

## STEEL STEAMER or MOTORSHIP.

SAGONA

22 NOV 1929

Received at London Office

State if Report has been sent on the Freeboard of the Vessel *no*State if Report is sent on the Machinery of the Vessel *Yes from Amsterdam*Date of completion of report *19<sup>th</sup> of November 1929* Port of *Rotterdam*No. *18950*Survey held at *Krimpen a/d IJssel* Date First Survey *12<sup>th</sup> of October 1928* Last Survey *16<sup>th</sup> of November 1929*On the (State of Machinery fitted Aft and (Single, Twin or Triple Screw) *Steel twin screw motor vessel "LION" now Sagona*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling*State Type of Erections *Prop. Bridge*TONNAGE under Tonnage Deck... *7106.95*CLASS *100 A1*State if with freeboard as condition of Class *no*Built at *Krimpen a/d IJssel*

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 450'0"*Launched *3/8-29* Yard No. *596*

Total

Breadth (greatest moulded) *B 59'0"*Builders *N.V. de Gijssen & Zonen*Gross Tonnage *7554.13*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1r) *D 34'1 1/2"*Owners *A.S. Ambra Schepswaaren Mr. Alf. Mohn*Register Tonnage *4470.99*1st Longitudinal Number (L x D) = *15075*Managers *" " " " " "*  
(Where necessary to be entered in Reg. Book.)

## REGISTERED DIMENSIONS.

FEET.

Length *451.8*Framing Depth "d," at middle of length. See Sec. 3 (1d) *" 13.18*Residence *Oslo*Breadth *59.2*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.18*Port of Registry *Oslo*Depth *34.1*Draught Moulded *"*If surveyed while building, afloat, or in dry dock *Building*

