ ✓		
As per Rule <b>EIGHT</b>						<b>STERN FRAME</b> { Propeller Post .....	<b>CAST TWIN SCREW.</b> STAHLWERKE ALSO.		
						{ Rudder „ .....	<b>STEEL.</b> $11\frac{1}{8} \times 3\frac{3}{8}$ ✓ KREIGER. PROPELLOR BRACKETS.		
						<b>RUDDER—A × D</b> .....	<b>635 × 76</b> ✓		
						<b>Speed of Vessel</b> .....	<b>11 KNOTS.</b> NITROWITZ, BERG.		
						<b>RUDDER mainpiece at head</b> ...	<b>12<math>\frac{3}{8}</math></b> ✓ EISEN.		
						„ „ heel ...	<b>9'2.</b> ✓		
						„ how constructed .....	<b>FORGED ARM &amp; MAINPIECE</b>		
						„ double or single plate	<b>SINGLE</b>		
						„ coupling, vertical or horizontal .....	<b>HORIZONTAL</b> ✓		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *OPEN HEARTH PROCESS.*  
LANARKSHIRE, STEEL CO OF SCOTLAND, COLVILLE, SKINNINGROVE, DUNLOP.

Has the Steel been tested as required by the Rules? **YES.**



EQUIPMENT No. 48754.												LETTER <i>atd</i>	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.					
32043	1st Bower ...	81	3	21	Stock Less			59	10	0	0	81 1/4 ✓	BYERS IMPROVED	PER W. L. BYERS & CO	SUNDERLAND 2/5/29 J. H. BUTLER	
32044	2nd „ ...	81	3	0	„			59	10	0	0	81 1/4 ✓	„	„	„	
32045	3rd „ ...	69	3	0	✓	„		53	12	2	0	69 1/2 ✓	„	„	„	
	Collective weight.	233	1	21	✓							232 ✓				
17761	Stream .....	23	2	14	6	0	14	23	12	0	0	23 1/2 ✓	COMMON ANCHOR	RSYKES & SONS CARDIFF	1/1/29 A. 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.	Statutory.	Breaking.	Supplied.	Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.	
32742	300	2 1/2	112.5	157.5	940.2	0	940	300	2 1/2	STEEL LINK	RSYKES & SONS CARDIFF	29/1/29 A. JONES	TOWLINE	130	6	85	130	6	
													HAWSERS & WARPS	2@100	2 3/4	15 1/2	2@100	2 3/4	
														"	2@100	2 3/4	15 1/2	2@100	2 3/4
	120	5/4		65				120	5/4										

Steering Gear, ~~Steam~~ **ELECTRIC** By T. ETHRIGE, ODENSE, DENMARK. Steering Gear, **Hand** **COMBINED** By T. ETHRIGE  
Boats 4-25.5' LIFEBOAT 5' 18" DINGHY. Steering Chains, Size and Test ✓ Windlass **STEAM** By EMERSON WALKER.  
Ceiling in Holds, thickness and material ✓ Cargo Battens, thickness, material and spacing **LOWER HOLD ONLY 6x2 WP. SUMMER TANKS .60 SPACED 9"**  
**OIL** Cargo Hatchways. (Upper Deck) **CHAM COAM TO MAIN TANKS, PLATES @ SUM. TANKS** Thickness of Hatches **MAIN TANKS .50 STIFFENED.**  
Size of No. 1 Hatchway (Forward) **15' 6" x 8'** No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓  
Number of Shifting Beams and/or Fore and Afters **10 MAIN TANK HATCHES @ 7' 0" x 7' 4 1/4 .15x4x4x.41 CHAM COAM 9**  
**6 " " " @ 6' 5 1/2 x 7' 4 1/4**  
**6 " " " @ 5' 0" x 7' 4 1/4**  
**10 SUM TANK HATCHES 6' x 3' 30x40 COAM INGS.**  
Builder's Signature *Robert Duncan & Co. Ltd. for Wholly*

**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 ✓ 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 and in general conformity with the Society's rules for the class contemplated.  
The workmanship is good & the materials used throughout in the vessel's construction are also good. The cargo tanks, summer tanks, oil fuel bunkers, cofferdams, double bottom tanks, fore & aft peak tanks have been tested to rule requirements and found satisfactory. Sec 20 of the rules has been fully complied with.  
All weather decks & house tops were retested & found satisfactory.  
The chain locker was here tested & found satisfactory.  
The freeboard has been assigned & the marks cut in on the vessel's side after verification.

