

STEEL STEAMER or MOTORSHIP.

Received at London Office 5 OCT 1929

WRECK
SECTION

No. 944

State if Report has been sent on the Freeboard of the Vessel *yes*State if Report is sent on the Machinery of the Vessel *yes*

Date of completion of report

- 3 OCT. 1929

Port of *Liverpool*No. *96039*Survey held at *Birkenhead*Date First Survey *3rd April 1929*

Last Survey

*25th Sept 1929*On the (State if Machinery fitted Aft and
if Single, Twin or Triple Screw)*Single Screw Steamer "ATHELTARN" Machinery fitted aft.*State Type (Full Scantling, Complete Superstructure
with or without Tonnage Openings)*Full Scantling*State Type of Erections *Roof & Forecasts*TONNAGE under
Tonnage Deck...*8595*

CLASS

*100 A.1.*State if with freeboard
as condition of Class*no*

Built at

*Birkenhead*Do. of space or spaces
between Tonnage Dk.
and Upper Dk.Length from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a)L *220.0*

Breadth (greatest moulded)

B *36.0*Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c)D *14.0*1st Longitudinal Number (L x D) = *3080*2nd Numeral L x (B + D) = *11000*Framing Depth "d," at middle of length. See
Sec. 3 (1d)*11.6*Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel*15.7*Do. Long Bridge to top
of keel*✓*Draught Moulded *13.28'*Launched *22nd Aug. 1929* Yard No. *988*Builders *Wm. Cammell Laird & Co. Ltd.*Owners *Limited Industral Co. Ltd.*

