

## STEEL STEAMER OR MOTORSHIP.

Received at London Office 13 NOV 1930

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 12<sup>TH</sup> NOVEMBER 1930 Port of MIDDLESBROUGH No. 14269  
Survey held at HAYERTON HILL-ON-TEES Date First Survey 23<sup>RD</sup> Dec<sup>R</sup> 29 Last Survey 9<sup>TH</sup> NOVEMBER 1930  
On the (State if Machinery Fitted Aft and if Single, Twin or Triple Screw) TWIN SCREW MOTOR VESSEL F.H. BEDFORD V<sup>R</sup> (MACHINERY FITTED AFT)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLINGState Type of Erections POOP, SHORT BR.TONNAGE under Tonnage Deck... 11360.28Do. of space or spaces between Tonnage Dk. and Upper Dk. ✓Total 11360.28Gross Tonnage 11952.26Register Tonnage 6830.77REGISTERED DIMENSIONS.  
FEET.Length 521.43Breadth 70.28Depth 38.75CLASS + 100 A1. State if with freeboard NOCARRYING PETROLEUM as condition of Class NO

IN BULK, LONG FRAMING, BRACKETLESS SYSTEM.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 520Breadth (greatest moulded) B 70Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 38.751st Longitudinal Number (L x D) = 201502nd Numeral L x (B + D) = 56550Framing Depth "d," at middle of length. See Sec. 3 (1d) ✓Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.41Do. Long Bridge to top of keel ✓Draught Moulded 28.8Built at HAYERTON HILL-ON-TEESLaunched 12-8-1930 Yard No. 176Builders FURNESS S.B. CO. L<sup>D</sup>Owners STANDARD SHIPPING CO.Managers ✓