## 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 amidships</b> <i>Long. framing</i>   |                 |  | <b>Bracket Floors, Frame</b> <i>✓</i>   |                 |  |
| " " from $\frac{3}{8}$ length to Collision bulkhead <i>686</i>  |                 |  | " " Reversed Frame <i>✓</i>   |                 |  |
| " " in peaks <i>610</i>   |                 |  | " " Vertical Struts <i>✓</i>  |                 |  |
| <b>SIDE FRAMING.</b> <i>no space</i>  |                 |  | <b>Centre Girder, depth and thickness amidships</b> <i>1530 15 1/2 + 12 1/2</i>   |                 |  |
| Frame Amidships, Angle, [ or ] <i>300 90 13 230 90 11 1/2</i> <i>calculated</i>   |                 |  | " " top Angles <i>90 90 14</i>  |                 |  |
| " " Extends up to <i>✓</i>  |                 |  | " " bottom Angles <i>100 100 15</i>   |                 |  |
| <b>Reversed Frame Amidships, Angle</b> <i>✓</i>   |                 |  | <b>Side Girders, No. each side and thickness</b> <i>3 15</i>  |                 |  |
| " " Extends up to <i>✓</i>  |                 |  | <b>Margin Plate depth (excl. of flange) and thickness</b> <i>26 + 14</i>  |                 |  |
| <b>Depth of Framing Girder</b> <i>✓</i>   |                 |  | " " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem <i>✓</i>   |                 |  |
| <b>Frames in Uppermost Continuous tween Decks, Angle, [ or ]</b> <i>230 90 11 1/2</i> <i>after in group</i>                   |                 |  | " " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem <i>✓</i>   |                 |  |
| " " Second tween Decks, Angle, [ or ] <i>✓</i>  |                 |  | " " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem <i>✓</i>  |                 |  |
| " " Third " " " " <i>✓</i>  |                 |  | " " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem <i>✓</i>  |                 |  |
| <b>Framing in Peaks, Angle or [</b> <i>230 90 11 1/2</i>  |                 |  | <b>Tank Side Brackets, height above base line at toe of Frame and thickness</b> <i>See approved plan</i>  |                 |  |
| <b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b> <i>See table Long. framing</i>                |                 |  | <b>INNER BOTTOM PLATING.</b> <i>no space</i>  |                 |  |
| <b>State if Frame Joggled</b> <i>✓</i>  |                 |  | Breadth and thickness of Middle Line Strake <i>13 1/2</i>   |                 |  |
| <b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars <i>Stitching and web frames all as approved.</i>           |                 |  | Thickness of remainder in Holds <i>26</i>   |                 |  |
| <b>STRENGTHENING OF BOTTOM FORWARD.</b> State Particulars <i>Double riveted frames and side bulkheads fitted as approved.</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>no space See approved plan.</i> |                 |  |
| <b>SINGLE BOTTOM.</b> <i>forw. in dry tank</i>  |                 |  | <b>BEAMS.</b>   |                 |  |
| Floors, Depth and thickness at mid-line in Holds <i>36 37 42</i> <i>thrust back</i>   |                 |  | <b>Uppermost Continuous Deck, amidships</b> <i>230 90 11</i>  |                 |  |
| Height of Brackets at side above base line at toe of frame <i>See plan dry tank</i>   |                 |  | " " in Wells, Angle, [ or ] <i>✓</i>  |                 |  |
| <b>Middle Line Keelson, on Floors, Angles, [ or ]</b> <i>Center line bulk head.</i>   |                 |  | " " in way of Bridge, Angle, [ or ] <i>✓</i>  |                 |  |
| " " Through Plate or Intercoastal Plate <i>✓</i>  |                 |  | Spacing <i>30" + 24"</i>  |                 |  |
| " " Foundation Plate on Floors <i>✓</i>   |                 |  | <b>Second Deck, amidships, Angle, [ or ]</b> <i>11 1/2 3 1/2 48</i>   |                 |  |
| " " Flat Plate Keel Angles <i>✓</i>   |                 |  | Spacing <i>24"</i>  |                 |  |
| <b>Side Keelsons, No. each side</b> <i>two</i>  |                 |  | <b>Third Deck, amidships, Angle, [ or ]</b> <i>✓</i>  |                 |  |
| <i>dry tank</i> thickness of Intercoastal Plate <i>42</i>   |                 |  | Spacing <i>✓</i>  |                 |  |
