

STEEL STEAMER or MOTORSHIP.

Received at London Office

3 MAY 1926

State if Report has been sent on the Freeboard of the Vessel

No. THULE

State if Report is sent on the Machinery of the Vessel

Yes

W/S. 771

Date of completion of report 24 April, 1926.

Port of

Hamburg.

No. 16808

Survey held at Hamburg.

Date First Survey 7 July, 1925

Last Survey 17 April, 1926

1926

On the (State if Machinery fitted Aft and

Steel Twin Sc. SR. "NEPTUN" Machinery aft. Combined Cable steamer & Tanker.

State Type (Full Scantling, Complete Superstructure

Full Scantling - Longitudinal Framing

State Type of Erections Poop-Bridge-Fill

TONNAGE under

6293.15

CLASS *100A1.

State if with freeboard

No.

Built at Hamburg.

Do. of space or spaces

Length from fore part of stem to after part of stern

L 130.20

Launched 21 January, 1926. Yard No. 472.

Breadth (greatest moulded)

B 17.40

Builders Blohm & Voss, K. & A.

Total

Depth, at middle of length from top of keel to top

D 10.70

Owners Norddeutsche Seehafenwerke A.G.

Gross Tonnage

7250.03

Register Tonnage

3640.05

1st Longitudinal Number (L x D)

34375

Managers To To

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

2nd Numeral L x (B + D)

3659

Residence Nordenham.

REGISTERED DIMENSIONS.

Length 132.40 - 434.49

Breadth 17.47 - 57.32

Depth 9.86 - 32.35

Framing Depth "d" at middle of length. See

Proportions—Depth to Length—Uppermost con-

Do. Long Bridge to top

Draught Moulded 8.26

Port of Registry Nordenham.

If surveyed while building, afloat, or in dry dock

yes on stocks, afloat and in dry dock.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.			Any Departure from		INCHES IN SHIP.			Any Departure from
				Approved Plans to					Approved Plans to
				be Noted.					be Noted.
FRAMES, Spacing amidships	Longitudinal	Aft = 710		✓	Bracket Floors, Frame	✓	✓	✓	✓
" " from 1/2 length to Collision		690		✓	" " Reversed Frame	✓	✓	✓	✓
" " in peaks	Form 465	Aft 610		✓	" " Vertical Struts	✓	✓	✓	✓
SIDE FRAMING. Longitudinal					Centre Girder, depth and thickness amidships	1220	✓	13.5	✓
Frame Amidships, Angle, [or [	Aft	250 90 14		✓	" " top Angles	150 150 14		✓	✓
" " Extends up to	Form 200 85 12			✓	" " bottom Angles	150 150 15-16		✓	✓
Reversed Frame Amidships, Angle	Form 270 90 13			✓	Side Girders, No. each side and thickness	Two 11 x 13		✓	✓
" " Extends up to	Form 220 85 12			✓	Margin Plate depth (excl. of flange) and	990	✓	13.5	✓
Depth of Framing Girder	Form 250 90 14			✓	" " Vertical Angle to Tank side	90 90 11		✓	✓
Frames in Uppermost Continuous 'tween	Form 270 90 13			✓	" " Bracket abaft 1/2 len. from	150 150 11		✓	✓
Decks, Angle, [or [	Form 220 85 12			✓	" " Vertical Angle to Tank side	✓	✓	✓	✓
" " Second 'tween Decks, Angle, [or [	Form 250 90 14			✓	" " Bracket forward 1/2 len. from	✓	✓	✓	✓
" " Third " " " " "	Form 270 90 13			✓	" " Gussets, spacing and scantling	✓	✓	✓	✓
Framing in Peaks, Angle or [	Form 230 90 11			✓	" " abaft 1/2 len. from stem	✓	✓	✓	✓
Diameter and Spacing of Rivets through	Form 22 130			✓	" " Gussets, spacing and scantling	✓	✓	✓	✓
Frame and Shell Plating amid-					forward 1/2 len. from stem	✓	✓	✓	✓
ships					Tank Side Brackets, height above base line	✓	✓	✓	✓
State if Frame Joggled	No			✓	at toe of Frame and thickness	✓	✓	✓	✓
STRENGTHENING ARRANGEMENTS (Sec. 7), state	Decks and string			✓	INNER BOTTOM PLATING.				
system and particulars	and webs				Breadth and thickness of Middle Line Strake	1100 x 20.5		✓	✓
STRENGTHENING OF BOTTOM FOR-	Double Frames			✓	Thickness of remainder in Holes	1345 13.5		✓	✓
WARD. State Particulars	Extra Intercoast.				Are Rule requirements complied with regarding	13 14.5 22		✓	✓
ANGLE BOTTOM. in way of Cyl. Tanks	3 Shell strake, incr.				increases of scantlings in way of double	yes		✓	✓
Floors, Depth and thickness at mid-line in					bottom in E. & B. space and framing in				
Holds					Bunkers and Boiler Room?				
Height of Brackets at side above					BEAMS.				
base line at toe of frame					Uppermost Continuous Deck, amidships	See Long. Fram.		✓	✓
Middle Line Keelson, on Floors, Angles,					" " in Wells, Angle, [or [	See Long. Fram.		✓	✓
[or [					" " in way of Bridge, Angle,	See Long. Fram.		✓	✓
" " Through Plate or					[or [	See Long. Fram.		✓	✓
Intercoastal Plate					Spacing	See Long. Fram.		✓	✓
" " Foundation Plate on					Second Deck, amidships, Angle, [or [	See Long. Fram.		✓	✓
Floors					Spacing	See Long. Fram.		✓	✓
" " Flat Plate Keel Angles					Third Deck, amidships, Angle, [or [	See Long. Fram.		✓	✓
Side Keelsons, No. each side					Spacing	See Long. Fram.		✓	✓
" " thickness of Intercoastal Plate					Fourth Deck, amidships, Angle, [or [	See Long. Fram.		✓	✓
" " Angles					Spacing	See Long. Fram.		✓	✓
DOUBLE BOTTOM.					Poop Deck, Angle, [or [	See Long. Fram.		✓	✓
Solid Floors, thickness and spacing					Spacing	See Long. Fram.		✓	✓
" " Are Frame and Reversed Frame					Bridge Deck, Angle, [or [	See Long. Fram.		✓	✓
joggled?					Spacing	See Long. Fram.		✓	✓
Bracket Floors, breadth and thickness at					Forecastle Deck, Angle, [or [	See Long. Fram.		✓	✓
middle line					Spacing	See Long. Fram.		✓	✓
" " breadth and thickness at									
margin plate									

