

## STEEL STEAMER or MOTORSHIP.

Received at London Office 28 FEB 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 26<sup>th</sup> FEB. 1930 Port of MIDDLESBROUGH No. 13990  
 Survey held at HAYERTON HILL - ON - TEES Date First Survey 5<sup>th</sup> April 1929 Last Survey 21<sup>st</sup> February 1930  
 On the (State if Machinery fitted Aft and If Single, Twin or Triple Screw) TWIN SCREW MOTOR MOLASSES TANKER ATHELRECENT MACH. FITTED AFT.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) "FULL SCANTLING" State Type of Erections POOP BR. & F.C.L.

TONNAGE under 8306.16 CLASS + 100 A.I. State if with freeboard NO  
 Tonnage Deck 8306.16 CARRYING MOLASSES or as condition of Class NO  
 PATROLEUM IN BULK LONG FRAMING FEET.

Do. of space or spaces between Tonnage Dk. and Upper Dk. 8306.16 Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 475

Total 8306.16 Breadth (greatest moulded) B 63  
 Gross Tonnage 8881.27 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

Register Tonnage 5230.97 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 continuous deck to top of keel 13.53

Do. Long Bridge to top of keel 26.92

Draught Moulded 26.92

Built at HAYERTON HILL - ON - TEES

Launched 16<sup>th</sup> DEC. 1929 Yard No. 153

Builders FURNESS SHIPBUILDING CO. L<sup>td</sup>

Owners UNITED MOLASSES CO. L<sup>td</sup>

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

Residence BUSH HOUSE ALDNYCH LONDON.

Port of Registry LIVERPOOL.

