

STEEL STEAMER or MOTORSHIP

18 MAR 1930

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.*Date of completion of report *14th March 1930.* Port of *NEWCASTLE-ON-TYNE.* No. *85466*Survey held at *Wallsend-on-Tyne.* Date First Survey *3rd July 1929.* Last Survey *8th March 1930*On the *(Single, Twin or Triple Screw) Steamer.* *Marathon.*State Type *(Full scantling, Complete Superstructure with or without Tonnage Openings)* *Full scantlings* State Type of Erections *Long Bridge & Forecastle.*TONNAGE under Tonnage Deck... *6727.34* CLASS *100. A. 1.* State if with freeboard as condition of Class *No.* Built at *Wallsend-on-Tyne.*Do. of space or spaces between Tonnage Dk. and Upper Dk. *0* Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 44.0.25* Launched *30th Decem^r 1929* Yard No. *1421.*Total *6727.34* Breadth (greatest moulded) *B 58.26* Builders *Swan Hunter & Wigham Richardson Ltd.*Gross Tonnage *7208.16* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 33.75* Owners *Skibsselskabet Marathon.*Register Tonnage *4358.00* 1st Longitudinal Number (L x D) *= 14858* Managers *" " " "* (Where necessary to be entered in Reg. Book.)Norwegian Tonnage & Dimensions. REGISTERED DIMENSIONS. FEET. Residence *Oslo.*Length *44.1.4* Framing Depth "d," at middle of length. See Sec. 3 (1d) *21.87* Port of Registry *Oslo.*Breadth *58.4* Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.04* If surveyed while building, afloat, or in dry dockDepth *33.75* Draught Moulded *26.18* *(Maximum Summer)* *26.38* Built under Special Survey