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

Residence DELAWAREPort of Registry DANZIGIf surveyed while building, afloat, or in dry dock WHILE 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.
FRAMES, Spacing amidships	<u>LONG<sup>+</sup> FRAMING</u>		Bracket Floors, Frame	<u>✓</u>	
" " from $\frac{3}{4}$ length to Collision bulkhead	<u>24" 27"</u>		" " Reversed Frame	<u>✓</u>	
" " in peaks	<u>24"</u>		" " Vertical Struts	<u>✓</u>	
TRANS. FRAMING IN WAY OF PEAKS			Centre Girder, depth and thickness amidships	<u>60" 62" to 52"</u>	
N.B. TANK FOR <sup>R</sup> AFTER END OF MACH. SPACE			" " top Angles	<u>3 1/2 3 1/2 59</u>	
SIDE FRAMING.			" " bottom Angles	<u>4 4 56</u>	
Frame Amidships, Angle, [ or [	<u>LONG<sup>+</sup> FRAMING</u>		Side Girders, No. each side and thickness	<u>TWO 54 UNDER MACHINES ONE 54 OUTSIDE</u>	
" " Extends up to	<u>SEE SEPARATE REPORT</u>		Margin Plate depth (excl. of flange) and thickness	<u>TANK STRAIGHT ACROSS TO SHELL</u>	
Reversed Frame Amidships, Angle	<u>✓</u>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<u>✓</u>	
" " Extends up to	<u>✓</u>		" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	<u>✓</u>	
Depth of Framing Girder	<u>✓</u>		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<u>✓</u>	
Frames in Uppermost Continuous 'tween Decks, Angle, [ or [	<u>✓</u>		" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<u>✓</u>	
" " Second 'tween Decks, Angle, [ or [	<u>✓</u>		Tank Side Brackets, height above base line at toe of Frame and thickness	<u>✓</u>	
" " Third " " FORE PK. 10" 3 1/2" 4 N.B.S. AFT PK. 10" 3 1/2" 4 N.B.S.			INNER BOTTOM PLATING.		
Framing in Peaks, Angle or [	<u>SEE LONG<sup>+</sup> FRAMING REPORT</u>		Breadth and thickness of Middle Line Strake	<u>82" 5/8 BUTTED AT CENTRE LINE 5/8</u>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>SEE LONG<sup>+</sup> FRAMING REPORT</u>		Thickness of remainder in Hold	<u>5/8</u>	
State if Frame Joggled	<u>✓</u>		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?	<u>YES</u>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<u>PANTING BEAMS &amp; STRINGERS AS PER APPROVED PLAN</u>		BEAMS.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<u>AB-C STRAKES MAINTAIN MIDSHIP THICKNESS TO FORE END OF LONG<sup>+</sup> FRAMING ON BOTTOM. IN WAY OF XEDY. FLS. 80. SIDE STRINGERS AS PER APPROVED PLAN.</u>		Uppermost Continuous Deck, amidships in Wells, Angle, [ or [	<u>LONG<sup>+</sup> BEAMS</u>	
SINGLE BOTTOM. N.B. TANK FOR			" " in way of Bridge, Angle, [ or [	<u>SEE SEPARATE REPORT</u>	
Floors, Depth and thickness at mid-line in Hold	<u>45" 46"</u>		Spacing		
Height of Brackets at side above base line at toe of frame	<u>STRAIGHT ACROSS</u>		Second Deck, amidships, Angle, [ or [	<u>D:</u>	
Middle Line Keelson, on Floors, Angles, [ or [	<u>CEN. LINE BULK<sup>+</sup></u>		Spacing		
" " Through Plate or Intercoastal Plate	<u>✓</u>		Third Deck, amidships, Angle, [ or [	<u>✓</u>	
" " Foundation Plate on Floors	<u>✓</u>		Spacing		
" " Flat Plate Keel Angles	<u>4" 4" 56" DOUBLE</u>		Fourth Deck, amidships, Angle, [ or [	<u>✓</u>	
Side Keelsons, No. each side (FOR?)	<u>FOUR.</u>		Spacing		
" " thickness of Intercoastal Plate	<u>48" 40"</u>		Poop Deck, Angle, [ or [	<u>5 1/2" 3" 3"</u>	
" " BULK Angle FACE BAR	<u>8" 3 1/2" 44"</u>		Spacing	<u>33" to 30"</u>	
DOUBLE BOTTOM. (IN MACH. SPACE)			Bridge Deck, Angle, [ or [	<u>LONGITUDINAL</u>	
Solid Floors, thickness and spacing	<u>54. 30" APART</u>		Spacing	<u>SEE SEPARATE REPORT</u>	
" " Are Frame and Reversed Frame joggled?	<u>NO</u>		Forecastle Deck, Angle, [ or [	<u>10" 3 1/2" 4 N.B.S.</u>	
Bracket Floors, breadth and thickness at middle line	<u>✓</u>		Spacing	<u>28" 24"</u>	
" " breadth and thickness at margin plate	<u>✓</u>				