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.
		ONE	TWO	THREE				ONE	TWO	THREE	
PILLARS, No. of Rows.....	FORM GET	ONE	TWO	THREE	%			ONE	TWO	THREE	%
" in 'tween Decks, Size and Spacing.....	in way of Banks	Two	Long	B'ds	%			Two	Long	B'ds	%
" " " " " " " "	FORWARD	250/11	200/11	200/11	%			250/11	200/11	200/11	%
" " " " " " " "	GET 0	250/11	200/11	200/11	%			250/11	200/11	200/11	%
" in Holds " " " " " " " "	FORWARD	250/17	2760	2760	%			250/17	2760	2760	%
" " " " " " " "	GET 0	350/16	2760	2760	%			350/16	2760	2760	%
Centre Line Bulkhead.	5	170	75	95	%			5	170	75	95
Stiffeners and Spacing.....		690			%			690			%
Plating, thickness of	11	20	9		%			11	20	9	%
STRINGERS AND DECK.	Cylindric - Tanks Dia. 13 - 14.5m.	12-10.5	9.5-8.5		%			12-10.5	9.5-8.5		%
Uppermost Continuous Deck.					%						%
Stringer Plate, breadth and thickness in Wells		%	%	%	%			%	%	%	%
" " " " " " " "	1980	%	15.5		%			1980	%	15.5	%
" Angle in Wells	150	150	15		%			150	150	15	%
Thickness of Plating abreast Deck openings in way of Wells	90	90	11		%			90	90	11	%
Thickness of Plating abreast Deck openings in way of Bridge	11	13.5	14		%			11	13.5	14	%
Thickness of Plating within line of openings...	10				%			10			%
If Sheathed, material and thickness	No 2				%			No 2			%
Second Deck.					%						%
Stringer Plate, breadth and thickness in Wells...	30	%	%	%	%			30	%	%	%
Stringer Plate, breadth and thickness					%						%
Plating, Sheathing, material and thickness					%						%
Third Deck.					%						%
Stringer Plate, breadth and thickness.....					%						%
If Plated, state thickness.....					%						%
Fourth Deck.					%						%
Stringer Plate, breadth and thickness.....		%	%	%	%			%	%	%	%
If Plated, state thickness		%	%	%	%			%	%	%	%
Poop Deck.					%						%
Stringer Plate, breadth and thickness	1160	%	10.5		%			1160	%	10.5	%
Plating, Sheathing, material and thickness ...	7.5	75	Tank	%	%			7.5	75	Tank	%
Bridge Deck.					%						%
Stringer Plate, breadth and thickness.....	1160	%	10		%			1160	%	10	%
Plating, Sheathing, material and thickness ...	7	75	Tank	%	%			7	75	Tank	%
Forecastle Deck.					%						%
Stringer Plate, breadth and thickness.....	9				%			9			%
Plating, Sheathing, material and thickness ...	6	75	Tank	%	%			6	75	Tank	%