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	<i>Longitudinal</i>		Bracket Floors, Frame		
" " from $\frac{1}{2}$ length to Collision bulkhead..	<i>Transverse</i>		" " Reversed Frame		
" " in peaks	<i>27</i>		" " Vertical Struts		
Engine Room	<i>24</i>		Centre Girder, depth and thickness amidships	<i>E.S. 79 x 46</i>	<i>B.S. 13.5</i>
SIDE FRAMING.			" " <i>E & B. space only.</i>		
Frame Amidships, Angle, <i>E</i> or <i>F</i> <i>E.R.</i>	<i>11 3/2 .56</i>		" " top Angles <i>Double</i>	<i>E.S. 4 3/2 .50</i>	<i>B.S. 3 1/2 x 3 1/2 x .60</i>
" " Extends up to <i>Upper Deck</i>			" " bottom Angles <i>Double</i>	<i>4 4 .50</i>	<i>B.S. 4 1/2 x 4 1/2</i>
" " For <i>deep tank</i> :- <i>B.S. 12 3/2 .50</i>	<i>11 1/2 x 3 1/2 x .54</i>		Side Girders, No. each side and thickness	<i>One in B.S. .52</i>	
Reversed Frame Amidships, Angle			" " <i>E & B. space only.</i>		
" " Extends up to <i>Longitudinal</i>			Margin Plate depth (excl. of flange) and thickness	<i>E.S. 13.5</i>	<i>B.S. 39 x .60</i>
Depth of Framing Girder			" " Vertical Angle to Tank side		
Frames in <i>Poole</i> Uppermost Continuous 'tween	<i>8 1/2 3/2 .44</i>		" " Bracket abaft $\frac{1}{2}$ len. from stem		
Decks, Angle, <i>E</i> or <i>F</i> <i>E.R.</i>	<i>8 3/2 .40</i>		" " Vertical Angle to Tank side		
" " <i>Intermediate</i> <i>0.2. 5 1/2 x 3 x .40</i>			" " Bracket forward $\frac{1}{2}$ len. from stem		
" " <i>Bridge</i> Second 'tween Decks, Angle, <i>E</i> or <i>F</i> <i>E.R.</i>	<i>7 3/2 .46</i>		" " Gussers, spacing and scantling		
" " <i>Spaced</i> <i>3 1/2 x 2 1/2</i>			" " abaft $\frac{1}{2}$ len. from stem		
" " <i>Two webs.</i>			" " Gussers, spacing and scantling		
" " <i>Third</i> " " " "			" " forward $\frac{1}{2}$ len. from stem		
Framing in Peaks, Angle or <i>E</i> or <i>F</i> <i>E.R.</i>	<i>8 1/2 3/2 .49</i>		Tank Side Brackets, height above base line at toe of Frame and thickness		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			INNER BOTTOM PLATING. <i>E & B. space only.</i>		
State if Frame Joggled <i>Yes</i>			Breadth and thickness of Middle Line Strake		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Fore deep tank top</i>		Thickness of remainder in Holds <i>E.S. 1.07</i>	<i>B.S. .54</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Stronger in d/b</i>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	<i>Yes.</i>	
SINGLE BOTTOM. <i>Fore deep tank.</i>			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	<i>4.5</i>	<i>.42</i>	Uppermost Continuous Deck, amidships		
Height of Brackets at side above base line at toe of frame	<i>None</i>		" " in Walls, Angle, <i>E</i> or <i>F</i> <i>E.R.</i>		
Middle Line Keelson, on Floors, Angles	<i>Frame legs</i>		" " in way of Bridge, Angle, <i>E</i> or <i>F</i> <i>E.R.</i>		<i>Longitudinal framing.</i>
" " Through Plate or Intercostal Plate	<i>Scantling</i>	<i>36</i>	Spacing		
" " Foundation Plate on Floors	<i>Centre line</i>	<i>38 1/4</i>	Second Deck, amidships, Angle, <i>E</i> or <i>F</i> <i>E.R.</i>		
" " Flat Plate Keel Angles	<i>Verb. B.S. Skippers</i>	<i>8 x 3 x .44</i>	Spacing		
Side Keelsons, No. each side	<i>Two</i>		Third Deck, amidships, Angle, <i>E</i> or <i>F</i> <i>E.R.</i>		
" " thickness of Intercostal Plate	<i>4.2</i>		Spacing		
" " Angles <i>Bull.</i>	<i>8</i>	<i>3</i>	Fourth Deck, amidships, Angle, <i>E</i> or <i>F</i> <i>E.R.</i>		
DOUBLE BOTTOM. <i>E & B. space only.</i>			Spacing		
Solid Floors, thickness and spacing	<i>4.2</i>	<i>B.S. .52</i>	Poop Deck, Angle, <i>E</i> or <i>F</i> <i>E.R.</i>		
" " Are Frame and Reversed Frame joggled?	<i>Spaced</i>	<i>30</i>	Fore end = <i>Longitudinal framing</i>		
Bracket Floors, breadth and thickness at middle line	<i>Yes.</i>		Spacing	<i>Every frame.</i>	
" " breadth and thickness at margin plate			Bridge Deck, Angle, <i>E</i> or <i>F</i> <i>E.R.</i>		
			Spacing	<i>Every frame.</i>	
			Forecastle Deck, Angle, <i>E</i> or <i>F</i> <i>E.R.</i>		
			Spacing	<i>Every frame.</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.
PILLARS, No. of Rows.....	<i>None.</i>		—	Stringer Plate, breadth and thickness in way of Bridge	8.6	4.4	—
„ in 'tween Decks, Size and Spacing.....				Thickness of Plating abreast Deck openings in way of Wells.....		4.3	—
„ „ „ „ „				Thickness of Plating abreast Deck openings in way of Bridge			
„ in Holds „ „				Thickness of Plating within line of openings...			
„ „ „ „ „				If Sheathed, material and thickness			
Centre Line Bulkhead.				Third Deck.			
Stiffeners and Spacing..... <i>Bull Angle</i>	<i>7x 3 1/2 x .35</i>	<i>27</i>	<i>6 1/2 x 3 x .38</i>	Stringer Plate, breadth and thickness.....			
	<i>11x 3 1/2 x .50</i>	<i>30</i>	<i>11x 3 1/2 x .50</i>	If Plated, state thickness.....			
Plating, thickness of	<i>42</i>	<i>39.40.42.52</i>	—	Fourth Deck.			
STRINGERS AND DECKS.				Stringer Plate, breadth and thickness.....			
Uppermost Continuous Deck.				If Plated, state thickness.....			
Stringer Plate, breadth and thickness in Wells	72	.65	—	Poop Deck.			
„ „ „ „ in way of Bridge	72	.77	—	Stringer Plate, breadth and thickness	37	.36	—
„ Angle in Wells	6	6	.65	Plating, Sheathing, material and thickness			
Thickness of Plating abreast Deck openings in way of Wells54	—	Bridge Deck.			
Thickness of Plating abreast Deck openings in way of Bridge54	—	Stringer Plate, breadth and thickness.....	41	.42	—
Thickness of Plating within line of openings...		.54	—	Plating, Sheathing, material and thickness33	—
If Sheathed, material and thickness	<i>Accommodation only</i>		—	Forecastle Deck.			
Second Deck.				Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in Wells.....	86	.44	—	Plating, Sheathing, material and thickness ...	<i>35 x .36</i>		—
	<i>@ bil</i>				<i>Sheathed at Windlass only.</i>		