# 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, No. of Rows.....</b>	<b>15 PER APPROVED PLANS</b>			
" <b>in 'tween Decks, Side and Spacing.....</b>	<b>1 IN MACH. SPACE</b>			
" " " " " "	<b>4 ANGLES 6x6x.52</b>			
" " " " " "	<b>6x6x.44</b>			
" " " " " "	<b>5x5x.46</b>			
" <b>in Holds</b>	<b>2 ROWS 3" DIA. SOLID IN FULL 'TWEEN DECKS.</b>			
" " " " " "	<b>3 3/4 DIA. SOLID IN FIRST 'TWN. DECK.</b>			
" " " " " "	<b>3 1/2 " " " UNDER STEERING GEAR.</b>			
<b>Centre Line Bulkhead. (OILTIGHT)</b>				
Stiffeners and Spacing.....	<b>12x3 1/2x.45 B.A. N.B.S. TO 7 1/2x3x.38 B.A.</b>			
Plating, thickness of .....	<b>.57 TO .42. TOP STRAKE .45 TRANSVERSES SPACED 7-0 10-0 10-0 7-0</b>			
<b>STRINGERS AND DECKS.</b>				
<b>Uppermost Continuous Deck.</b>				
Stringer Plate, breadth and thickness in Wall.....	<b>72" x .84</b>			
" " " " " in way of Bridge.....	<b>72" x 1.00</b>			
" Angle in Walls.....	<b>8-8x.75 TO 3 1/2x3 1/2x.46</b>			
Thickness of Plating abreast Deck openings in way of Walls.....	<b>.84</b>			
Thickness of Plating abreast Deck openings in way of Bridge.....	<b>.84</b>			
Thickness of Plating within line of openings.....	<b>.70</b>			
If Sheathed, material and thickness.....	<b>NO</b>			
<b>Second Deck.</b>				
Stringer Plate, breadth and thickness in Wall.....	<b>73" x .48</b>			
Stringer Plate, breadth and thickness in way of Bridge.....	<b>73" x .48</b>			
Thickness of Plating abreast Deck openings in way of Walls.....	<b>.48</b>			
Thickness of Plating abreast Deck openings in way of Bridge.....	<b>.48</b>			
Thickness of Plating within line of openings.....	<b>"</b>			
If Sheathed, material and thickness.....	<b>NO</b>			
<b>Third Deck.</b>				
Stringer Plate, breadth and thickness.....	<b>.46 TO .38</b>			
If Plated, state thickness.....	<b>.44 ABREAST CASINGS .34 AT ENDS.</b>			
<b>Fourth Deck.</b>				
Stringer Plate, breadth and thickness.....	<b>"</b>			
If Plated, state thickness.....	<b>"</b>			
<b>Poop Deck.</b>				
Stringer Plate, breadth and thickness.....	<b>.38</b>			
Plating, Sheathing, material and thickness.....	<b>.32 2 1/2 O.P.</b>			
<b>Bridge Deck.</b>				
Stringer Plate, breadth and thickness.....	<b>.45" x .46</b>			
Plating, Sheathing, material and thickness.....	<b>.38 UNSHEATHED</b>			
<b>Forecastle Deck.</b>				
Stringer Plate, breadth and thickness.....	<b>.4</b>			
Plating, Sheathing, material and thickness.....	<b>.38 .5 UNDER WINDLASS</b>			

## SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		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.	
	Inches.	Inches.	Inches.	Inches.					Inches.	Inches.	
FLAT PLATE KEEL .....	56	1.14	.93	.93		DOUBLE	1 3/8	FIVE	1 1/8	4 3/8	LAPPED
" <b>Done. (if any)</b>	8 1/2	.73	.60	.55		"	7/8	5 TO 3	1 1/8	4 3/8	"
" <b>Done. (if any)</b>	8 1/2	"	.55	.57		"	"	"	"	"	"
" <b>Done. (if any)</b>	8 1/2	"	.75	.62		"	"	"	7/8	3 3/8	"
BOTTOM PLATING, No. of Strakes.....	5	"	.64	.57		"	"	"	"	"	"
" <b>Done. (if any)</b>	5	"	.68	.63		"	"	"	"	"	"
BILGE PLATING, No. of Strakes.....	2	"	.67	.62		"	"	"	"	"	"
" <b>Done. (if any)</b>	2	"	.55	.73		"	"	"	"	"	"
SIDE PLATING, No. of Strakes.....	4	"	"	"		TREBLE	3 1/8	4 TO 3	"	"	STRAPPED & LAPPED
" <b>Done. (if any)</b>	4	"	"	"		"	"	"	"	"	"
UPPER DECK, Sheer-strake in Wall.....	180	1.00	"	"		DOUBLE	1 1/4	TREBLE	1 1/8	4 1/2	DOUBLE STRAPS 2 1/2 TREBLE RIV. 1.50 INSIDE .70 OUTSIDE
UPPER DECK, Sheer-strake in Bridge.....	"	"	"	"		"	"	"	"	"	"
STRAKE BELOW Sheer-strake in Wall.....	172	.9	.52	.52		DOUBLE	1 1/8	TREBLE	1	4	DOUBLE STRAPS 1 1/2 TREBLE RIV. 1.50 INSIDE .50 OUTSIDE
STRAKE BELOW Sheer-strake in Bridge.....	"	"	"	"		"	"	"	"	"	"
POOP SIDE PLATING.....	"	"	.44	.50 AT AFT END .62 AT FORE END		ONE PLATE	"	DOUBLE	3/4	2 1/8	LAPPED
BRIDGE SIDE PLATING...	"	.46	.62 AT BRIDGE ENDS	"		"	"	TREBLE	7/8	3 1/8	D?
FORECASTLE SIDE PLATING	"	.46	"	"		"	"	DOUBLE	3/4	2 1/8	D?