If surveyed while building, afloat, or in dry dock

WHILE BUILDING, AFLOAT & IN DRY DOCK

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>FRAMES, Spacing amidships</b> <u>LONGITUDINAL FRAMING</u>			<b>Bracket Floors, Frame</b> <u>✓</u>		
" " from <u>length</u> to Collision bulkhead <u>26" x 24"</u>			" " Reversed Frame <u>✓</u>		
" " in peaks <u>24"</u>			" " Vertical Struts <u>✓</u>		
" " <u>AFT PEAK B<sup>nd</sup> TO FOR<sup>th</sup> E.R. BULK<sup>head</sup></u> <u>30"</u>			<b>Centre Girders</b> <u>4 EACH SIDE, UNDER ENGINES.</u>		
<b>SIDE FRAMING.</b>			depth and thickness amidships <u>10" x 7 1/2"</u>		
Frame Amidships, Angle, [ or ] <u>LONGITUDINAL FRAMING</u>			" " top Angles <u>SINGLE</u> <u>8" x 8" x 7</u>		
" " Extends up to <u>SEE SEPARATE REPORT</u>			" " bottom Angles <u>DOUBLE</u> <u>3 1/2" x 3 1/2" x 5</u>		
<b>TRANSVERSE</b> <u>FROM AFT PEAK B<sup>nd</sup> TO FOR<sup>th</sup> E.R. B<sup>nd</sup></u> <u>11" x 3 1/2" x 44 B.A. N.B.S.</u>			<b>Side Girders, No. each side and thickness</b> <u>2. 75.</u>		
Reversed Frame Amidships, Angle <u>FOR<sup>th</sup> E.R. B<sup>nd</sup></u> <u>2" DECK</u>			<b>Margin Plate</b> depth (excl. of flange) and thickness <u>✓</u>		
" " Extends up to <u>2" DECK</u>			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem <u>✓</u>		
<b>Depth of Framing Girder</b> <u>✓</u>			" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem <u>✓</u>		
<b>Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]</b> <u>LONGITUDINAL FRAMING</u>			" " Gussets, spacing and scantling abaft 1/4 len. from stem <u>✓</u>		
" " <u>SEE SEPARATE REPORT</u>			" " Gussets, spacing and scantling forward 1/4 len. from stem <u>✓</u>		
" " <b>Second 'tween Decks, Angle, [ or ]</b> <u>✓</u>			<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b> <u>10' 0" x 46</u>		
" " <b>Third</b> <u>✓</u>			<b>INNER BOTTOM PLATING, IN ENG. ROOM</b>		
<b>Framing in Peaks, Angle, [ or ]</b> <u>9" x 3 1/2" x 38 B.A. N.B.S.</u>			Breadth and thickness of Middle Line Strake <u>49" x 53</u>		
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b> <u>SEE SEPARATE REPORT</u>			Thickness of remainder in Holds <u>1" UNDER ENGINES</u>		
<b>State if Frame Joggled</b> <u>YES (TRANS. FRG)</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>		
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b> <u>CLOSELY SPACED LONG<sup>itudinal</sup> &amp; TRANSVERSES AS APPROVED PLANS.</u>					
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b> <u>THREE STRAKES OF BITUMEN PLATING NEXT TO KEEL. MIDSHIP THICKNESS MAINTAINED TO FORE END OF LONG<sup>itudinal</sup> FRAMING. 26" FRAME SPACING &amp; 67" IN WAY OF 14" SPACING TO RULE P.B. OF COLL. BULK<sup>head</sup>. STRAIGHT ACROSS</u>			<b>Uppermost Continuous Deck, amidships</b> <u>LONGITUDINAL BEAMS</u>		
<b>SINGLE BOTTOM. FORWARD</b>			in Wells, Angle, [ or ] <u>(SEE SEPARATE REPORT)</u>		
Floors, Depth and thickness at mid-line in Holds <u>FOR<sup>th</sup> 38" x 42"</u>			" " in way of Bridge, Angle, [ or ] <u>✓</u>		
Height of Brackets at side above base line at toe of frame <u>✓</u>			Spacing <u>✓</u>		
<b>Middle Line Keelson, on Floors, Angles, [ or ]</b> <u>✓</u>			<b>Second Deck, amidships, Angle, [ or ]</b> <u>D<sup>o</sup></u>		
" " Through Plate or Intercoastal Plate <u>✓</u>			Spacing <u>✓</u>		
" " Foundation Plate on Floors <u>✓</u>			<b>Third Deck, amidships, Angle, [ or ]</b> <u>✓</u>		
" " Flat Plate Keel Angles <u>4" x 4" x 59 to 53</u>			Spacing <u>✓</u>		
<b>Side Keelsons, No. each side</b> <u>THREE</u>			<b>Fourth Deck, amidships, Angle, [ or ]</b> <u>✓</u>		
" " thickness of Intercoastal Plate <u>40</u>			Spacing <u>✓</u>		
" " Angles <u>3 1/2" x 3 1/2" x 42</u>			<b>Poop Deck, Angle, [ or ]</b> <u>LONGITUD<sup>inal</sup></u> <u>6" x 3" x 32 B.A.</u>		
