

RECEIVED

STEEL STEAMER OR MOTORSHIP.

26 SEP 1950

Received at London Office

27 SEP 1950

IN D.O.

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

WRECK SECTION

107686

Date of completion of report

Port of NEWCASTLE-ON-TYNE

Survey held at Hebburn-on-Tyne

Date First Survey 28/2/49

Last Survey 31st August 1950

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Single Screw Yanker 'ATHELBEACH' (machinery aft)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

Full Scantling

State Type of Erections Poop, Bridge & Mast

TONNAGE under Tonnage Deck ...

6409.50

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

6409.50

Gross Tonnage

7533.23

Register Tonnage

4155.83

REGISTERED DIMENSIONS.

FEET

Length

440.5

Breadth

61.2

Depth

30.95

CLASS 100 A.I. CARRYING State if with freeboard No

MOLASSES OR PETROLEUM IN BULK as condition of Class

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

Breadth (greatest moulded)

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

1st Longitudinal Number (L x D)

2nd Numeral L x (B + D)

Framing Depth "d," at middle of length. See Sec. 3 (1d)

Proportions—Depth to Length—Uppermost continuous deck to top of keel

Do. Long Bridge to top of keel

Draught Moulded

25-5 1/2

Built at Hebburn-on-Tyne

Launched 1-6-50

Yard No. 700

Builders R & W. Hawthorn & Leslie & Co Ltd

Owners athel Line Ltd.

Managers

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry

Liverpool

If surveyed while building, afloat, or in dry dock

Building afloat & Drydock

FRAMES, DOUBLE BOTTOM AND BEAMS.

LONGITUDINAL FRAMING AS PAGE 5	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
IN DOUBLE BOTTOM IN MACHINERY SPACE				
FRAMES, Spacing amidships	30	✓	Bracket Floors, Frame	✓
" AT BOTTOM from <u>BHD. 76 FORD</u> length amidships to Collision bulkhead	27	✓	" " Reversed Frame	✓
" " in peaks	24	✓	" " Vertical Struts	✓
SIDE FRAMING.			Centre Girder, depth and thickness amidships	66 .50
Frame Amidships, Angle, [or]			" " top Angles	WELDED DIRECT
" " Extends up to			" " bottom Angles	DOUBLE 4 4 .55 to .51
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	3 1 1/2 .40 (FR 28-40)
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	FLAT TANK TOP PLATE .50
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	& LONGITUDINALLY FRAMED
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	IN MACHINERY SPACE
" " Second 'tween Decks, Angle, [or]			" " Gussets, spacing and scantling abaft 1/4 len. from stem	
" " Third " " " "			" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	
" " from 1/2 len. for'd. to 15% len. from Stem			Tank Side Brackets, height above base line at toe of Frame and thickness	✓
" " in Peaks, Angle or [7 3 .52	✓	INNER BOTTOM PLATING. UNDER ENGINES	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	SEE PAGE 5	✓	Breadth and thickness of Middle Line Strake	1.25
State if Frame Joggled	YES	✓	Thickness of remainder in <u>Holds</u> ENG. RM.	.50
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES	✓	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?	YES (AS APPROVED)
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES	✓	BEAMS.	
SINGLE BOTTOM. IN DEEP TANK FORD.			Uppermost Continuous Deck, amidships in <u>FORD OF FR 90</u> Walls, Angle, [or]	8 3 .35
Floors, Depth and thickness at mid-line in <u>Holds</u>	48 .46	✓	" " in way of Bridge, Angle, [or]	
Height of Brackets at side above base line at toe of frame	84	✓	Spacing	24
Middle Line Keelson, on <u>BULKHEAD</u> Floors, Angles	.44 to .39	✓	Second Deck, <u>FORD OF FR 90</u> amidships, Angle, [or]	8 3 .35
STIFFENERS <u>E or F</u>	8 x 3 1/2 x 68 BA	✓	Spacing	24
" " Through Plate or Inter-costal Plate	70 x 3 1/2 x 48 BA	✓	SECOND AFT OF FR 90	
" " Foundation Plate on Floors			Third Deck, amidships, Angle, [or]	5 3 .36 1.0A
" " DOUBLE Flat Plate Keel Angles	4 4 .51	✓	Spacing	24
Side Keelsons, No. each side	2	✓	Fourth Deck, amidships, Angle, [or]	✓
" " thickness of Inter-costal Plate	42 WELDED TO SHELL & FLOORS	✓	Spacing	
" " Angles	6 x 3 x 42 ON TOP OF FLOORS	✓	Poop Deck, Angle, [or]	✓
DOUBLE BOTTOM. IN MACHINERY SPACE			Spacing	
Solid Floors, thickness and spacing	.40 to .50 30"	✓	Bridge Deck, Angle, [or]	
" " Are Frame and Reversed Frame joggled?	YES	✓	Spacing	
Bracket Floors, breadth and thickness at middle line		✓	Forecastle Deck, Angle, [or]	8 3 .35
" " breadth and thickness at margin plate		✓	Spacing	27 x 24