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>Not</i> State if jogged?			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.		Diam.	Spacing cr. to cr.		
	Inches.	Inches.	Inches.	Inches.									Inches.	Inches.
FLAT PLATE KEEL	1245	26.5	18.5	18.5	✓	Double	28	98	5 - Ends 3	28	98	Lapped.	
„ DBLG. (if any)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
BOTTOM PLATING, No. of Strakes	2080	16.5	17.5-12.5	16.5-12.5	✓	Double	22	88	4 - Ends 3	22	80	Lapped.	
BILGE PLATING, No. of Strakes	1750	16.5	14	16.5-14	✓	Do	22	88	4 - Ends 3	22	80	Do	
SIDE PLATING, No. of Strakes	1960	16	25	11.5	✓	Do	22	88	4 - Ends 3	22	80	Do	
UPPER DECK, Sheer-strake in Wells	1900	23.5	11.5	11.5	✓	Do	25	100	4	25	100	Do	
UPPER DECK, Sheer-strake in Bridge ...	1900	26	✓	✓	✓	Do	28	115	5	28	115	Do	
STRAKE BELOW Sheer-strake in Wells Breaks	2250	16	✓	✓	✓	Do	22	88	4 To 3	22	80	Do	
STRAKE BELOW Sheer-strake in Bridge ...	2000	16	✓	✓	✓	Do	22	88	4	22	90	Do	
POOP SIDE PLATING	2560	13	✓	10.5	✓	Do	22	88	3 To 2	19	75	Do	
BRIDGE SIDE PLATING ...	✓	12.5	✓	✓	✓	Do	22	88	✓	✓	✓	✓	
FOREO'TLE SIDE PLATING	✓	✓	11.5	✓	✓	Do	22	88	3	22	80	Lapped.	

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) 7 and 3 at Sides.

Deck next below 1st and 2nd A.P. and 3rd deck.

As per Rule

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
Cylindrical - Tanks. Dia. 13-14.5m.		12-8.5	with Outside-Butts Straps.			
MIDSHIP BULKHD, Upper tween decks		10	5 150-70-9	750/814	Y.	Y.
"	" Second "	10	Y.	Y.	5 220-85-11.5	800
"	" Third "	11	Y.	Y.	5 270-90-13.5	800
"	" Holds <i>Oil Tanks</i>	12.5/13	Y.	Y.	5 300-95-15	800
COLLISION		" (in Hold)	7.5/13.5	5 230-90-10	460/880	Y.
AFTER PEAK		"	8.5/13	5 270-90-14	750	Y.

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	<i>Cast</i>	<i>Y.</i>	<i>Y.</i>	<i>Y.</i>
STEM	<i>Forging</i>	<i>73/267</i>	<i>Blohm + Voss</i>	
STERN FRAME { Propeller Post <i>Braun</i>	<i>Casting</i>	<i>channel</i>	<i>Bochumer Verein</i>	
{ Rudder "	<i>Casting</i>	<i>135/260</i>	<i>Blohm + Voss</i>	
RUDDER—A × D	<i>19.20</i>	<i>= 1.14</i>	<i>= 21.89</i>	
Speed of Vessel	<i>11</i>	<i>Kn.</i>		
RUDDER mainpiece at head ...	<i>Forging</i>	<i>φ 300</i>	<i>Borsig AG Berlin.</i>	
" " heel ...	<i>Forging</i>	<i>φ 228</i>	<i>Do</i>	
" how constructed	<i>Built</i>	<i>shrunked</i>	<i>Weyed Arms.</i>	
" double or single plate	<i>single</i>	<i>28.5</i>		
" coupling, vertical or horizontal	<i>horizontal</i>			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) S.M. Open-Hearth-Process
Through Otto Wolff-Cöln. Phoenix AG. Hoerder Verein. Hoerde - Fried. Krupp AG, Essen - Gusstahlfabrik Witten.
August Thyssen-Hütte, Gewerkschaft, Hamborn aRh. -
 Has the Steel been tested as required by the Rules? yes, by the Societys Surveyors. -