<b>DOUBLE BOTTOM. IN ENG. ROOM</b>			Spacing <u>39"</u>		
Solid Floors, thickness and spacing <u>43. 30"</u>			<b>Bridge Deck, Angle, [ or ]</b> <u>LONG<sup>itudinal</sup></u> <u>6" x 3" x 32 B.A.</u>		
" " Are Frame and Reversed Frame joggled? <u>NO</u>			Spacing <u>36"</u>		
<b>Bracket Floors, breadth and thickness at middle line</b> <u>✓</u>			<b>Forecastle Deck, Angle, [ or ]</b> <u>LONG<sup>itudinal</sup></u> <u>6" x 3" x 32 B.A.</u>		
" " breadth and thickness at margin plate <u>✓</u>			Spacing <u>36"</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>	3 1/4" DIA. IN FILE 2 SPACED		Stringer Plate, breadth and thickness in way of Bridge .....	80" x 45"	
" in 'tween Decks, Size and Spacing.....	4" DIA. IN BRIDGE		Thickness of Plating abreast Deck openings in way of Wells .....	45	
" " " " " "	88 1/2 x 3 1/2 x 3 1/2 x 56" LOWER		Thickness of Plating abreast Deck openings in way of Bridge .....	45	
" in Holds <i>FOR CARGO HOLD</i>	92 1/2 x 3 1/2 x 3 1/2 x 58" HOLD		Thickness of Plating within line of openings...		
" " " " " "	96 1/2 x 3 1/2 x 3 1/2 x 44" HOLD		If Sheathed, material and thickness .....		
<b>Centre Line Bulkhead.</b>	88 1/2 x 3 1/2 x 3 1/2 x 38" UPPER		<b>Third Deck.</b>		
Stiffeners and Spacing <i>LONGITUDINALS</i>	92 1/2 x 3 1/2 x 3 1/2 x 44" HOLD		Stringer Plate, breadth and thickness.....		
Plating, thickness of .....	9 x 3 1/2 x 44 B.A. NBS 30"		If Plated, state thickness.....		
<b>STRINGERS AND DECKS.</b>	70 1/2 x 3 x 325 B.A. APART.		<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>	51 TO 38		Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	40 TO 38		If Plated, state thickness .....		
" " " " in way of Bridge	82 1/2 x 84		<b>Poop Deck.</b>		
" Angle in Wells <i>WALLS OF ALL TANKS</i>	82 1/2 x 98		Stringer Plate, breadth and thickness .....	38	
Thickness of Plating abreast Deck openings in way of Wells .....	7 x 7 x 74		Plating, Sheathing, material and thickness ...	32 TO 26 5 x 2 1/2 P.P.	
Thickness of Plating abreast Deck openings in way of Bridge .....	8 1/2 x 3 1/2 x 4		<b>Bridge Deck.</b>		
Thickness of Plating within line of openings...	.80		Stringer Plate, breadth and thickness.....	43" x 44	
If Sheathed, material and thickness .....	.80		Plating, Sheathing, material and thickness ...	34 5 x 2 1/2 P.P.	
<b>Second Deck.</b>	50 x 45		<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells...			Stringer Plate, breadth and thickness.....	38	
	80" x 45		Plating, Sheathing, material and thickness ...	26 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?		No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.		Diam.	Spacing cr. to cr.	
FLAT PLATE KEEL .....	55 1/4	1	.85	.85		DOUBLE	1" 4"	FIVE & FOUR	1 1/8	4 1/2	OVERLAPPED
" DBLG. (if any)	84 1/4	.67	.55	.50	MIDSHIP THICKNESS MAINTAINED TO CHILL BULKHEAD 69 IN WAY OF TRANSVERSE BRACING 26" APART	"	7/8 3 1/2	FOUR & THREE	7/8	3 1/2	
BOTTOM PLATING, No. of Strakes .....	83 1/2	.67	.50	.50		"	"	"	"	"	
BILGE PLATING, No. of Strakes .....	67 1/4	.67	.52	.54		"	"	"	"	"	
SIDE PLATING, No. of Strakes .....	72	.66	.54	.54		DOUBLE	"	"	"	"	
UPPER DECK, Sheer-strake in Wells.....	60	.64	.57	.56		TREBLE	"	"	"	"	
UPPER DECK, Sheer-strake in Bridge ...	67 1/2	.64	.48	.60		"	"	"	"	"	
STRAKE BELOW Sheer-strake in Wells.....	78 3/4	"	.48	.48		DOUBLE	1" 3 1/2	FIVE & THREE	1 1/4 1 1/8 5 1/8 5 1/8	"	
STRAKE BELOW Sheer-strake in Bridge ...	74 1/2	1.07	.48	.48		"	"	FIVE	"	"	
POOP SIDE PLATING .....	74 1/2	1.27				DOUBLE	1 7/8 3 1/2 3 1/2	FOUR & THREE	1" 4"	"	
BRIDGE SIDE PLATING ...	59 1/4	.81	.48	.48		"	"	FOUR	1" 4"	"	
FORECASTLE SIDE PLATING	59 1/4	.81				SINGLE	3/4 3"	DOUBLE	3/4 2 5/8	"	
	.42					ONE PLATE.	DOUBLE	3/4 2 5/8	"		
	.44					SINGLE	3/4 3"	SINGLE	3/4 2 5/8	"	
	.44					DOUBLING					

## WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c)

Deck next below

As per Rule

## FORGINGS and CASTINGS.

Casting or Forging. Scantlings. Maker's Name. Any departure from approved plans to be noted.

KEEL, Bar ..... FLAT PLATE KEEL

STEM ..... ROLLED BAR 11" x 2 5/8"

ELL  
 STERN FRAME { Propeller Post ..... C.S. 11" x 3 3/8 RHEINISCH-  
 PRAPALLER BETS C.S. TO PLAN WESTFALISCHE  
 Rudder " ..... C.S. STARK UND  
 WALZERKE AG

RUDDER—A x D..... 635 x 76

Speed of Vessel..... 11 KNOTS

RUDDER mainpiece at head ... FORGED 128 DIA. YITKOVICE MINES  
 " heel ... STEEL 9 1/2 DIA. CZECKO-SLOVAKIA  
 how constructed ... ARMS SHRUNK ON & KEYED TO MAINPIECE

double or single plate coupling, vertical or horizontal.....

1.14  
HORIZONTAL

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper 'tween decks	38 TO 34	7 x 3 x 34	BUILD ANGLE 30		
" " Second "					
" " Third "					
" " Holds .....	51 TO 38	11 x 3 1/2 x 44 NBS BA	TO 7 1/2 x 3 x 42 BA 30		
COLLISION " (in Hold) .....	56 TO 40	11 x 3 1/2 x 42 BA NBS 21			
AFTER PEAK " .....	FR 9 38	12 x 3 1/2 x 44 BA NBS 24			
	FR 14 42	7 1/2 x 3 x 37 BA 37 1/2			

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

STEEL.

SOUTH DURHAM S & I. CO. L<sup>D</sup> APPLEBY IRON CO. L<sup>D</sup> OPEN HEARTH BASIC  
 CARGO FLEET IRON CO. L<sup>D</sup> DORMAN LONG CO. L<sup>D</sup> CONSETT IRON CO. L<sup>D</sup>  
 Has the Steel been tested as required by the Rules? YES.

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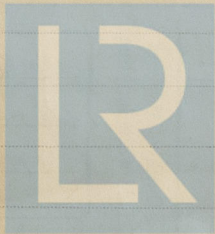
EQUIPMENT No. <i>48375</i>										LETTER <i>dt</i>		ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
<i>91320</i>	1st Bower ...	<i>84</i>	<i>3</i>	<i>21</i>	<i>STICKLESS</i>			<i>61</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>81 1/4</i>	<i>CHALLENGE TYPE</i>	<i>N. HINGLEY &amp; SONS</i>	<i>NETHERTON 28-11-29 H. GREEN</i>
<i>91321</i>	2nd „ ...	<i>78</i>	<i>3</i>	<i>20</i>		<i>0</i>		<i>58</i>	<i>2</i>	<i>2</i>	<i>0</i>	<i>81 1/4</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>91419</i>	3rd „ ...	<i>69</i>	<i>2</i>	<i>21</i>		<i>0</i>		<i>53</i>	<i>12</i>	<i>2</i>	<i>0</i>	<i>69 1/2</i>	<i>0</i>	<i>0</i>	<i>NETHERTON 24-12-29 H. GREEN</i>
	Collective weight.	<i>233</i>	<i>2</i>	<i>6</i>								<i>232-0-0</i>			
<i>62679</i>	Stream .....	<i>23</i>	<i>3</i>	<i>14</i>	<i>6</i>	<i>0</i>	<i>0</i>	<i>23</i>	<i>15</i>	<i>2</i>	<i>14</i>	<i>23-2-0</i>	<i>ORDINARY</i>	<i>R. SYKES &amp; SONS</i>	<i>TIPTON 23-9-29 H.A. DRYSDALE</i>

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.	Cir.		Tons.	Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
33436	15	2½	11½	15½	49	0	21		300	2½	STUD	R. SYKES & SONS	L. CARDIFF 24-7-29	TOWLINE... GSWR	130	5½	88	/	
33601	135	"	"	"	421	3	7	940			D°	D°	CARDIFF 31-9-29	HAWSERS & WARPS GSWR	200	2¼	15½	/	
64951	150	"	"	"	470	1	10	/			D°	D°	TIPTON 23-9-29	"	200	2¼	15½	/	
	300	Cir. 3			941	1	10			Cir.			H.C. LEESON						
Iron Stream } Steel Wire }	120	4¾	65	5							GSWR.						/		