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>Cr. line bulkhead to</i>		Stringer Plate, breadth and thickness in way of Bridge	50 45 ✓
„ in 'tween Decks, Size and Spacing	<i>upper Deck. Summer tank bld between 2nd</i>		Thickness of Plating abreast Deck openings in way of Wells	43 ✓
„ „ „ „ „	<i>upper Deck. Pillaring</i>		Thickness of Plating abreast Deck openings in way of Bridge	43 ✓
„ in Holds „ „ „	<i>at ends as approved</i>		Thickness of Plating within line of openings	43 ✓
„ „ „ „ „	<i>FROM 8x3 1/2 x 50 10 A to 5x3 x 36 10 A</i>		If Sheathed, material and thickness	NO ✓
Centre Line Bulkhead.			Third Deck.	
Stiffeners and Spacing	<i>20-32 as approved</i>		Stringer Plate, breadth and thickness	✓
Plating, thickness of	<i>SLIMMER TANK 8th 44</i>		If Plated, state thickness	
STRINGERS AND DECKS.	<i>4th FROM BOTTOM 49, 43, 39, 39, 41</i>		Fourth Deck.	
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness	✓
Stringer Plate, breadth and thickness in Wells	56 81 ✓		If Plated, state thickness	
„ „ „ „ in way of Bridge	56 95 21 04 ✓		Poop Deck.	
„ Angle in Wells	7 7 76 ✓		Stringer Plate, breadth and thickness	85 36 ✓
Thickness of Plating abreast Deck openings in way of Wells	41 ✓		Plating, Sheathing, material and thickness	30 2 1/2 WOOD AT SIDE OF HOLSE ✓
Thickness of Plating abreast Deck openings in way of Bridge	41 x 85 ✓		Bridge Deck.	
Thickness of Plating within line of openings	55 8 65 ✓		Stringer Plate, breadth and thickness	41 42 ✓
If Sheathed, material and thickness	NO ✓		Plating, Sheathing, material and thickness	32 2 1/2 WOOD WHERE EXPOSED ✓
Second Deck.			Forecastle Deck.	
Stringer Plate, breadth and thickness in Wells	50 45 ✓		Stringer Plate, breadth and thickness	82 36 ✓
			Plating, Sheathing, material and thickness	34 8 50 UNDER WINDLASS ✓