| " " Angles <i>230 90 11</i>   |                 |  | <b>Fourth Deck, amidships, Angle, [ or ]</b> <i>✓</i>   |                 |  |
| <b>DOUBLE BOTTOM.</b> <i>in no space</i>  |                 |  | Spacing <i>✓</i>  |                 |  |
| Solid Floors, thickness and spacing <i>10 1/2 30"</i>   |                 |  | <b>Poop Deck, Angle, [ or ]</b> <i>0 3 42</i>   |                 |  |
| " " Are Frame and Reversed Frame joggled? <i>no</i>   |                 |  | Spacing <i>30" + 24"</i>  |                 |  |
| <b>Bracket Floors, breadth and thickness at middle line</b> <i>✓</i>  |                 |  | <b>Bridge Deck, Angle, [ or ]</b> <i>✓</i>  |                 |  |
| " " breadth and thickness at margin plate <i>✓</i>  |                 |  | Spacing <i>✓</i>  |                 |  |
|   |                 |  | <b>Forecastle Deck, Angle, [ or ]</b> <i>200 85 10 1/2</i>  |                 |  |
|   |                 |  | Spacing <i>24"</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.....                           | 2 rows                              | 3 1/2  | Stringer Plate, breadth and thickness in way of Bridge      | ✓               | 42   |
| „ in 'tween Decks, Size and Spacing.....                    | 1 row                               | 3 1/2  | Thickness of Plating abreast Deck openings in way of Wells  | ✓               |  |
| „ „ „ „ „   | 2 rows                              | 3  | Thickness of Plating abreast Deck openings in way of Bridge | ✓               |  |
| „ in Hold   | 6x6x.50                             | #  | Thickness of Plating within line of openings...             | ✓               | 38   |
| Two side „ „ „  |                                     |  | If Sheathed, material and thickness                         | ✓               |  |
| Center Line Bulkhead, Stiffeners and Spacing.....           | Longitudinals and ribs as approved. |  | <b>Third Deck.</b>  |                 |  |
| Plating, thickness of                                       | .50 to                              | .37  | Stringer Plate, breadth and thickness.....                  | ✓               |  |
| <b>STRINGERS AND DECKS.</b>                                 |                                     |  | If Plated, state thickness.....                             | ✓               |  |
| <b>Uppermost Continuous Deck.</b>                           |                                     |  | <b>Fourth Deck.</b>   |                 |  |
| Stringer Plate, breadth and thickness in Wells              | 76 1/2                              | .76  | Stringer Plate, breadth and thickness.....                  | ✓               |  |
| „ „ „ „ in way of Bridge                                    | 76 1/2                              | .87  | If Plated, state thickness                                  |                 |  |
| „ „ „ „ „   | 6                                   | 6  | <b>Poop Deck.</b>   |                 |  |
| „ Angle in Wells  | 6                                   | 6  | Stringer Plate, breadth and thickness                       | 37              | .36  |
| Thickness of Plating abreast Deck openings in way of Wells  | .75                                 | .55  | Plating, Sheathing, material and thickness                  | Steel           | .30  |
| Thickness of Plating abreast Deck openings in way of Bridge |                                     | .80  | <b>Bridge Deck.</b>   |                 |  |
| Thickness of Plating within line of openings...             | .75                                 | .55  | Stringer Plate, breadth and thickness.....                  | 79              | .42  |
| If Sheathed, material and thickness                         | ✓                                   |  | Plating, Sheathing, material and thickness                  | Steel           | .34  |
| <b>Second Deck.</b>   |                                     |  | <b>Forecastle Deck.</b>                                     |                 |  |
| Stringer Plate, breadth and thickness in Wells...           | ✓                                   |  | Stringer Plate, breadth and thickness.....                  |                 | .36  |
|   |                                     |  | Plating, Sheathing, material and thickness                  | Steel           | .36  |