Steering Gear, <del>Steam</del> <i>ELECTRIC THOS. B. THRIGE</i>	Steering Gear, Hand <i>THOS. B. THRIGE</i>	<i>ODENSE DENMARK</i>	<i>DENMARK</i>
Boats <i>4. LIFEBOATS 25'6"</i>	Boats <i>1. MOTOR BOAT 18'0"</i>	Boats <i>1. DINGHY 18'0"</i>	Boats <i>1. DINGHY 18'0"</i>
Ceiling in Holds, thickness and material <i>NONE FITTED</i>	Cargo Battens, thickness, material and spacing <i>IN FOR: CARGO HOLD ONLY 6" x 2" x 1/4"</i>	Ceiling in Holds, thickness and material <i>MAIN 6'5" x 7'4" x 1'3" CORRUGATED</i>	Ceiling in Holds, thickness and material <i>SUMMER TANK 6'0" x 3'0" x 2'6"</i>
Cargo Hatchways. (Upper Deck) <i>SUMMER TANK 6'0" x 3'0" x 2'6"</i>	Cargo Hatchways. (Lower Deck) <i>SUMMER TANK 6'0" x 3'0" x 2'6"</i>	Cargo Hatchways. (Upper Deck) <i>SUMMER TANK 6'0" x 3'0" x 2'6"</i>	Cargo Hatchways. (Lower Deck) <i>SUMMER TANK 6'0" x 3'0" x 2'6"</i>
Size of No. 1 Hatchway (Forward) <i>9'2" x 12'0"</i>	Size of No. 2 Hatchway (Forward) <i>2'7" CORRUGATED</i>	Size of No. 3 Hatchway (Forward) <i>2'7" CORRUGATED</i>	Size of No. 4 Hatchway (Forward) <i>2'7" CORRUGATED</i>
Number of Shifting Beams and/or Fore and Afters <i>IN NO. 1 HATCHWAY (FOR) ONE 10' x 30 PLATE. 3' x 3' x 4 DOUBLE ANGLES</i>	Number of Shifting Beams and/or Fore and Afters <i>IN NO. 1 HATCHWAY (FOR) ONE 10' x 30 PLATE. 3' x 3' x 4 DOUBLE ANGLES</i>	Number of Shifting Beams and/or Fore and Afters <i>IN NO. 1 HATCHWAY (FOR) ONE 10' x 30 PLATE. 3' x 3' x 4 DOUBLE ANGLES</i>	Number of Shifting Beams and/or Fore and Afters <i>IN NO. 1 HATCHWAY (FOR) ONE 10' x 30 PLATE. 3' x 3' x 4 DOUBLE ANGLES</i>
FOR FURNESS SHIPBUILDING CO. LIMITED			
Builder's Signature <i>John McGovern</i>			

<b>GENERAL DECLARATION.</b> It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel <u>YES</u>		(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo <u>✓</u>		The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.	
<p>The vessel has been built in accordance with the approved plans, the Secretary's letter of date 28<sup>th</sup> Feb. 1929 to 29<sup>th</sup> Jan. 1930 and in general conformity with the Society's Rules and Regulations for the class contemplated. The materials and workmanship are good. The vessel is built on the longitudinal framing system. The main cargo oil tanks, summer tanks, oil fuel tanks, double bottom tanks under machinery space, and the fore &amp; after peak tanks, have been tested to Rule Regulations. The copper dam has been filled to the top of hatch coaming and tested. The upper portion of the collision bulkhead, and weather decks clear of oil tanks have been tested by hose and found satisfactory. The electric steering gear, hand steering gear, windlass, winch, and capstan have been tested under working condition &amp; found satisfactory. The assigned freeboard has been cut on the vessel's side, and verified.</p>					
The amount of Entry Fee ..... £ 11 : 0 : 0		Fees applied for,		Large oil tanks are fitted for carrying oil F.P. above 150°F	
Special Survey Fee.... £ 633 : 0 : 9		26 Feb 1930		ASK	
FREEBOARD 11 13 4		Received by me,		I am of opinion the Vessel should be Classed +100 A1.	
Travelling Expenses, if any £ : :		3. 3. 30 19		"CARRYING MOLASSES OR PETROLEUM IN BULK." LONGITUDINAL FRAMING.	
State whether the Vessel has been built under Special Survey <u>yes.</u>		Signature <u>Geo. Brickton &amp; J.H. Stoker.</u>		Surveyor, to Lloyd's Register of Shipping.	
Certificate to be sent to <u>Middleborough</u>		Date of issue <u>7/3/30.</u>			