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>No</i>		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS. Diam. Spacing cr. to cr.	NO. OF ROWS OF RIVETS.	RIVETS. Diam. Spacing cr. to cr.		STRAPPED OR LAPPED.
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.					Inches.	Inches.	
FLAT PLATE KEEL	52 1/2	.96	.79	.79	—	Double	1 4	Five 1/2 L	1 1/8	5	Lapped = 20
„ <i>DECK (if any)</i>					—						
BOTTOM PLATING, No. of Strakes <i>Three</i>	84 85 77 1/2	.68 .63 .63	.63 .50 (50)	.67 .67 .67	—	Double	7/8 3 1/2	Four 1/2 L	7/8	3 1/2	D° = 12
BILGE PLATING, No. of Strakes <i>Three</i>	74 1/2 80	.63 .63	.56 .56	.67 .54	—	„	„	„	„	„	„
SIDE PLATING, No. of Strakes <i>Three</i>	77 1/2 81 69 1/2	.61	.46	.66	—	„	„	„	„	„	„
UPPER DECK, Sheer-strake in Wells.....	70	.86	.47	.47	—	Double (Lower edge)	1 4	Five 1/2 L	1	4 1/2	17 1/2
UPPER DECK, Sheer-strake in Bridge <i>4 Poop Front</i>	70	1.04	—	—	—	D°	1 1/8 4 1/2	Five	1 1/8	5	20
STRAKE BELOW SHEER-strake in Wells.....	69 1/2	.76	.47	.47	—	D°	1 4	Four 3/5 L	1	4	14
STRAKE BELOW SHEER-strake in Bridge ...					—						
POOP SIDE PLATING..... <i>(at Poop Front .50)</i>			.40		—	Single	7/8 3 1/2	Two	3/4	2 5/8	5
BRIDGE SIDE PLATING...			.42		—	Run down to deck	1 4	Three	3/4	2 5/8	7 1/2
FORECASTLE SIDE PLATING			.42		—	Single	3/4 x 7/8 3 1/2	One	3/4	2 5/8	3