## SHELL PLATING.

| SCANTLINGS.   |                        |            |            |            | RIVETING.  |                                       |            |                       |                           |            |                       |                          |  |
|---|------------------------|------------|------------|------------|--|---------------------------------------|------------|-----------------------|---------------------------|------------|-----------------------|--------------------------|--|
| STRAKES.  | AS IN VESSEL.          |            |            |            | ANY DEPARTURE FROM<br>APPROVED PLANS<br>TO BE NOTED. | EDGES.<br>State if joggled? <i>no</i> |            |                       | BUTTS.                    |            |                       |                          |  |
|   | AMIDSHIPS.             |            | FORWARD.   | AFT.       |  | SINGLE OR<br>DOUBLE.                  | RIVETS.    |                       | NO. OF ROWS<br>OF RIVETS. | RIVETS.    |                       | STRAPPED OR<br>LAPPED.   |  |
|   | Breadth.               | Thickness. | Thickness. | Thickness. |  |                                       | Diam.      | Spacing<br>cr. to cr. |                           | Diam.      | Spacing<br>cr. to cr. |                          |  |
|   | Inches.                | Inches.    | Inches.    | Inches.    |  | Inches.                               | Inches.    |                       | Inches.                   | Inches.    |                       |                          |  |
| FLAT PLATE KEEL .....                                     | <i>87</i>              | <i>.86</i> | <i>.76</i> | <i>.76</i> |  | <i>Double</i>                         | <i>1</i>   | <i>4</i>              | <i>III</i>                | <i>1</i>   | <i>4</i>              | <i>Double<br/>staps.</i> |  |
| „ DBLG. (if any)  |                        |            |            |            |  |                                       |            |                       |                           |            |                       |                          |  |
| BOTTOM PLATING, No. of<br>Strakes .....3.....             | <i>87</i>              | <i>.61</i> | <i>.49</i> | <i>.49</i> |  | <i>Double</i>                         | <i>7/8</i> | <i>3 1/2</i>          | <i>III / III</i>          | <i>7/8</i> | <i>3 1/4</i>          | <i>Lapped.</i>           |  |
| BILGE PLATING, No. of<br>Strakes .....1.....              | <i>79</i>              | <i>.63</i> | <i>.50</i> | <i>.50</i> |  | <i>"</i>                              | <i>7/8</i> | <i>3 1/2</i>          | <i>III / III</i>          | <i>7/8</i> | <i>3 1/4</i>          | <i>"</i>                 |  |
| SIDE PLATING, No. of<br>Strakes .....3.....               | <i>82</i><br><i>87</i> | <i>.59</i> | <i>.46</i> | <i>.46</i> |  | <i>"</i>                              | <i>7/8</i> | <i>3 1/2</i>          | <i>III / III</i>          | <i>7/8</i> | <i>3 1/4</i>          | <i>"</i>                 |  |
| UPPER DECK, Sheer-<br>strake in Wells .....               | <i>83</i>              | <i>.81</i> | <i>.46</i> | <i>.46</i> |  | <i>"</i>                              | <i>1</i>   | <i>4</i>              | <i>IIII</i>               | <i>1</i>   | <i>4</i>              | <i>"</i>                 |  |
| UPPER DECK, Sheer-<br>strake in <i>Bridge</i> <i>prop</i> | <i>83</i>              | <i>.93</i> |            |            |  | <i>"</i>                              | <i>1</i>   | <i>4</i>              | <i>IIII</i>               | <i>1</i>   | <i>4</i>              | <i>"</i>                 |  |
| STRAKE BELOW Sheer-<br>strake in Wells .....              | <i>87</i>              | <i>.73</i> | <i>.46</i> | <i>.46</i> |  | <i>"</i>                              | <i>1</i>   | <i>4</i>              | <i>III / III</i>          | <i>7/8</i> | <i>3 1/4</i>          | <i>"</i>                 |  |
| STRAKE BELOW Sheer-<br>strake in Bridge ...               |                        |            |            |            |  |                                       |            |                       |                           |            |                       |                          |  |
| POOP SIDE PLATING .....                                   | <i>48</i>              |            | <i>.48</i> | <i>.40</i> |  | <i>Single</i>                         | <i>7/8</i> | <i>3 1/2</i>          | <i>Single</i>             | <i>3/4</i> | <i>2 5/8</i>          | <i>"</i>                 |  |
| BRIDGE SIDE PLATING ...                                   | <i>55</i>              | <i>.50</i> |            |            |  | <i>"</i>                              | <i>7/8</i> | <i>3 1/2</i>          | <i>"</i>                  | <i>3/4</i> | <i>2 5/8</i>          | <i>"</i>                 |  |
| FOREC'TLE SIDE PLATING                                    | <i>55</i>              |            | <i>.42</i> |            |  | <i>"</i>                              | <i>7/8</i> | <i>3 1/2</i>          | <i>"</i>                  | <i>3/4</i> | <i>2 5/8</i>          | <i>"</i>                 |  |

## WATERTIGHT BULKHEADS.

0

Total No. of **W.T. BULKHEADS** in Vessel— 14

Extending to Upper Deck (Sec. 3 c) 13

„ Deck next below 1

As per Rule.....

FORGINGS and CASTINGS.

|  | Casting or Forging.  | Scantlings.     | Maker's Name.    | Any departure from approved plans to be noted. |
|--|----------------------|-----------------|------------------|--|
| <b>KEEL, Bar</b> .....                   | Flat keel plate      |                 |                  |  |
| <b>STEM</b> .....                        | Forged               | 260 x 70        | Baker Bros.      | dark.  |
| <b>STERN FRAME</b> {                     | Propeller Post ..... |                 | Messrs. Schickan |  |
|  | Rudder .....         | Forged 264 x 86 | Danwig           |  |
| <b>RUDDER—A x D</b> .....                |                      |                 |                  |  |
| <b>Speed of Vessel</b> .....             | + 11½ knots.         |                 |                  |  |
| <b>RUDDER</b> mainpiece at head ...      | Forged.              | 380             | Messrs. Schickan |  |
| „ „ heel ...                             |                      | 285             | Danwig.          |  |
| „ how constructed .....                  |                      |                 |                  |  |
| „ double or single plate .....           | Single plate         |                 |                  |  |
| „ coupling, vertical or horizontal ..... | Horizontal coupling. |                 |                  |  |