Committee's Minute	<i>FRI. 7 MAR 1930</i>
Character assigned	<i>+100 A1</i>
	<i>Carrying Molasses or Petroleum in Bulk</i>
	<i>Lloyd's A+C.P. + d.m.b. 2, 30 oil Sigs.</i>
	<i>Cl. 2 L.B. 180 lbs</i>
	<i>Write Gls 2/1/30</i>
	<i>mid jk</i>
	<i>0015 2/2</i>



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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.)

Vessel placed in dry dock to ascertain nature & extent of damage (cause unknown) <sup>NOW DONE</sup> No. 17 bottom shell plate on E. strake port side removed &aired and riveted. One plate girders port side removed &aired and riveted. The damage faired and one channel longitudinal in way of above damage in place. Two main cargo oil tanks in way of above damage tested by head of water to Rule Requirements & found satisfactory. All new and disturbed work recoded. The vessel now being in the same good and efficient condition as before the damage was sustained.

Copy of the Midships Section, Midships Bulkheads, & Profile and Deck Plans (as built) together with forging & coating reports and the approved plans mentioned hereunder are forwarded herewith. viz. Bow framing & aft. peak bulkhead. Brackets to longitudinal stide shell, transverse & cen. line bulkheads & trunk side. Midships Section. Bridge side plating. Details of upper dk. riveting. Stiffening of cen. line bulkh. in way of pump room. Bottom & bilge longitudinal. Typical detail of side shell Riveting. Pupellen Brackets. Midships transverse. Pupellen Riveting of cen. plate to access manholes in cen. line & transverse bulkheads. Stern Post & Rudder. Midships bulkheads. Fore Peak bulkhead. Heating coils. OT. midship bulkheads. Fore Peak bulkhead. Hidden under engine. Engine section (Amended) Detail of Position of pad pieces at transverse & cen. line bulkheads. Fore end transverse. Cofferdam bulkheads (forward) Rudder frame & ill post. After end transverse. Detail of 2<sup>nd</sup> dk. riveting. Profile & Dk. Plans.

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

1st Bower	44 CHTS.	0 QRS	27 LBS	K.H.	6822	15-8-29
2nd "	38 "	1 "	18 "	K.H.	6723	30-7-29
3rd "	37 "	0 "	1 LB.	H.B.	7255	27-11-29.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 118.91 ft., R.Q.D. 1 ft., Bridge 33.93 ft., Forecastle 47.87 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. (STA) & WEB FRAMES. Is bottom of Vessel coated with cement PARTLY if not given particulars of composition. PEAKS & COFFERDAMS CEMENTED, PUMP ROOM COMPOSITION. OIL TANKS & DOUBLE BOTTOM TANKS CEMENT FILLED.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.		Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.			Feet.	Tons.
Double bottom, aft,	20'-0"	97	Fore peak tank,		23'-10 1/2"	177
Double bottom, under Engines and Boilers,	30'-0"	91	After peak tank,		28'-0"	398
Double bottom, if under Engines only,	35'-0"	44	Deep tank, aft,	43'-6"	24'-0"	33
Double bottom, if under Boilers only,	20'-0"	87	Deep tank, forward,		19'-6"	37
Double bottom, forward,			Other tanks, if fitted,			
			(If necessary, furnish further information by sketch.)			
			* The wells are not to be included in the lengths of the tanks.			

Order for Special Survey No. 452

Date 14 Mar/29

Dates of Surveys held while building

1929: Apr. 5. 16. 30. May 1. 8. 13. 17. 23. 27. 28. 30. Jun. 3. 5. 7. 10. 12. 20. 22. 24. 26. Jul. 1. 8. 9. 23. 31. Aug. 2. 6. 7. 8. 9. 12. 15. 24. Sep. 5. 11. 13. 26. 27. Oct. 2. 7. 14. 15. 17. 21. 25. 29. 31. Nov. 4. 5. 6. 7. 8. 11. 12. 13. 14. 15. 18. 19. 20. 21. 22. 25. 26. 27. 28. 29. Dec. 2. 3. 4. 6. 9. 12. 13. 16. 20. 31. 1930: Jan. 10. 21. 24. 27. Feb. 4. 11. 13. 17. 19. 21.