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—						
Extending to Upper Deck (Sec. 3 c)			Eleven			
,, Upper & Second Decks Deck next below			Five.			
As per Rule			Seven.			
The remainder of the Bulkheads constructed as per plan.		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings	Spacing
MIDSHIP BULKH'D, Upper tween decks		Summer Tank B.A.	34	6x3 1/2 x .38.	27.	—
,, Second Trunks		One rib 42x.46	34.36	6x3 1/2 x .38.	27.	7x3 1/2 x .38.
,, Third						
,, Holds		One rib 42x.46	36.40.44	8x3 1/2 x .48.	27.	12x3 1/2 x .51.
COLLISION (in Hold)		Wash Plate 7 B.A.	30.52	12x3 1/2 x .44.	24.	48x3 1/2 x .40.
AFTER PEAK		25.3x3x.24	30.51	2 Flats 15x3 1/2 x .50	24.	Lower 15 5x3 1/2 x .50
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)						
STEEL. Bolckow Vaughan. Consett. Dorman Long. Skinningrove Colville. Cargo Fleet. Freddingham. Appleby Iron Co. South Durham. Steel Co. of Scotland.						
Has the Steel been tested as required by the Rules? Yes						

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	<i>Flat Plate Keel</i>			
STEM	<i>Rolled</i>	<i>10 1/2 x 2 1/8</i>	<i>Industrial Steel Co. Ltd.</i>	—
STERN FRAME	Propeller Post	<i>Forging</i>	<i>10 1/8 x 8 3/4</i>	<i>Darlington Forge Co. Ltd.</i>
	Rudder „	„	<i>9 1/8 x 8 3/4</i>	„
RUDDER—A x D.....	<i>Patent Rudder</i>			
Speed of Vessel.....	<i>11 1/2 knots.</i>			
RUDDER	mainpiece at head ...	<i>Forging</i>	<i>9 1/2</i>	<i>Darlington Forge Co. Ltd.</i>
	„ „ main piece	„	<i>9 3/4 x 13 3/4</i>	„
	„ „ heel ...	„	<i>10</i>	„
how constructed <i>Balanced Reaction Rudder. Forged & built.</i>				
double or single plate				
upper part, coupling, vertical or horizontal.....				
<i>1.14 x .95</i>				
<i>24 1/2 x 3</i>				

STEEL.

Open hearth process
Bolckow Vaughan, Consett, Dorman Long, Skinningrove Colville, Cargo Fleet, Freddingham, Appleby Iron Co., South Durham, Steel Co. of Scotland.
Has the Steel been tested as required by the Rules? *Yes*

EQUIPMENT No. 41815.												LETTER	b f	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.			
32822	1st Bower ...	72	3	7	Stockless.			55	5	-	-	72½	Byers Improved	Not tested	I. P. H. S. 29-1-30 J. H. Bur
32796	2nd „ ...	72	2	21	D°			55	5	-	-	72½	“ Stockless “	“ “	“ “ 22-1-30 “ “
24468	3rd „ ...	62	1	14	D°			49	15	-	-	62	“ “ “	“ “	“ “ 30-2-30 “ “
	Collective weight.	207	3	14								207½			
24461	Stream	20	0	0	5	2	0	20	15	0	0	20½	Rodgers'	S. Taylor & Sons	I. P. H. I. W. 24-1-30

Anchor Equipment approved 28-2-30

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate. Statu- Break- ing.	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.		Supplied.	Per Rule.			Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.		Fathoms.	Ins.			Fathoms.	Ins.	Tons.	Fathoms.	Ins.
14326	300	2 3/8	10 1/2	14 1/2	856	3	21	844 1/2		300	2 3/8	Spec. S. Taylor & Son I.P.H.I.V. 24-1-30 A. Green.	TOWLINE	130	5 1/2	84 1/2	130	5 1/2
													HAWSERS & WARPS	4-100	2 1/4	15-2	4-100	2 3/4
Iron Stream Chain or Steel Wire	120	5	70.9	-	-	-	-	-		120	5	Steel Wires certified by Dixon & Corbett & R. S. Newall & Co. I.P.						

HAWSERS AND WARPS.