|                                   |               | Plating Thickness. | STIFFENERS.          |                     |
|-----------------------------------|---------------|--------------------|----------------------|---------------------|
|                                   |               |                    | VERTICAL.            | HORIZONTAL.         |
|                                   |               |                    | Scantlings, Spacing. | Scantlings Spacing. |
| MIDSHIP BULK'D, Upper tween decks |               | .50                | 5 wts                | To be removed       |
| "                                 | " Second "    | .34                | as approved          | as approved         |
| "                                 | " Third "     |                    |                      |                     |
| "                                 | " Holds ..... |                    |                      |                     |
| COLLISION " (in Hold) .....       |               | .48                | 2 7 1/2 x 3 x .38    | To be removed       |
|                                   |               | .27                | (expls)              | as approved.        |
| AFTER PEAK " L. St 11 .....       |               | 12 1/2             | 280 x 90 x 1/2       |                     |
|                                   |               | 7 1/2              | 170 x 75 x 1/2       |                     |
|                                   |               |                    | 140 x 75 x 1/2       | x 2.4"              |

STEEL.

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

*Process. Vereinigte Stahlwerke Bochumerverein.*

*Cargo Fleet Iron Co. Ltd.*

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

| EQUIPMENT No. 43425    |                    |                    |      |      |                  |      |      |                        |       |      |      | LETTER <i>CT</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. | Cwts.                        |                              |                  |   |  |
| 1301                   | 1st Bower ...      | 73                 | 0    | 27   | <i>Stocks</i>    | 55   | 10   | 0                      | 0     |      |      | 74-0-0                       | <i>Union Works Rotterdam</i> | <i>Datmunder</i> | <i>Union J. Langen</i>                    |  |
| 1300                   | 2nd " ...          | 73                 | 0    | 24   | "                | 55   | 10   | 0                      | 0     |      |      |                              | "                            | "                | "   |  |
| 1299                   | 3rd " ...          | 73                 | 0    | 20   | "                | 55   | 10   | 0                      | 0     |      |      |                              | "                            | "                | "   |  |
|                        | Collective weight. | 219                | 2    | 15   |                  |      |      |                        |       |      |      | 219-2-0                      |                              |                  |   |  |
| 1302                   | Stream .....       | 27                 | 3    | 21   | "                | 27   | 2    | 2                      | 0     |      |      | 22-0-0                       | "                            | "                | "   |  |

| 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. |  |                   |  |  | Ins.                      | Fathoms. |                              | Ins.                          | Fathoms. | Ins. |
| 443                             | 300                       | 2 7/16         | 106 9/10              | 149 7/8     | 969-2-10               | 890-1-0   | 300     | 2 7/16                        | Shd     | Hansa Ketting 23/1-29<br>fabrik Rotterdam J. Quark |                   | wire<br>POWLINE...                         | 130  | 5 3/4                     | 78       | 130                          | 5 3/4                         |          |      |
| 440                             | 120                       | 1 5/16<br>Cir. | 31                    | 46 1/2      | 107-3-0                |           | 120     | 1 5/16<br>Cir.                | "       | "  | 17/1 J. Quark     | "  | HAWSERS<br>& WARPS )<br>4x90 3 wire<br>2x90 2 3/4 wire<br>2x90 3 3/4 wire<br>4x90 9" manilla<br>2x90 2 1/2 " |                           |          | 4x100 2 3/4                  |                               |          |      |
| Iron Stream Chain or Steel Wire |                           |                |                       |             |                        |           |         |                               |         |  |                   |  |  |                           |          |                              |                               |          |      |

Steering Gear, Steam *Steam* *Direct acting* Steering Gear, Hand *Yes*

Boats *4 lifeboats* Steering Chains, Size and Test *✓* Windlass *Iron steam patent*

Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *✓*

Cargo Hatchways.—(Upper Deck) *Oiltight hatches* Thickness of Hatches *Steel cases Oiltight.*

Size of No. 1 Hatchway (Forward) *✓* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters

Builder's Signature *N.V. C. van der Giesen & Zonen's Scheepswerven*

**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.

*The workmanship has been found good and the vessel has been built in accordance with the approved plans and Secretary's letters and copies of the letters sent to Sir Joseph Toherwood dated 14-10-20-22/8; 20/9; 11-15/10; 6-7/11, 1928 and Rotterdam letter 11/2-1929. respecting this case and in general conformity with the Society's rules. See also sister vessel S.S. "Turicum" Rotterdam Report N: 17859 dated 2/10-1928 and letter H 20/2-1929 sent to Sir Joseph Toherwood. Cargo tanks, fuel-bunkers, cofferdams, deep tanks, wing tanks, fore and afterpeak tanks, settling tanks and double bottom tanks have been tested with a head of water as required by the rules and found sound and tight.*

The amount of Entry Fee ..... *f 120.00* Fees applied for, *19/11 1929*

Special Survey Fee.... *f 7000.00* Received by me, *28.11.29*

Travelling Expenses, if any *f 120.00* I am of opinion the Vessel should be Classed *+ 100 A1*

State whether the Vessel has been built under Special Survey *Yes* Signature *J. Heuvelink*  
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Rotterdam* Date of issue *29/11/29*

Committee's Minute/ *FRI. 29 NOV 1929*

Character assigned *+ 100 A1 Carrying Petroleum in Bulk*

*Lloyd's A & S + L.M.C. 11-29 Oil Engines*

*250 180 lbs*

*Longitudinal Framing Brackets*



Motorvessel "LION."  
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. |       | Spacing of Rivets on each side of Transverses and Bulkheads. |                                  |
|                                       | Inch.                  | Inch. | Inch.  | Inch.    | Inch. | Inch.  | Inch.                    | Inch. | Inch.  | Inch.                    | Inch. | Inch.  | Inch.                          | Inch. | Inches.  | Rivets in Brackets to Bulkheads. |
| Framing of L, L or C .....            |                        |       |        |          |       |        |                          |       |        |                          |       |        |                                |       |  |                                  |
| Frames in Bridge between Decks ..     | 6                      | 3     | 40     |          |       |        | 6                        | 3     | 40     |                          |       |        | 3/4                            | 4 1/2 |  |                                  |
| Frames from Uppermost Continuous Deck | 200                    | 90    | 10 1/2 | 180      | 90    | 9      | 200                      | 90    | 10 1/2 | 180                      | 90    | 9      | 1/8                            | 5 1/4 | 3 1/8  |                                  |
| L No. 1                               |                        |       |        |          |       |        |                          |       |        |                          |       |        |                                |       |  |                                  |
| L " 2                                 | 200                    | 90    | 10 1/2 | 180      | 90    | 9      | 200                      | 90    | 10 1/2 | 180                      | 90    | 9      | "                              | "     | "  |                                  |
| L " 3                                 | 230                    | 90    | 11     | 180      | 90    | 9 1/2  | 230                      | 90    | 11     | 180                      | 90    | 9 1/2  | "                              | "     | "  |                                  |
| L " 4                                 | 230                    | 90    | 11     | 180      | 90    | 9 1/2  | 230                      | 90    | 11     | 180                      | 90    | 9 1/2  | "                              | "     | "  |                                  |
| L " 5                                 | 250                    | 90    | 11     | 180      | 90    | 9 1/2  | 250                      | 90    | 11     | 180                      | 90    | 9 1/2  | "                              | "     | "  |                                  |
| L " 6                                 | 250                    | 90    | 12 1/2 | 180      | 90    | 9 1/2  | 250                      | 90    | 12 1/2 | 180                      | 90    | 9 1/2  | "                              | "     | "  |                                  |
| L " 7                                 | 280                    | 90    | 12     | 180      | 90    | 9 1/2  | 280                      | 90    | 12     | 180                      | 90    | 9 1/2  | "                              | "     | "  |                                  |
| L " 8                                 | 280                    | 90    | 12     | 200      | 90    | 10 1/2 | 280                      | 90    | 12     | 200                      | 90    | 10 1/2 | "                              | "     | "  |                                  |
| L " 9                                 | 280                    | 90    | 12     | 230      | 90    | 11     | 280                      | 90    | 12     | 230                      | 90    | 11     | "                              | "     | "  |                                  |
| L " 10                                | 280                    | 90    | 14     |          |       |        | 280                      | 90    | 14     |                          |       |        | "                              | "     | "  |                                  |
| L " 11                                | 300                    | 90    | 13     |          |       |        | 300                      | 90    | 13     |                          |       |        | "                              | "     | "  |                                  |
| L " 12                                | 305                    | 90    | 12 1/2 |          |       |        | 305                      | 90    | 12 1/2 |                          |       |        | "                              | "     | "  |                                  |
| L " 13                                | 305                    | 90    | 13 1/2 |          |       |        | 305                      | 90    | 13 1/2 |                          |       |        | "                              | "     | "  |                                  |
| L " 14                                | 15                     | 4     | 4 1/2  |          |       |        | 15                       | 4     | 4 1/2  |                          |       |        | "                              | "     | "  |                                  |
| " 15                                  |                        |       |        |          |       |        |                          |       |        |                          |       |        |                                |       |  |                                  |
| " 16                                  |                        |       |        |          |       |        |                          |       |        |                          |       |        |                                |       |  |                                  |
| Spacing of Longitudinal Frames        | Amidships              |       |        | At Ends  |       |        | Amidships                |       |        | At Ends                  |       |        |                                |       |  |                                  |
|                                       | ± 690                  |       |        |          |       |        | ± 690                    |       |        |                          |       |        |                                |       |  |                                  |
| Double Bottoms                        | Tank Top Longitudinals |       |        | Bottom   |       |        |                          |       |        |                          |       |        |                                |       |  |                                  |