Total No. of Visits



T.S. MOTOR TANKER "ATHEL REGENT" FURNESS S.B.C. No 153.

PARTICULARS OF LONGITUDINAL FRAMING. Mdb. aft 13990

Rpt. 1\*.

FRAMING.		AMIDSHIPS. IN OIL COMPARTMENTS.						ENDS. IN OIL COMPARTMENTS.						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. Inches.	Rivets in Brackets to Bulkheads.								
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.		Speng.	Number.	Diameter. Inches.						
aming of $\frac{1}{2}$ L $\frac{1}{2}$ E		BULB ANGLES																							
mes in Bridge 'tween Decks ...		6 $\frac{1}{2}$	3	.36				6 $\frac{1}{2}$	3	.36				7/8	5 $\frac{1}{4}$										
mes from Uppermost Continuous Deck No. 1		8	3 $\frac{1}{2}$	.38	8	3 $\frac{1}{2}$	.38	8	3 $\frac{1}{2}$	.38	8	3 $\frac{1}{2}$	.38	"	"			8 7/8 TO LONG 2 <sup>3</sup>							
" 2		8	3 $\frac{1}{2}$	.38	8	3 $\frac{1}{2}$	.38	8	3 $\frac{1}{2}$	.38	8	3 $\frac{1}{2}$	.38	"	"			8 7/8 TO BULK 2							
" 3		8	3 $\frac{1}{2}$	.38	8	3 $\frac{1}{2}$	.38	8	3 $\frac{1}{2}$	.38	8	3 $\frac{1}{2}$	.38	"	"										
2 <sup>ND</sup> DK " 4		8	3 $\frac{1}{2}$	.38	8	3 $\frac{1}{2}$	.38	8	3 $\frac{1}{2}$	.38	8	3 $\frac{1}{2}$	.38	"	"			8 7/8 TO LONG 2 <sup>3</sup>							
B.A. N.B.S. " 5		8	3 $\frac{1}{2}$	.38	8	3 $\frac{1}{2}$	.38	8	3 $\frac{1}{2}$	.38	8	3 $\frac{1}{2}$	.38	"	"			10 7/8 TO BULK 2							
" " " 6		9	3 $\frac{1}{2}$	.38	9	3 $\frac{1}{2}$	.38	8	3 $\frac{1}{2}$	.38	8	3 $\frac{1}{2}$	.38	"	"	9 RIVETS EACH SIDE		9 7/8 TO LONG 2 <sup>3</sup>							
" " " 7		9	3 $\frac{1}{2}$	.38	9	3 $\frac{1}{2}$	.38	9	3 $\frac{1}{2}$	.38	9	3 $\frac{1}{2}$	.38	"	"	OF TRANSVERSES		9 7/8 TO LONG 2 <sup>3</sup>							
" " " 8		9	3 $\frac{1}{2}$	.41	9	3 $\frac{1}{2}$	.41	9	3 $\frac{1}{2}$	.41	9	3 $\frac{1}{2}$	.41	"	"	BULKHEADS 7/8 4" APART		11 7/8 TO BULK 2							
" " " 9		10	3 $\frac{1}{2}$	.40	10	3 $\frac{1}{2}$	.40	10	3 $\frac{1}{2}$	.40	10	3 $\frac{1}{2}$	.40	"	"	9 RIVETS EACH SIDE		10 7/8 TO LONG 2 <sup>3</sup>							
" " " 10		10	3 $\frac{1}{2}$	.40	10	3 $\frac{1}{2}$	.40	10	3 $\frac{1}{2}$	.40	10	3 $\frac{1}{2}$	.40	"	"	OF TRANSVERSES		12 7/8 TO BULK 2							
" " " 11		10	3 $\frac{1}{2}$	.40	10	3 $\frac{1}{2}$	.40	10	3 $\frac{1}{2}$	.40	10	3 $\frac{1}{2}$	.40	"	"	4 BULK 2									
" " " 12		10	3 $\frac{1}{2}$	.42	10	3 $\frac{1}{2}$	.42	10	3 $\frac{1}{2}$	.42	10	3 $\frac{1}{2}$	.42	"	"	7/8 RIVETS		11 7/8 TO LONG 2 <sup>3</sup>							
" " " 13		12	3 $\frac{1}{2}$	.45	12	3 $\frac{1}{2}$	.45	12	3 $\frac{1}{2}$	.45	12	3 $\frac{1}{2}$	.45	"	"	3" APART		14 7/8 TO BULK 2							