EQUIPMENT No. <u>3872 (43200)</u> LETTER <u>BY</u> 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.	Owts.			
<u>644</u>	1st Bower ...	<u>86</u>	<u>2</u>	<u>14</u>	<u>x</u>	<u>x</u>	<u>x</u>	<u>61</u>	<u>17</u>	<u>2</u>	<u>0</u>	<u>72 1/2</u>	<u>Hall - Stockless</u>	<u>Dortmunder</u>	<u>Düsseldorf 3-12-25. C. Hauss.</u>
<u>642</u>	2nd „ ...	<u>86</u>	<u>0</u>	<u>4</u>	<u>x</u>	<u>x</u>	<u>x</u>	<u>61</u>	<u>17</u>	<u>2</u>	<u>0</u>		<u>Do Do</u>	<u>Union</u>	<u>Düsseldorf 3-12-25. C. Hauss.</u>
<u>643</u>	3rd „ ...	<u>86</u>	<u>0</u>	<u>6</u>	<u>x</u>	<u>x</u>	<u>x</u>	<u>61</u>	<u>10</u>	<u>0</u>	<u>0</u>		<u>Do Do</u>	<u>Dortmund.</u>	<u>Düsseldorf 3-12-25. C. Hauss.</u>
	Collective weight.	<u>257</u>	<u>2</u>	<u>24</u>								<u>207 1/2</u>			
<u>645</u>	Stream	<u>18</u>	<u>3</u>	<u>4</u>	<u>4</u>	<u>2</u>	<u>8</u>	<u>19</u>	<u>16</u>	<u>1</u>	<u>7</u>	<u>20 1/2</u>	<u>Stock - Anchor</u>	<u>Dortm. Union.</u>	<u>Düsseldorf 3-12-25. C. Hauss.</u>

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.	Stam.	Break-ing.	Supplied.	Per Rule.			Length.	Diam.					Length.	Ins.		Length.	Ins.
	Fathoms.	Inch.	Tons.	Tons.	Cwts.	qrs.	lbs.	Owts.	Fathoms.	Inch.					Fathoms.	Inch.	Tons.	Fathoms.	Inch.
193	305	2 3/16	106 1/2	149 3/4	946-2-21	890 1/4			300	2 1/16	<i>Stud line</i>	<i>L. Schlieper, Bremen</i>	<i>Düsseldorf 19-2-25 Quast.</i>	TOWLINE	130	5 1/2	88	130	6
														HAWSERS & WARPS	200	2 3/4	22	200	2 3/4
														"	200	3 1/2	37	200	2 3/4
														"	200	8	Hemp	7	4
Iron Stream Chain or Steel Wire	120	4 1/2	"	60	"	"			120	8	<i>Steel wire</i>	<i>Falben-Guillaume Carlsberg A.G.</i>	"						

Steering Gear, Steam *Vertical Engine, satisfactory* Steering Gear, Hand *Two Handwheels, good.*

Boats *20 9 x 3-05 x 1-16* Steering Chains, Size and Test *No Chains* Windlass *Steam Horiz. good.*

12 8 x 2-60 x 1-05 All Ding.

12 7 x 2-10 x 1-10 good.

12 6 x 1-85 x 0-75 Oak.

Ceiling in Holds, thickness and material *2 1/2" Pine (Tank deck).* Cargo Battens, thickness, material and spacing *2" Pine 250 space.*

Cargo Hatchways.-(Upper Deck) *Steel Plates and Angles, good.* Thickness of Hatches *Steel-covers or 3" Pine.*

Size of No. 1 Hatchway (Forward) *2760 x 3000* No. 2 *3200 x 2000* No. 3 *3200 x 3000* No. 4 *3200 x 3000* No. 5 *3200 x 3000* No. 6 *2150 x 2400*

and 10 small Hatchways for side and summer-tanks.