## WATERTIGHT BULKHEADS.

<b>Total No. of W.T. BULKHEADS in Vessel.....</b>	
Extending to Upper Deck (Sec. 3 c).....	17
" Deck next below.....	"
As per Rule.....	17

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar.....</b>	<b>FLAT PLATE KEEL</b>			
<b>STEM.....</b>	<b>BOTTOM PART CASTING AS PER APPROVED PLAN</b>			
" <b>TOP PART</b>	<b>ROLLED STEEL 11" x 3"</b>			
<b>STERN</b>	<b>ELL</b>			
<b>FRAME</b>	<b>CAST</b>			
" <b>Propeller Post</b>	<b>STEEL</b>			
" <b>Rudder</b>	<b>STEEL</b>			
<b>PROPELLER BKTS.</b>	<b>C.S. AS APP. SKODA WKS.</b>			
<b>RUDDER-A x D.....</b>	<b>1202</b>			
<b>Speed of Vessel.....</b>	<b>12 KNOTS</b>			
<b>RUDDER mainpiece at head.....</b>	<b>FORGING 16" DIA.</b>			
" <b>heel.....</b>	<b>12" DIA.</b>			
<b>how constructed.....</b>	<b>ARMS SHRUNK ON &amp; KEYED TO MAIN PIECE</b>			
<b>double or single plate coupling, vertical or horizontal.....</b>	<b>SINGLE 1-20 THICK.</b>			
	<b>VERTICAL</b>			

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
<b>MIDSHIP BULKHEAD, Upper tween decks</b>					
" " <b>Second</b>					
" " <b>Third</b>					
" " <b>Holds</b>					
<b>COLLISION</b>					
" <b>(in Hold)</b>					
<b>AFTER PEAK</b>					

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **OPEN HEARTH (BASIC)**  
**SOUTH DURHAM S-1 CO. APPLEBY IRON CO. CARGO FLEET DORMAN LONG & CO.**  
**CONSETT IRON CO. FRODINGHAM I-S. CO. D. COLVILLE & CO.**  
 Has the Steel been tested as required by the Rules? **YES**



15 NOV 1930

EQUIPMENT No. 57793

LETTER *h +*

ANCHORS. 38. 1.5.

Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
45692	1st Bower ...	Cwts. qrs. lbs. 97 1 14	STOCKLESS 66 2 2 0	Tons. cwts. qrs. lbs. 66 2 2 0	Cwts.	BRITANNIC C.S.H. SYKES & SONS	CRADLEY	20.8.30 L.E.P.
45688	2nd "	96 0 10	D:	65 15 0 0		D:	D:	19.8.30 D:
45676	3rd "	95 2 7	D:	65 15 0 0		D:	D:	15.8.30 D:
	Collective weight	289 0 3			285			
45687	Stream ...	39 0 14	D:	35 4 0 7		D:	D:	19.8.30 D:

## 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.	Stat. Break. ing.	Supplied. Per Rule.	Length. Diam.					Length. Cir.	Tons.	Length. Cir.
66097	330 3 2 1/2	129 1/2 18	1259-1-21	1258	330 2 1/2	STUR	ANK. SYKES & SONS	TIPTON 18.6.30	130 6 1/4	104.5	130 6 1/2
									120 2 1/2	17.7	
									120 2 1/2	17.7	48 2 1/2
									2 c 120	8" MANILA.	