CHANNEL " 14		12*4*4*.48			12*4*4*.48			12*4*4*.48			12*4*4*.48			"	"			15 7/8 TO LONG 2 <sup>3</sup>							
" 15																		20 7/8 TO BULK 2							
" 16																									
g of dinal es		Amidships 30"						30																	
At Ends																									
Tank Top Longitudinals																									
Bottom		15*4*4*.41			15*4*4*.41			15*4*4*.41			15*4*4*.41			7/8 5 $\frac{1}{4}$				9 7/8 RIVETS EACH SIDE OF TRANSVERSES & BULK BRACKETS 17 7/8 TO LONG 2 <sup>3</sup>							
f Longitudinals		Amidships 31"						31										16 7/8 TO BULK 2							
At Ends																									
Transverses.														Rivets in Lugs to Shell Diam.											
Depth and Thickness		21".38						21".38																	
Face Angles SINGLE		3 $\frac{1}{2}$ *3 $\frac{1}{2}$ *.4						3 $\frac{1}{2}$ *3 $\frac{1}{2}$ *.4																	
Lugs to Shell SET BACK		3 $\frac{1}{2}$ *3 $\frac{1}{2}$ *.38						3*3*.38						7/8 3 $\frac{3}{4}$											
Depth and Thickness		25".40						25".40																	
Face Angles SINGLE		3 $\frac{1}{2}$ *3 $\frac{1}{2}$ *.4						3 $\frac{1}{2}$ *3 $\frac{1}{2}$ *.4																	
Lugs to Shell SET BACK		3 $\frac{1}{2}$ *3*.4						3 $\frac{1}{2}$ *3*.4						7/8 3 $\frac{3}{4}$											
Depth and Thickness		36*.46			52*.46			36*.46			52*.46														
Face Angles SINGLE		7*3 $\frac{1}{2}$ *.5 O.A.			9*3 $\frac{1}{2}$ *.48 B.A.			7*3 $\frac{1}{2}$ *.5 O.A.			9*3 $\frac{1}{2}$ *.48 B.A.														
Lugs to Shell SET BACK		6*6*.46			6*6*.46			6*6*.46			6*6*.46			7/8 3 $\frac{3}{4}$											
" " Back Bars		3 $\frac{1}{2}$ *3 $\frac{1}{2}$ *.4			3 $\frac{1}{2}$ *3 $\frac{1}{2}$ *.4			3 $\frac{1}{2}$ *3 $\frac{1}{2}$ *.4			3 $\frac{1}{2}$ *3 $\frac{1}{2}$ *.4														
Brackets		.46																							
transverse Frames																									
if joggled or liners.																									
Bridge Deck		6*3*.32 B.A.												36				11*.38 6*3*.40 B.A. 11*.38 6*3*.40 B.A.							
Upper		7*3 $\frac{1}{2}$ *.34 B.A.												31				17 $\frac{1}{2}$ *4 5" FL 17 $\frac{1}{2}$ *4 5" FL							
Second		7 $\frac{1}{2}$ *3*.37 B.A.			8*3*.35 B.A.			8*3*.375 B.A.			8*3*.375 B.A. IN WAY OF OIL FUEL BUNKER			31				6*3 $\frac{1}{2}$ *.54 3" O.D. 22*4 16*3 $\frac{1}{2}$ *.56 3" O.D.							
Third																		10*6*3*10							
Water Cap																									
Tons.																									
177																									
398																									
331																									
371																									

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.