Number of Shifting Beams and/or Fore and Afters *One shifting-beam in each Hatchway. - steel. -*

BLOHM & VOSS
KÖNIGLICHES MASCHINENFABRIKAT

Builder's Signature *Kathen*

GENERAL DECLARATION *This vessel has been built in accordance with the approved and amended plans, the requirements embodied in the Secretary's letters, and in all other respects in conformity with the Rules and Society's Requirements for "Carrying Oil in Bulk" with Longitudinal Framing and Cylindrical Tanks. -*

The workmanship is throughout of the best description for this type of vessels, all parts conforming well with each other, without use of any packing, and efficiently riveted together. - The peak-tanks, deep-tanks and double bottom-tanks have been filled and tested as required by the Rules, and cofferdams, cylindrical-tanks, oil side-tanks and summer-tanks have been filled and tested with a pressure of 8-0" above the highest point of expansion-trunks and were found perfectly tight. Air sounding-pipes of all tanks and levelling-valves of cylindrical-tanks comply with the Rules and approved plans. - Levelling-valves have been adjusted for a water head of 4-3", and worked satisfactorily. -

P.T.O.

The amount of Entry Fee £ <i>10 : 0 : 0</i>	Fees applied for, <i>28 April 1926</i>	I am of opinion the Vessel should be Classed 100A1 . "Carrying Petrol in Bulk." Cable Vessel.- Cylindrical Tanks.- Longitudinal Framing.
Special Survey Fee.... £ <i>571 : 17 : 6</i>	Received by me, <i>11. 5. 1926</i>	
Travelling Expenses, if any £ <i>10 : 2 : 6</i>		

State whether the Vessel has been built under Special Survey *yes!* Signature *A. Chrocker* *P. Miers.*

Certificate to be sent to *Hamburg-office* Date of issue *13/5/26.* Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI. 7 MAY 1926**

Character assigned *100A1. Carrying Petroleum in Bulk*

Cable Vessel. Cylindrical Tanks

Lloyd's A&C.P.

12. 4. 26

Wick Ham

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

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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.)

The painting arrangements and strengthening of bottom forward have been carried out as approved and to our satisfaction and ice-strengthening carried out as required by the Owners. - All steel material used in the construction of this vessel have been made at Works approved and tested by the Society's Surveyors in accordance with the Rules. - The Freeboard approved by the Seeverinsgenossenschaft is 2.45 m FW = 0.18 m W = 0.16 m and the draft corresponding to the assigned Summer Freeboard is 8.309 m as given in the Builders Displacement Scale. - The Anchors - Cables have been compared with certificates and were found in order. General equipment satisfactory. Deck Engines in working condition good. - Sister vessel unknown, similar to the Tanker "Daghestan" built by "Shost Brothers".

Plans attached:

1. 1/1a Sections.
2. Profile.
3. Propeller Shaft Brackets.
4. Stem Shear.
5. 6 After-Framing.
7. Double-Bottom in Eng. Space.
8. Ice-strengthening.
9. W.T. Transv. Bulkheads.
10. Pillars-arrangements.
11. Bulkheads.
12. F.W. Tank.
13. Superstructure.
14. Deckhouses.
15. Five Test-Certificates.
16. Inter Certificate.
17. Table with Longitudinal Framing.

J. Christensen, P. Nielsen.

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

1st Bower Head - W = 54-3-19; Drop = 12'-0; LR 2432-MB 29-4-25; Düsseldorf-Berg.
2nd " Head - W = 54-1-9; Drop = 12'-0; LR 2431-MB 29-4-25; Düsseldorf-Berg.
3rd " Head - W = 53-2-27; Drop = 12'-0; LR 2430-MB 29-4-25; Düsseldorf-Berg.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 160.0 ft., R.Q.D. 7 ft., Bridge 40.0 ft., Forecastle 78.22 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated Disconnected Poop - Bridge - Forecastle.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) Two steel decks.

Official No. ; Signal Letters N.K.G.B.

particulars of composition Double bottom and Peak-Tanks and Bilges Bitumastic or Cement, Oil-Tanks not coated. Is bottom of Vessel coated with cement No if not give

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers, - Bunker	118'-0"	450	After peak tank,	24'-0"	62
Double bottom, if under Engines only,			Deep tank, aft,	24'-0"	92
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	210'-0"	490	Other tanks, if fitted, Two Cofferdams	39'-0"	344
Total capacity of double bottom		940	(If necessary, furnish further information by sketch.)	8'-3"	460
			Total		1898

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 107

Date 24. Jan. 1925.