Steering Gear, Steam *J. Haske & Co. I.P.* *Cast Steel Jigger & Cast Steel Quadrant* Steering Gear, Hand *Blocks & backles led to steam winch (loose) fitted with emergency key.*

Boats 2 Lifeboats 27'0. Sig. 20'0" Steering Chains, Size and Test *None* Windlass *Clarke Chapman & Co. I.P.*
Dinghy 16'0"

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

Cargo Hatchways.—(Upper Deck) *Usual construction B.A. coamings* Thickness of Hatches *Steel Covers for oil hatches .60 for oil tanks. " " " Cargo Hatch for .40 Stiffened*

Size of No. 1 Hatchway (Forward) *7'0" x 14'2"* No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters *None*

FOR SWAN, HUNTER, & WILKINSON, LONDON, E.C.

Builder's Signature *Chas. Hunter*

GENERAL DECLARATION This vessel has been constructed in accordance with the approved plans. The Secretary's Letters & in other respects in conformity with the Society's Rules & Regulations for vessels carrying petroleum in bulk. The materials & workmanship are good. The weather decks & the upper part of the collision B.H. have been tested & found satisfactory. The peak tanks, cargo & summer tanks, the deep tank forward, the oil fuel bunkers & settling tanks, the main coffer dam, the double bottom tanks in the E & B spaces together with the double bottom coffer dam have all been tested as required by the Rules & found in good order. The steering gears were both found to be working satisfactorily. The requirements of Section 20 of the Rules, where applicable have been carried out. A Neweigan Freeboard was marked on the vessel's side:— *7'8 1/2* from centre of disc to top of steel deck.

Noted W.D. 70.3.30

Chas. Hunter

The amount of Entry Fee £ 10 : 0 : 0	Fees applied for, <i>17 MAR 1930</i>	I am of opinion the Vessel should be Classed <i>100.A.I.</i> "Carrying petroleum in bulk"
Special Survey Fee.... £ 5 70 : 6 : 0	Received by me, <i>26.3.30</i>	
Travelling Expenses, if any £ : :		
State whether the Vessel has been built under Special Survey <i>Yes</i>		Signature <i>Thomas S. Shute</i>
Certificate to be sent to <i>Newcastle on Tyne</i> Date of issue <i>11/4/30</i>		Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 28 MAR 1930*
Character assigned *+ 100 A.I.*
Carrying petroleum in bulk
Lloyd's Assoc. + Limb. 3.30, Cl. 3.20,
Fitted for oil fuel 3.30 H. above 150° F

The Surveyors are requested not to write on or below the Committee's Minute.

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 is a sister vessel to the steel Steamer "Frontenac" No 1302 by the same Builders. Newcastle 1st Entry Report No 82387. with the exception that in the present case the rudder is of the Balanced Reaction Type.

The approved plans (6 in number) are enclosed.

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

1st Bower	42-1-8	46-1-14	Mr 531	3 Topping	17-1-30
2nd "	42-2-5	46-1-21	" 510	L Ripley	9-1-30
3rd "	37-3-2	41-0-14	583	8 Topping	24-1-30

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 105.0 ft., Bridge 30.0 ft., Forecastle 40.0 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 Dth (8th) + Nil Frames & Longitudinal Framing.
Official No. : Signal Letters : Is bottom of Vessel coated with cement if not give particulars of composition E. R. Double Bottom = Full Cement. B. R. oil fuel Double Bottom = Nil. Remainder = Nil.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	—	12.6
Double bottom, under Engines and Boilers,	65'-6"	254	After peak tank,	—	174
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	33'-9"	551
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom		254	(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. 5355

Date 22.8.29

Dates of Surveys held while building

1929 July 3. 11. Aug. 7. 8. 12. 15. 24. 30. Sep. 2. 6. 12. 17. 18. 26. Oct. 2. 7. 14. 22. 24. 30. Nov. 7. 14. 21. 27. 29. 1930 Dec. 2. 3. 4. 5. 6. 9. 10. 11. 12. 13. 16. 17. 18. 19. 20. 23. 24. 26. 27. 28. 30. Jan. 17. 21. 22. 28. Feb. 6. 19. 27. Mar. 4. 5. 7. 8.