The amount of Entry Fee ..... £ 11 : 0 : 0 Fees applied for,  
Special Survey Fee .... £ 633 : 1 : 6 1st OCTOBER 1929  
**FREEBOARD.** 12 : 16 : 8 Received by me,  
Travelling Expenses, if any £ : : 3rd OCTOBER 1929

State whether the Vessel has been built under Special Survey **YES.**

I am of opinion the Vessel should be Classed **100A1.**  
**CARRYING MOLASSES OR PETROLEUM IN BULK.**  
**LONGITUDINAL FRAMING.**

Signature *Kenneth Inglis*  
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to **GREENOCK OFFICE** Date of issue **11/10/29**  
*Via Glasgow.*

Committee's Minute **GLASGOW 8 OCT 1929**  
Character assigned **100A1.**

**9.29**  
**Carrying Molasses or Petroleum in Bulk.**  
**Lloyd's Assoc.**  
**+ L.M.C. 10.29**  
**Longitudinal Framing** **2 DB-180lb**



© 2020  
Lloyd's Register  
Foundation

002215-002221-00302/3



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.)

This vessel is a sister vessel of the T.S.M.V. "Athelduckess" Messrs Wm Hamilton & Co No 406 & Greenock friendly report CB 19017 except for a rearrangement of the disposition of the oil tanks.

The following approved plans, together with the midship section and profile & decks as built & the forging reports, are enclosed herewith.

Midship section.  
Profile & decks.  
Amended profile.  
Amended outline profile  
Stern frame, rudder & stern  
Propeller brackets.  
Bosom plan.  
Engine seating.  
Fore end shell longitudinal.  
Aft end "  
Transverse 78 Bhts 79 & 80  
aft peak bulkhead & after stringer  
Fore end pumping arrangement  
Aft end. "  
Web frame at frame 18  
Oil fuel bunkers.  
Proposed modification to aft pump room.

These plans should be returned to this office for reference in the construction of a sister vessel.

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

1st Bower 47-1-9 : K H : 6003 : 30.11.28 :  
2nd " 47.0.10 : M.B. : 5934 : 16.11.28.  
3rd " 39-1-25 : M.B. : 6303 : 12.4.29.

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 118.9 ft., R.Q.D. ☒ ft., Bridge 34.4 ft., Forecastle 47.9 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 (StL) & WEB FRAMES.

Official No. 161,118 ; Signal Letters  
Is bottom of Vessel coated with cement ☒ if not give particulars of composition CEMENT FILLETS IN CARGO TANKS & OIL COMPARTMENTS OF DOUBLE BOTTOM. CEMENT IN DOUBLE BOTTOM OTHERWISE

**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,			After peak tank,		219
Double bottom, if under Engines only, OR OIL FUEL	82.5	278	Deep tank, aft,		249
Double bottom, if under Boilers only,			Deep tank, forward, OR OIL FUEL	34.8	534.
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom			(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. 3261.

Date 11th August, 1928.

Dates of Surveys held while building

(1928) Sept 28. Oct 5. 9. Nov. 5. 4. 16. 20. 21. 26. 24. Dec. 5. 16. 10. 13. 14 (1929) Jan 9. 16. 21. 25. 30. Feb 1. 14. 20. 21. 22. 25. 26. Mar. 1. 4. 5. 6. 13. 14. 15. 19. 21. 22. 25. 26. April 1. 4. 10. 15. 19. 23. 25. 29. May 1. 6. 8. 10. 14. 16. 19. 20. 21. 22. 23. 24. 25. 29. 28. 29. 30. 31. June 1. 4. 6. 9. 10. 11. 13. 14. 18. 19. 20. 21. 24. 25. 26. 27. 28. July 1. 2. 3. 16. 17. 18. 19. 24. 31. Aug 13. 15. 28. Sept 4. 11. 23. 25. 30.

Total No. of Visits 100



# Lloyd's Register of Shipping.

## T. S. M. V. "ATHELYSCOUNT" PARTICULARS OF LONGITUDINAL FRAMING.

t. 1\*.