Steering Gear, Steam *ELECTRIC* *ATLAS WERKE BREMEN* Steering Gear, Hand *ATLAS WERKE BREMEN*  
 Boats *4. STEEL 24' x 7.6' x 3.0'* Steering Chains, Size and Test *STEEL CHAINS* Windlass *STEAM ATLAS WERKE BREMEN*  
 Ceiling in Holds, thickness and material *STEEL COARMS 30' x 4.4* Thickness of Hatches *STEEL HATCH COVERS .60*  
 MAIN OIL TANKS  
 Cargo Hatchways. (Upper Deck) *STEEL COARMS 30' x 4.4* Thickness of Hatches *STEEL HATCH COVERS .60*  
 Size of No. 1 Hatchway (Forward) *9'0" x 10'0"* No. 2 *30' COAM x 4.4 STL COVERS .5* No. 3 *STIFFENED AS APPROVED* No. 4 *6'0" x 4'0" x 30' COAM .44 THICK* No. 5 *STEEL HINGED COVERS .60* No. 6 *STEEL HINGED COVERS .50*  
 Number of Shifting Beams and/or Fore and Afters *MAIN OIL TANK HATCHES*  
 SUMMER TANK HATCHES *2'6" DIA*  
 30' COAM x 4.4 STEEL HINGED COVERS .50  
 FOR FURNESS SHIPBUILDING CO. LIMITED

Builder's Signature

John Mc Govern  
DIRECTOR

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 *YES*. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

The vessel has been built in accordance with the approved plans, the Secretary's letter dated 22<sup>nd</sup> Nov. 1929 to 22<sup>nd</sup> Oct. 1930 and in general conformity with the Society's Rules and Regulations for the class contemplated. The vessel is built on the longitudinal framing bracketless system. The main oil cargo tanks, summer tanks, oil fuel tanks, settling tanks, double bottom tanks under machinery space, forward ballast tanks and fore & aft peak tanks have been tested to Rule head of water, the upper portion of collision bulkhead, weather deck clear of oil tanks, and watertight doors at forward end of bridge have been tested by hose, all with satisfactory results. The electric steering gear, hand steering gear, windlass & winches have been tested under working conditions & found satisfactory. The assigned pretests have been carried out on the vessel's side and verified.

The amount of Entry Fee ..... £ 12 : 0 : 0  
 Special Survey Fee .... £ 711 : 12 : 0  
 FREEBOARD 14. 3 - 4  
 Travelling Expenses, if any £ : - :  
 Fees applied for, 14 Nov 1930  
 Received by me, 2. 1. 1931

I am of opinion the Vessel should be Classed

+100 A.I.  
 "CARRYING PETROLEUM IN BULK"  
 "LONGITUDINAL FRAMING"  
 "BRACKETLESS SYSTEM"

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

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *MIDDLESBROUGH* Date of issue *5/1/31*

Committee's Minute

FRI. 21 NOV 1930

Character assigned

+100 A.I.

Carrying Petroleum in bulk

Lloyd's A.C.P. + dimb. 11.30

Cl. oil Eng.

2 W.T.O.B. - 2000

2000 - 1000



Lloyd's Register Foundation

002385-002400-0209 2/3



IS A DONKEY BOILER FITTED? *Yes. - 2 Babcock & Wilcox so, is a report now forwarded? Yes.*  
PLANS. Are approved plans forwarded herewith for Shafting *3.3.30.* Receivers *App<sup>d</sup> to Hamburg* Separate Tanks *none*  
Donkey Boilers *Yes* General Pumping Arrangements *Yes* Oil Fuel Burning Arrangements *Yes*  
SPARE GEAR *See Separate List herewith.*

The foregoing is a correct description.

*John Mc Gowan*

DIRECTOR Manufacturer.