Managers

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

Residence

Port of Registry *Liverpool*

If surveyed while building afloat, or in dry dock

yes

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.
MES, Spacing amidships	<i>Longit. framing</i>		Bracket Floors, Frame		
" from 1/2 length to Collision bulkhead	<i>522" in F. Peak</i>		" " Reversed Frame		
" in peaks	<i>22x23 in a. peak</i>		" " Vertical Struts		
FRAMING.			Centre Girder, depth and thickness amidships		
Amidships, Angle, <i>E or F</i>	<i>6 3/4 31</i>		" " top Angles		
Engine space	<i>6 3/4 42</i>		" " bottom Angles	<i>13</i>	
Extends up to	<i>50</i>		Side Girders, No. each side and thickness		
Reversed Frame Amidships, Angle	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness		
Extends up to	<i>✓</i>		" " Vertical Angle to Tank side		
Depth of Framing Girder	<i>✓</i>		Bracket abaft 1/2 len. from stem		
Angles in Uppermost Continuous 'tween Decks, Angle, <i>E or F</i>	<i>✓</i>		" " Vertical Angle to Tank side		
" Second 'tween Decks, Angle, <i>E or F</i>	<i>✓</i>		Bracket forward 1/2 len. from stem		
" Third " " " "	<i>✓</i>		Gussets, spacing and scantling abaft 1/2 len. from stem		
Spacing in Peaks, Angle <i>E or F</i>	<i>55x3x36 F. Peak</i>		" " Gussets, spacing and scantling forward 1/2 len. from stem		
Number and Spacing of Rivets through Frame and Shell Plating amid- ships	<i>3/4 1/8 5x6 DIAS.</i>		Tank Side Brackets, height above base line at toe of Frame and thickness		
State if Frame Joggled	<i>✓</i>		INNER BOTTOM PLATING.		
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Two side stringers.</i>		Breadth and thickness of Middle Line Strake		
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	<i>Two lines intercostal side keelsons, 2 strakes bottom plating midships, clinchers connected to collision bulkhead.</i>		Thickness of remainder in Holds		
DOUBLE BOTTOM.			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?		
Keelsons, Depth and thickness at mid-line in Holds	<i>ER. 38</i>		BEAMS.		
Height of Brackets at side above base line at toe of frame	<i>19 x 36</i>		Uppermost Continuous Deck, amidships	<i>5 1/2 3 34</i>	
Middle Line Keelson, on Floors, Angles	<i>38</i>		" " in way of Bridge, Angle,	<i>✓</i>	
" " Through Plate or Intercostal Plate	<i>12x8 1/2 x 44</i>		" " " or " "	<i>44</i>	
" " Foundation Plate on Floors	<i>50</i>		Spacing	<i>✓</i>	
" " Flat Plate Keel Angles	<i>3 1/2 3 1/2 44</i>		Second Deck, amidships, Angle, <i>E or F</i>	<i>✓</i>	
Side Keelsons, No. each side	<i>Two</i>		Spacing	<i>✓</i>	
" " thickness of Intercostal Plate	<i>42</i>		Third Deck, amidships, Angle, <i>E or F</i>	<i>✓</i>	
" " Angles	<i>9 3 44</i>		Spacing	<i>✓</i>	
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, <i>E or F</i>	<i>✓</i>	
Solid Floors, thickness and spacing			Spacing	<i>✓</i>	
" " Are Frame and Reversed Frame joggled?			Poop Deck, Angle, <i>E or F</i>	<i>7 3 32</i>	
Bracket Floors, breadth and thickness at middle line			Spacing	<i>22</i>	
" " breadth and thickness at margin plate			Bridge Deck, Angle, <i>E or F</i>	<i>5 1/2 3 33</i>	
			Spacing	<i>3 1/2</i>	
			Forecastle Deck, Angle, <i>E or F</i>	<i>6 1/2 3 38</i>	
			Spacing	<i>22</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.	Number Certified
PILLARS, No. of Rows.....	/		Stringer Plate, breadth and thickness in way of Bridge	/	319
" " " " "	/		Thickness of Plating abreast Deck openings in way of Wells	/	322
" " " " "	/		Thickness of Plating abreast Deck openings in way of Bridge	/	317
" " " " "	/		Thickness of Plating within line of openings... ..	/	
" " " " "	/		If Sheathed, material and thickness	/	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	7x3x.36 6x3x.34 } B.A. spaced 27" 6x3x.34 Horizontal. 8x3x.30 4x2x.34		Stringer Plate, breadth and thickness.....	/	907
Plating, thickness of			If Plated, state thickness.....	/	906
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	/	
Stringer Plate, breadth and thickness in Wells	57x.44		If Plated, state thickness	/	
" " " " in way of Bridge	.84		Poop Deck.		
" Angle in Wells	6 6 .44		Stringer Plate, breadth and thickness	38x.40	
Thickness of Plating abreast Deck openings) in way of Wells40		Plating, Sheathing, material and thickness32	
Thickness of Plating abreast Deck openings) in way of Bridge	/		Bridge Deck.		
Thickness of Plating within line of openings...	/		Stringer Plate, breadth and thickness.....	33 .30	
If Sheathed, material and thickness	/		Plating, Sheathing, material and thickness25 x .20"	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	/		Stringer Plate, breadth and thickness	60x.30	
			Plating, Sheathing, material and thickness30. .40 under Windlass 2½" P.Pine	

SHELL PLATING

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>ho</i> Same 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.		Inches.	Inches.		
FLAT PLATE KEEL	51	58	48	48		Double	7/8"	3 1/2	3R	7/8	3 1/8	Lapped
„ DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
BOTTOM PLATING, No. of Strakes 3		44	36	36		Double	3/4"	2 5/8	3R	3/4	2 5/8	Lapped
BILGE PLATING, No. of Strakes 1	63	42	36	36		"	"	"	"	"	"	"
SIDE PLATING, No. of Strakes 1	72	42	36	36		"	"	"	2R	3/4	2 5/8	"
UPPER DECK, Sheer- strake in Wells.....	54	50	36	36		"	"	"	3R	3/4	2 5/8	"
UPPER DECK, Sheer- strake in Bridge ...	54	60 at top 40 at base 60	✓	✓		"	7/8"	3 1/2	3R	7/8	3 1/8	"
STRAKE BELOW Sheer- strake in Wells.....	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
STRAKE BELOW Sheer- strake in Bridge ...	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
POOP SIDE PLATING	✓	46-28	✓	✓		Double	5/8	2 1/4	2R	5/8	2 1/4	Lapped
BRIDGE SIDE PLATING ...	✓	42	✓	✓		Single	5/8	"	2R	"	"	"
FOREC'TLE SIDE PLATING	✓	30	✓	✓		"	5/8	"	1R	"	"	"

WATERTIGHT BULKHEADS.