|  |  |  |  |
|--|--|--|--|
| Particulars of Drop Test of Cast Steel Anchors, viz. :—<br>Weight, Surveyor's Initials,<br>Number of Certificate, Date<br>of Test. | 1st Bower 47 Cwt. - 1 Cr. 22 Cwt. N° 3999 8/3-29 M. Berg | 2nd " 47 Cwt. - 0 Cr. 25 Cwt. N° 3998 8/3-29 " " " " " " | 3rd " 47 Cwt. - 0 Cr. 17 Cwt. N° 3997 8/3-29 " " " " " " |
|  | 18 Cwt. - 0 Cr. 24 Cwt. N° 4000 8/3-29 " " " " " "       |  |  |

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 96.5 ft., R.Q.D. ✓ ft., Bridge 34.5 ft., Forecastle 56.5 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated no

No. and Material of Decks (this information is to be given as it should appear in the Register Book) One Steel deck.

Official No. ; Signal Letters Is bottom of Vessel coated with cement In Peaks if not give only.  
particulars of composition Coated as required.

PARTICULARS OF WATER BALLAST.—

| Where Fitted.   | *Length.<br>Feet. | Water Capacity.<br>Tons. | Where Fitted.  | *Length.<br>Feet. | Water Capacity.<br>Tons. |
|---|-------------------|--------------------------|--|-------------------|--------------------------|
| Double bottom, aft,   |                   |                          | Fore peak tank,  | 23                | 230                      |
| Double bottom, under Engines and Boilers,                       |                   |                          | After peak tank,                                       | 16                | 171                      |
| Double bottom, if under Engines only,                           | ± 80              | 220                      | Deep tank, aft,  |                   |                          |
| Double bottom, if under Boilers only,                           |                   |                          | Deep tank, forward,                                    | 35                | 480                      |
| Double bottom, forward,   |                   |                          | Other tanks, if fitted, <i>fuel tanks</i>              | 11                | 517                      |
| 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. 753  
Date 25/9-1928  
Dates of Surveys held while building  
12-17/10; 13-17/11; 4-7-28/12; 1928. 4-10-17-28/1; 14-20-28/2; 8-12-14-20-25-26/3;  
12-17-23/4; 1-7-22/5; 6-7-11-14-18-21-26/6; 4-11-15-18-25/7;  
2-12-15-19-23-26-28-30-31/8; 4-6/9; 15-16/11; 1929  
Total No. of Visits 51

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Date of

No. in Reg. Book

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