Dates of Survey while building { During progress of work in shops - - *1930: July 24. Aug 12.*  
During erection on board vessel - - *1930: Aug 26. Sep 6. 22. 25. 26. 30. Oct 2. 4. 6. 9. 12. 15. 17. 18. 20. 22. 23. 25. 27. 31. Nov 1. 3. 5. 6. 7. 11.*  
Total No. of visits *28*

Dates of Examination of principal parts—Cylinders *See Hamburg Report* Rods *See Hamburg Report* Connecting rods  
Crank shaft *See Hamburg Report* Thrust shaft *See Hamburg Report* Intermediate shafts *26.8.30.* Tube shaft *✓*  
Screw shaft *24.7.30* Propeller *12.8.30* Stern tube *24.7.30* Engine seatings *26.8.30* Engines holding down bolts *6.10.30*  
Completion of fitting sea connections *12.8.30* Completion of pumping arrangements *5.11.30* Engines tried under working conditions *7.11.30*  
Crank shaft, Material *See Hamburg Report* Identification Mark *See Hamburg Report* Intermediate shafts, Material *S.M. Steel* Identification Mark *See Hamburg Report*  
Thrust shaft, Material *✓* Identification Mark *✓* Intermediate shafts, Material *S.M. Steel* Identification Mark *See Hamburg Report*  
Tube shaft, Material *✓* Identification Mark *✓* Screw shaft, Material *S.M. Steel* Identification Mark *See Hamburg Report*  
Is the flash point of the oil to be used over 150° F. *Yes.*

Is this machinery duplicate of a previous case *Yes.* If so, state name of vessel *"Calgarolite"*

General Remarks (State quality of workmanship, opinions as to class, &c.)

*The materials and workmanship are good.*  
*This machinery has been securely fitted aboard under special survey and in accordance with approved plans and rule requirements. It has been tested under working conditions with satisfactory results and is, in my opinion, suitable for classification with record + L.M.C. 11.30 as per Hamburg Report 19427.*

*It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 11.30*

*Oil Engines 2SCSA 12cy 26 $\frac{3}{4}$  - 51 $\frac{3}{16}$   
2WTDB - 200 $\frac{1}{2}$  2DB 100 $\frac{1}{2}$*

*J. 17/11/30.*

*P. J. Mac*

Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ *28-14-0* When applied for, *14 Nov 1930*  
Special ... £ : :  
Donkey Boiler Fee *(2/5)* ... £ *10:8* When received, *2.1.1931*  
Travelling Expenses (if any) £ : :  
Committee's Minute *FRI 21 NOV 1930*

Assigned *+ L.M.C. 11.30 Ch. oil by 2 WTDB - 200 $\frac{1}{2}$  2 DB 100 $\frac{1}{2}$*

CERTIFICATE WRITTEN.

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## PARTICULARS OF LONGITUDINAL FRAMING.