Dates of Surveys held while building

1925: July 7-11; Aug. 27; Sept. 15-16-21-29; Oct. 2-19-22-24-29; Nov. 2-4-5-10-11-14-19-20-23-25-30;
Dec. 2-3-7-8-9-12-17-18-19-21-22-23-24-30-31. -
1926: Jan. 4-6-8-9-12-13-14-15-19-20-21-22-25-28-30; Febr. 2-8-10-15-22;
March 5-15-20-24-31; April 1-3-6-8. -

Total No. of Visits 67

PARTICULARS OF LONGITUDINAL FRAMING. *Ham. Rpt. 16808*

FRAMING.				AMIDSHIPS.			ENDS. AFT.			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.		Rivets in Brackets to Bulkheads.
				In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	Diam.	Spang.	Inches.	Number.	Diameter.	
				In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	Inches.		Inches.	
ing of L, L or E				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
es in Bridge 'tween Decks ...				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
es from Uppermost Continuous Deck No. 1				200	85	11	190	75	9.5	A	✓	✓	✓	✓	22	130	130	7	22	
Deck " 2				200	85	11	190	75	9.5	A	✓	✓	✓	✓	22	130	130	7	22	
" 3				230	90	13	200	85	11	A	✓	✓	✓	✓	22	130	130	8	22	
" 4				250	90	13	230	90	11	A	✓	✓	✓	✓	22	130	10 Rivets 100	9	22	
" 5				250	90	13	230	90	11	A	✓	✓	✓	✓	22	130	10 " 100	9	22	
" 6				250	90	14	250	90	12	A	✓	✓	✓	✓	22	130	10 " 100	9	22	
" 7				270	90	14	270	90	13	A	✓	✓	✓	✓	22	130	10 " 77	10	22	
" 8				270	90	14	280	90	13.5	A	✓	✓	✓	✓	22	130	10 " 77	10	22	
" 9				290	90	14.5	290	90	14	A	✓	✓	✓	✓	22	130	10 " 77	12	22	
" 10				290	90	15	300	95	14.5	A	✓	✓	✓	✓	22	130	10 " 77	12	22	
Tank-Top " 11				✓	✓	✓	300	95	14.5	A	✓	✓	✓	✓	22	130	10 " 77	12	22	
" 12				✓	✓	✓	220	85	12	A	✓	✓	✓	✓	22	130	10 " 77	8	22	
" 13				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
" 14				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
" 15				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
" 16				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Spacing of Longitudinal Frames				Amidships 800			✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
At Ends				✓			800			✓	✓	✓	✓	✓	✓	✓	✓	✓		
Tank Top Longitudinals				200	85	11	200	85	14.5	Bis.	✓	✓	✓	✓	22	130	5 Rivets 77	✓	✓	
Bottom				230	90	10	230	90	11	F	✓	✓	✓	✓	22	130	5 Rivets 77.	✓	✓	
Amidships				750			✓			✓	✓	✓	✓	✓	✓	✓	✓	✓		
At Ends...				✓			750			✓	✓	✓	✓	✓	✓	✓	✓	✓		
Transverses.																				
In Bridge				300 x 100						✓			✓			✓			✓	
'tween Decks				90 90 10						✓			✓			✓			✓	
Lugs to Shell*				90 90 10						✓			✓			22 110			✓	
In				380 x 10			460 x 10			✓			✓			✓			✓	
Upper 'tween Decks.				90 90 10			90 90 10			✓			✓			✓			✓	
Lugs to Shell*				90 90 10			90 90 10			✓			✓			22 110			✓	
Depth and Thickness				1070 x 11.5			815 x 12			✓			✓			✓			✓	
Face Angles Double				150 90 12.5			150 90 15			Double ✓			✓			✓			✓	
Lugs to Shell*				150 150 12			150 150 11.5			✓			✓			22 110			✓	
Brackets				1350-800 10			950 x 950 x 10			✓			✓			✓			✓	
1700-1000 11.5										✓			✓			✓			✓	
Spacing of Transverse Frames				3200			2840			✓			✓			✓			✓	
Joggled.				Joggled.						✓			✓			✓			✓	
State if joggled or liners.																				
Longitudinal				Bridge Deck			150 70 8.5			✓			✓			754			Transverse	
Beams of				Upper			190 75 9.5			✓			✓			750/814			Beams.	
L, L or E				Second			230 90 10			✓			✓			750/814				
				Third			190 75 10.5			✓			✓			750/814				
							190 75 9.5			✓			✓							

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.