Total No. of Visits 57.

Rpt. 4.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 85466

Date of writing Report 14/3/30 When handed in at Local Office 14/3/30 Port of Newcastle-on-Tyne
No. in Survey held at Newcastle-on-Tyne Date, First Survey 16 July 1929 Last Survey 4 March 1930.
S.S. "Marathon" NEWCASTLE-ON-TYNE No. 85466

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS. B. R.			AMIDSHIPS.			ENDS. B. R.			RIVETING.		Rivets in Brackets to Bulkheads.
	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.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Spacg.	Number.
Transverse Framing.															
in Bridge 'tween Decks ...															
from Uppermost Continuous No. 1	7 1/2	3 1/2	14.8	6 1/2	3 1/2	14.0	7 1/2	3 1/2	14.8	6 1/2	3 1/2	14.0	7/8	6 D	7 7/8
" 2	7 1/2	3 1/2	14.8	6 1/2	3 1/2	14.0	7 1/2	3 1/2	14.8	6 1/2	3 1/2	14.0	"	"	"
" 3	8	3 1/2	14.2	6 1/2	3 1/2	14.0	8	3 1/2	14.2	6 1/2	3 1/2	14.0	"	"	8
" 4	8 1/2	3 1/2	14.4	8	3 1/2	14.2	8 1/2	3 1/2	14.4	8	3 1/2	14.2	"	"	9
" 5	9	3 1/2	14.4	8 1/2	3 1/2	14.0	9	3 1/2	14.4	8 1/2	3 1/2	14.0	"	"	4 1/2 D for 10 R
" 6	9 1/2	3 1/2	14.2	8 1/2	3 1/2	14.4	9 1/2	3 1/2	14.2	8 1/2	3 1/2	14.4	"	"	10
" 7	9 1/2	3 1/2	14.7	9	3 1/2	14.0	9 1/2	3 1/2	14.7	9	3 1/2	14.0	"	"	"
" 8	10	3 1/2	14.3	9	3 1/2	14.2	10	3 1/2	14.3	9	3 1/2	14.2	"	"	"
" 9	10	3 1/2	15.0	9 1/2	3 1/2	14.0	10	3 1/2	15.0	9 1/2	3 1/2	14.0	"	"	3 1/2 D for 10 R
" 10	11	3 1/2	14.5	9 1/2	3 1/2	14.2	10 1/2	3 1/2	14.4	9 1/2	3 1/2	14.2	"	"	11
" 11	12 x 4 x 4 x	40	60	10	3 1/2	14.4	12 x 4 x 4 x	40	60	10	3 1/2	14.4	"	"	16
" 12	12 x 4 x 4 x	50	60				12 x 4 x 4 x	50	60				"	"	16
" 13	15 x 4 x 4 x	41	60				15 x 4 x 4 x	41	60				"	"	12
" 14													"	"	
" 15													"	"	
" 16													"	"	
Amidships Bottom			30						30						
At Ends Sides			30						30						
Tank Top Longitudinals	7 1/2	3 1/2	14.6	Transverse			7 1/2	3 1/2	14.6						
Bottom	8	3 1/2	14.8	B. R.			8	3 1/2	14.8						
Longitudinals			27/30						27/30						
Transverses.															
Depth and Thickness															
Face Angles															
Lugs to Shell															
Depth and Thickness															
Face Angles															
Lugs to Shell															
Depth and Thickness															
Face Angles															
Lugs to Shell															
Back Bars															
Brackets Flanged															
Transverse Frames															
Bridge Deck															
Upper															
Second															
Third Poop															

The particulars of framing in peaks (if ordinary), Floors, Centre Girders, 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.

002498-002505-005433
Manufacturer.

DIRECTOR.

002498-002505-0057

Lloyd's Register Foundation