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. Speng.	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.	Number.			Diameter. Inches.		
ing of L, L or C .....	BULB ANGLE & CHANNEL.																
nes in Bridge 'tween Decks...	6 1/2	3	36				6 1/2	3	36				7/8	5 1/4	5 1/4	✓	✓
es from Uppermost Continuous Deck No. 1	8	3 1/2	38	8	3 1/2	38	7 1/2	3 1/2	45	7 1/2	3 1/2	45	1 1/8	6 3/4	6 3/4	✓	8 7/8
" 2	8	3 1/2	38	8	3 1/2	38	7 1/2	3 1/2	45	7 1/2	3 1/2	45	1 1/8	6 3/4	6 3/4	✓	8 7/8
" 3	8	3 1/2	38	8	3 1/2	38	7 1/2	3 1/2	45	7 1/2	3 1/2	45	1	6	6	✓	8 7/8
" 4	8	3 1/2	38	F 8 1/2	3 1/2	40	7 1/2	3 1/2	38	F 8 1/2	3 1/2	40	7/8	5 1/4	5 1/4	✓	8 7/8
" 5	8	3 1/2	38	A 8 1/2	3 1/2	40	8	3 1/2	36	A 8 1/2	3 1/2	40	7/8	5 1/4	5 1/4	✓	8 7/8
" 6	8	3 1/2	46	A 8 1/2	3 1/2	45	8	3 1/2	46	A 8 1/2	3 1/2	45	7/8	5 1/4	4" FOR 9 RIVS	✓	8 7/8
" 7	8 1/2	3 1/2	45	A 9 1/2	3 1/2	46	8 1/2	3 1/2	45	A 9 1/2	3 1/2	46	7/8	5 1/4	— " —	✓	9 7/8
" 8	9	3 1/2	43	F O.T. FLAT			9	3 1/2	43	F O.T. FLAT			7/8	5 1/4	— " —	✓	9 7/8
" 9	9 1/2	3 1/2	45	A 10 1/2	3 1/2	44	9 1/2	3 1/2	45	A 10 1/2	3 1/2	44	"	"	— " —	✓	10 "
" 10	9 1/2	"	45	A 11 1/2	3 1/2	43	9 1/2	"	45	A 11 1/2	"	43	"	"	3 1/8 FOR 9 RIVS	✓	10 "
" 11	10	3 1/2	45	A 11 1/2	"	46	10	"	45	A 11 1/2	"	46	"	"	— " —	✓	10 "
" 12	10	"	48	A 11 1/2	✓	54	10	"	48	A 11 1/2	✓	50	"	"	— " —	✓	10 "
" 13	12	"	53	12	✓	46	12	"	53	12	"	46	"	"	— " —	✓	10 "
" 14	12x4x4x	48		✓			12x4x4x	48		✓			"	"	— " —	✓	10 "
15, 17, 18, 20, 21, 23, 24	15x4x4x	41		F 12	3 1/2	52	15x4x4x	41		E 12	3 1/2	52	"	"	— " —	✓	10 "
16, 19, 22, 16	GIRDER 55x	42		✓			GIRDER 55x	42		ON BOTTOM AT AFFEND	"		"	"	5 1/4	✓	✓
acing of longitudinal Frames	31" ON BOTTOM & 30" ON SIDES. NOT MORE THAN 31" & 30"																
Amidships .....																	
At Ends .....																	

Double Bottoms	Tank Top Longitudinals															
L or C	Bottom															
acing of Longitudinals	Amidships	BOTTOM TRANSVERSES, 52x46, FACE BAR 9x3 1/2x48 B.A.														
	At Ends...															

Transverses.																
In Bridge	Depth and Thickness	21x38					15x38									
ween Decks	Face Angles	3 1/2 3 1/2 40					3 1/2 3 1/2 40									
	Lugs to Shell	3 3 38					3 3 38									
In	Depth and Thickness	25x40					19x40 (+6")									
pper 'tween Decks.	Face Angles	3 1/2 3 1/2 40					3 1/2 3 1/2 40									
	Lugs to Shell	3 1/2 3 40					3 1/2 3 40									
	Depth and Thickness	36x46					36x46									
In Hold.	Face Angles	7 3 1/2 50					7 3 1/2 50									
	Lugs to Shell	6 6 46					6 6 46									
	Brackets															
acing of Transverse Frames		9-4 1/2 & 7-9 3/4					9-4 1/2 & 7-9 3/4									

Water Capacity.																
Tons.																
219																
249																
534																
ongitudinal	L	Bridge Deck	6	3	32		6	3	32							
Beams of	L	Upper	7	3 1/2	30		7	3 1/2	30							
L or E	L	Second	7 1/2	3	37		7 1/2	3	37							
	L	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.

Sec. 11, 24.—T.

Lloyd's Register  
002215-002221-0030

Seamless, lap welded or riveted longitudinal joint Seamless Material S Range of tensile strength 29.33 Working pressure by Rules 1000  
Starting Air Receivers, No. 2 Total cubic capacity 1300 CF Internal diameter 6.4 1/16" thickness 1 1/16" & 1 1/32"