Total No. of **W.T. BULKHEADS** in Vessel— 12

Extending to Upper Deck (Sec. 3 c).....12

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	✓	✓	✓	✓
STEM	Roll'd steel. Scrap iron forged.	6 1/2" x 1 1/2"		
STERN FRAME { Propeller Post	"	6 3/4" x 4 1/4"	The Sunderland Forge & Eng. Co. Ld.	
{ Rudder	"	5 3/4" x 4 1/4"		
RUDDER—A x D				
Speed of Vessel				
RUDDER main piece at head ...	Scrap iron forged	5 5/8" DIA.	The Sunderland Forge & Eng. Co. Ld.	
" " heel ...	} Rudder of Oertzy "patent" type as approved.			
" " how constructed				
" " double or single plate				
" " coupling, vertical or horizontal				

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.*
Cleveland Steel Works; Appleby Iron Co; Consett Iron Co; Pease & Partners;
Nottingham Iron & Steel Co; Donnan Long Co; Cargo Fleet Iron Co.
 Has the Steel been tested as required by the Rules? *Yes.*

Has the Steel been tested as required by the Rules?

EQUIPMENT No. 12247

LETTER N

ANCHORS. 3B-1S.

Number of Certificate.	Anchors.	WEIGHT, PER 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.	qrs.			
31996	1st Bower ...	25	2	14	-	-	-	25	5	3	21	25	1/2	Byers improved stockless	✓	L.P.H.S. 19/4/29; J.H. Butler
32227	2nd "	25	2	14	-	-	-	25	5	3	21	25	1/2	Do	✓	" 11/7/29; "
32223	3rd "	22	1	14	-	-	-	22	13	0	14	22	✓	Do	✓	" 10/7/29; "
	Collective weight.	73	2	14								73				
31780	Stream	6	2	14	1	3	14	8	17	2	0	✓ 6 1/2		Common forged iron	✓	" 15/1/29; "

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.	Statutory.	Breaking.	Supplied.	Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
90727	105 5/8	1 1/2	40 1/2	58 7/10	121-1-6	242		210	1 7/8	Stud	✓	L.P.H.N.; 30/5/29; H. Green	TOWLINE...	90	3 1/4	30 7/10	90	3 1/4
90699	105 5/8	1 1/2	40 1/2	58 7/10	122-0-14	✓		✓	✓	"	✓	30/5/29; "	HAWSERS & WARPS	90	6"	✓	90	6"
	✓	✓	✓	✓	243-1-20	✓		✓	✓	✓	✓	✓	"	90	5"	✓	90	5"
	✓	✓	✓	✓		✓		✓	✓	✓	✓	✓	"	✓	✓	✓	✓	✓
on Stream Chain - Steel Wire	75	3 1/2	✓	35 1/2	✓			75	3 1/2	✓	✓	✓	"	✓	✓	✓	✓	✓

Steering Gear, Steam & Hand Combined. This Reid & Sons (Paisley) Ltd. Steering Gear, Hand

Boats 2 @ 23-0' x 7-5' x 3-0'; 1 @ 16-0' x 8-9' x 2-5' Steering Chains, Size and Test 7/8 dia.; test 9-2-2-0.

Windlass Steam by Emerson, Walker & Co. Ltd.