Mod. rpt. No. 14269

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam. Ins.	Spang. Ins.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.
T.S.M.Y. F.H. BEDFORD JA FURNESS S.B. CO. N. 176																
Framing of $\nabla$ , L or C .....																
Frames in Bridge 'tween Decks ...		7 3 1/2 .4			7 3 1/2 .4			7 3 1/2 .4			7 3 1/2 .4					
Frames from Uppermost Continuous Deck		8 3 1/2 .40			8 3 1/2 .40			8 3 1/2 .40			8 3 1/2 .40			7/8 5 3/8		
B.A.N.B.S. No. 1																
" " 2		8 3 1/2 .40			8 3 1/2 .40			8 3 1/2 .40			8 3 1/2 .40					
B.A.N.B.S. " 3		9 3 1/2 .38			9 3 1/2 .38			9 3 1/2 .38			9 3 1/2 .38					
2 <sup>ND</sup> DR. FOR " 4		9 3 1/2 .44			9 3 1/2 .44			9 3 1/2 .44			9 3 1/2 .44					
" " 5		10 3 1/2 .44			10 3 1/2 .44			10 3 1/2 .44			10 3 1/2 .44					
" " 6		11 3 1/2 .43			11 3 1/2 .43			11 3 1/2 .43			11 3 1/2 .43					
" " 7		11 3 1/2 .48			11 3 1/2 .48			11 3 1/2 .48			11 3 1/2 .48					
" " 8		12 3 1/2 .45			12 3 1/2 .45			12 3 1/2 .45			12 3 1/2 .45					
" " 9		12 3 1/2 .45			12 3 1/2 .45			12 3 1/2 .45			12 3 1/2 .45					
" " 10		12 3 1/2 .47			12 3 1/2 .47			12 3 1/2 .47			12 3 1/2 .47					
" " 11		12 3 1/2 .53			12 3 1/2 .53			12 3 1/2 .53			12 3 1/2 .53					
" " 12		12 3 1/2 .57			12 3 1/2 .57			12 3 1/2 .57			12 3 1/2 .57					
CHANNEL N.B.S. " 13		15 .41 .4 .4 .62			15 .41 .4 .4 .62			15 .41 .4 .4 .62			15 .41 .4 .4 .62					
" " 14																
" " 15																
" " 16																
Spacing of Longitudinal Frames		30' - 3 1/2'														
Bottoms																
Tank Top Longitudinals																
Bottom																
Spacing of Longitudinals		17 .48 .4 .4 .68			17 .48 .4 .4 .68			17 .48 .4 .4 .68			17 .48 .4 .4 .68			7/8 5 3/8		
Transverses.																
In Bridge																
'tween Decks																
Depth and Thickness		21-30 x .38			21-30 x .38			21-30 x .38			21-30 x .38					
Face Angles		FLANGE 3"			FLANGE 3"			FLANGE 3"			FLANGE 3"					
Lugs to Shell*		3 1/2 3 1/2 .38			3 1/2 3 1/2 .38			3 1/2 3 1/2 .38			3 1/2 3 1/2 .38			7/8 4 3/8		
In																
Upper 'tween Decks.																
Depth and Thickness		36 to 42 x .44			36 to 42 x .44			36 to 42 x .44			36 to 42 x .44					
Face Angles		6 x 3 1/2 x .44 O.A.			6 x 3 1/2 x .44 O.A.			6 x 3 1/2 x .44 O.A.			6 x 3 1/2 x .44 O.A.			7/8 5 1/4		
Lugs to Shell*		6 x 6 x .44			6 x 6 x .44			6 x 6 x .44			6 x 6 x .44			7/8 3 1/2 2 ROWS.		
In Hold.																
Depth and Thickness		54 to 78 x .48			54 to 78 x .48			54 to 78 x .48			54 to 78 x .48					
Face Angles		6 x 3 1/2 x .40 O.A.			12 x 3 1/2 x 7 B.A.N.B.S.			6 x 3 1/2 x .40 O.A.			12 x 3 1/2 x 7 B.A.N.B.S.					
Lugs to Shell*		6 x 6 x .48			6 x 6 x .48			6 x 6 x .48			6 x 6 x .48			7/8 4 2 ROWS.		
" " Back Bars ...		3 1/2 3 1/2 .48			3 1/2 3 1/2 .48			3 1/2 3 1/2 .48			3 1/2 3 1/2 .48					
Brackets		AS APPROVED PLAN			AS APPROVED PLAN			AS APPROVED PLAN			AS APPROVED PLAN					
Spacing of Transverse Frames		7-0. 10-0 10-0 7-0			7-0. 10-0 10-0 7-0			7-0. 10-0 10-0 7-0			7-0. 10-0 10-0 7-0					
Longitudinal Beams of																
Bridge Deck		6 x 3 x .32			6 x 3 x .32			6 x 3 x .32			6 x 3 x .32					
Upper		8 x 3 1/2 x .42			8 x 3 1/2 x .42			8 x 3 1/2 x .42			8 x 3 1/2 x .42					
Second		9 x 3 1/2 x .38			9 x 3 1/2 x .38			9 x 3 1/2 x .38			9 x 3 1/2 x .38					
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.

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Double bottom, aft,

Double bottom, under Engines and Boilers,

Fore peak tank,

After peak tank

23-0 196

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