Ceiling in Holds, thickness and material

Cargo Battens, thickness, material and spacing

Cargo Hatchways.-(Upper Deck) oiltight as approved

Thickness of Hatches

Size of No. 1 Hatchway (Forward)

No. 2

No. 3

No. 4

No. 5

No. 6

Number of Shifting Beams and/or Fore and Afters

CAMMELL LAIRD AND COMPANY LIMITED.

Builder's Signature

SECRETARY

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

This vessel has been built in accordance with the approved plans, the Secretaries letters, and the Society's rules for the class contemplated. The workmanship and materials are good.

A fuelboard of 11" has been assigned and verified, and the fuelboard marks cut in on the vessels sides.

All cargo tanks, fore deep tank, pump rooms, cofferdams, peak tanks, Bulkheads, and decks have been satisfactorily tested

Approved plans 11 in number (details on page 4) are forwarded with this report.

The forward deep tank, frames 47-60 is fitted for oil fuel F.P. above 150°.

The amount of Entry Fee £ 5 : 0 : 0

Fees applied for,

-4 OCT. 1929

Special Survey Fee.... £ 176 : 18 : 0

Received by me,

Fuelboard 4 " 8

Travelling Expenses, if any £

I am of opinion the Vessel should be Classed 100A.1.

"Carrying Petroleum or Molasses in Bulk"
Fitted for oil fuel flash point above 150°F.

Longitudinal Framing.

State whether the Vessel has been built under Special Survey

yes

Signature

E.H. Dean.

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to

Liverpool

Date of issue

2/11/29

Committee's Minute

LIVERPOOL

-4 OCT. 1929

Character assigned

100A1 - 9:29Bkn.

Carrying Petroleum or Molasses in bulk.

Fitted for Oil fuel, F.P. above 150°F.

Longitudinal Framing.

L.M.C. 9:29.

I.S.C.L.

Elec. Light.

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Lloyd's Register Foundation

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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 following approved plans are forwarded herewith—
Midship Section.

Longitudinal Section.

Scantlings of decks and topsides.

" Coal bunker & Cofferdam bulkheads.

Scantling of Expansion Tank & Deck in way of Cross bunker

Steering arrangement.

Waste.

Centre Line Bulkhead.

Stem frame.

Oil Tight Hatches.

Fly to Longitudinal Section.

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

1st Bower *WE 18 cwt-2-0; Initials L.R.; Cert. No. 164; Date 22nd March 1929.*
2nd " " *18 cwt-1-26; " L.R.; " - 201; " 13th May 1929.*
3rd " " *12 cwt-3-20; " L.R.; " - 99; " 31st January 1929.*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *69'6 $\frac{1}{4}$ "*, R.Q.D. *5* ft., Bridge *21'6"*, Forecastle *36'5 $\frac{3}{4}$ "* 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)

1st (S.C.)

Official No. *161116*; Signal Letters

Is bottom of Vessel coated with cement ☒ if not give

particulars of composition *all cargo tanks & Cofferdam coated with "Clover" Paint; Remainder of Vessel coated with Cement on bottom.*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.		Water Capacity.	Where Fitted.	*Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,				Fore peak tank,	<i>12.3</i>	<i>30.5</i>	
Double bottom, under Engines and Boilers,				After peak tank,	<i>9.5</i>	<i>63.0</i>	
Double bottom, if under Engines only,				Deep tank, aft,			
Double bottom, if under Boilers only,				Deep tank, forward,	<i>23.83</i>	<i>126.0</i>	
Double bottom, forward,				Other tanks, if fitted,			
Total capacity of double bottom				(If necessary, furnish further information by sketch.)			

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

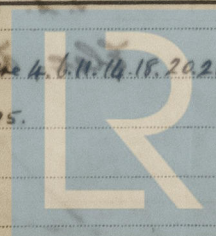
Order for Special Survey No. *1231*

Date

16/3/29.

Dates of Surveys held while building

1929
Apr 3. 9. 17. 18. 24. 25. May 1. 3. 7. 14. 16. 22. 28. 30. June 4. 6. 11. 14. 18. 20. 21. 27. July 1. 3. 4. 5. 8. 9. 10. 11. 12. 15. 16. 17. 18. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Aug 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30.



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Lloyd's Register Foundation
Total No. of Visits *51.*

STEEL-PLATE ATHELTARN

Lic. No. 96039

-5 OCT 1979

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		Rivets in Brackets to Bulkheads.	
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Spang.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Number.	Diameter. Inches.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.				
Framing from Amidships Shelter Upper Deck to Margin Plate. KEEL	of E , L or E																
	in Bridge 'tween Decks ...																
	from Uppermost Continuous/																
	No. 1	9	3 1/2	.44	9	3 1/2	.44	9	3 1/2	.44	9	3 1/2	.44	7/8	6	9	7/8
	" 2	9	3 1/2	.44	9	3 1/2	.44	9	3 1/2	.44	9	3 1/2	.44	"	"	9	7/8
	" 3	9	3 1/2	.44	9	3 1/2	.44	9	3 1/2	.44	9	3 1/2	.44	"	"	9	7/8
	" 4	9	3 1/2	.44	9	3 1/2	.44	9	3 1/2	.44	9	3 1/2	.44	"	"	9	7/8
	" 5	9	3 1/2	.44	9	3 1/2	.44	9	3 1/2	.44	9	3 1/2	.44	"	"	9	7/8
	" 6	9	3 1/2	.44	9	3 1/2	.44	9	3 1/2	.44	9	3 1/2	.44	"	"	13	7/8
	" 7	7	3	.40	7	3	.40	7	3	.40	7	3	.40	"	"	9	7/8
	" 8	7	3	.38	7	3	.38	7	3	.38	7	3	.38	"	"	7	7/8
	" 9	7	3	.34	7	3	.34	7	3	.34	7	3	.34	"	"	7	7/8
	" 10	6 1/2	3	.34	6 1/2	3	.34	6 1/2	3	.34	6 1/2	3	.34	"	"	7	7/8
	" 11	6	3	.34	6	3	.34	6	3	.34	6	3	.34	"	"	6	7/8
	" 12																
	" 13																
	" 14																
" 15																	
" 16																	
of	Amidships	Bottom			30". Sides 27"												
dinal	At Ends																
es																	
Tank Top Longitudinals	Bottom																
of Longitudinals	Amidships																
	At Ends																
Transverses.	Depth and Thickness																
	Face Angles																
	Lugs to Shell*																
	Depth and Thickness	16	x	.38	16	x	.38	16	x	.38	16	x	.38				
	Face Angles	3	3	.36	3	3	.36	3	3	.36	3	3	.36				
	Lugs to Shell*	5	5	.38	5	5	.38	5	5	.38	5	5	.38	7/8	4 3/8		
	Depth and Thickness	31	x	.38	31	x	.38	31	x	.38	31	x	.38				
	Face Angles	7	3	.42	7	3	.42	7	3	.42	7	3	.42				
Lugs to Shell* Single.	5	5	.38	5	5	.38	5	5	.38	5	5	.38	7/8	4 3/8			
Brackets	4'-0 1/4 x 8'-6"			2'-10 1/2 x 8'-6"			8'-6"			8'-6"							
of Transverse Frames																	
State if joggled or liners.				Joggled													
Bridge Deck ...																	
	Awg. or Shltr. Dk.																
	Upper	6	3	.34	6	3	.34	6	3	.34	6	3	.34	24"			
	Second	5	3	.32	5	3	.32	5	3	.32	5	3	.32	30"			
Third																	
Transverse Beams.																	
In Ships.		Plate.		Angles.		As approved.		Plate.		Angles.							
15' x 36"		6' x 3' x 40'		15' x 36"		6' x 3' x 40'		15' x 36"		6' x 3' x 40'							
12' x 36"		Flanged		12' x 36"		Flanged		12' x 36"		Flanged							

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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