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	NO	RIVETS.	No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.						Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.		SINGLE OR DOUBLE.	Inches.	Inches.		Inches.	Inches.	
Flat Plate Keel.....	82✓	86✓	41✓	41✓		DOUBLE✓	1✓	4✓	WELDED✓			
„ Dblg. (if any)												
Bottom Plating, No. of Strakes4.....		42✓	60✓	52✓		DOUBLE✓	1/8✓	3 1/2✓	"			
Bilge Plating, No. of Strakes1.....		42✓	54✓	49✓		"	1/8✓	3 1/2✓	"			
Side Plating, No. of Strakes3.....		60✓	48✓	46 3/4✓ 49✓		"	1/8✓	3 1/2✓	"			
Upper Deck, Sheer- strake in Wells.....	51✓	1 1/2✓	60✓	48✓		"✓	1 1/8✓	4 1/2✓	"			
Upper Deck, Sheer- strake in Bridge ...	51	1 3/32✓			1 3/32 2 Break of Poop	"	1 1/8✓	4 1/2✓	"			
Strake below Sheer- strake in Wells.....	54	89✓	60✓	48✓	(approved 51")	"	1✓	4✓	"			
Strake below Sheer- strake in Bridge ...	54	89✓				"	1✓	4✓	"			
Poop Side Plating.....		40✓	50✓			SINGLE✓	3/4✓	3 3/4✓	"			
Bridge Side Plating.....		42✓	50✓	50✓		"✓	"✓	"✓	"			
Forecastle Side Plating		42✓				"	"✓	"✓	"			

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c)

„ Deck next below

As per Rule

AS APPROVED

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	34 ✓	5x3x36 10 A ✓	31 ✓		
„ „ Second „					
„ „ Third „					
„ „ Hold TANKS	50 8 39 8 44 55 10 A ✓	30 8 31 ✓			
COLLISION „ (in Hold)	46 To 29 5x3x42 0 A ✓	30 ✓			
AFTER PEAK „	44 To 30 5x3x32 0 A ✓	30 ✓			
				BOILER FLAT ✓	

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				FLAT PLATE KEEL
STEM	LOWER PORTION ROLLED BAR	10 1/2 x 2 1/4		UPPER PORTION ROLLED PLATE 60 To 42
STERN FRAME {	Propeller Post			CAST STEEL BY
	Rudder „			MESSRS W M BEARDMORE ✓
Speed of Vessel		13 KNOTS ✓		
RUDDER—Type		DOUBLE PLATE 3 PINTLES ✓		
„ A x D.		40 4 ✓		
„ Diam. of head STOCK		11 1/2 DIA R BY W M BEARDMORE ✓		
„ Mainpiece at top pintle				
„ „ „				AS APPROVED ✓
„ how constructed		STEEL PLATES & ANGLES BY HANTHORN LESLIE & CO LTD ✓		
„ double or single plate coupling, vertical or horizontal		66 ✓		
		VERTICAL 8-3 DIA R FITTED BOLTS		

STEEL.

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

Consett Iron Co., Gorman Long, South Durham, Cargo Vleet Iron Co. Ltd., Skinningrove
 Iron Co. Ltd., Steel Coy of Scotland, Colvilles Ltd.

Has the Steel been tested as required by the Rules? YES ✓

"OPEN HEARTH PROCESS" ✓

Lloyd's Register
 Foundation

EQUIPMENT No. 41484										LETTER 67		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.		
4859	1st Bower	43	2	4	STOCKLESS			55	15	0	0	Byers Type (C.S. HEAD)	S. Taylor & Sons	L.P.H.-N, 23-3-50, H. MURPHY			
4858	2nd "	43	1	0	"			55	10	0	0				D°	D°	D°
4857	3rd "	62	1	0	"			49	12	2	0				D°	D°	D°
	Collective weight	209	0	4													
4846	Stream	21	1	0	5	2	21	21	16	1	0	20½	Rodgers Best Steel	D°	L.P.H.-N, 15-3-50, H. MURPHY		
														HAWKERS AND WARPS			

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.		
			Statu-tory.	Break-ing.	Supplied.		Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.		
	Fathoms.	Diam. Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.		Tons.	Fathoms.	Ins.
12896	296½	2⅞	104.1	149.9	654.1	1	14	844¼	300	2⅜	TRAYCO CABLE	STAYLOR & SONS	L.P.H.-N, 30-3-50, H. MURPHY	TOWLINE	130	5	10.9	130	5	
12898	1 ft. 3½"	2⅞	107.1	149.9	3	3	0				"	"	L.P.H.-N, 6-3-50, H. MURPHY	HAWSERS & WARPS }	9290	9"	MANILLA	4200	8"	
12899	1" 3½"	2⅞	"	"	3	3	7				"	"	"		"	42100	8"	"		
12900	1" 3½"	2⅞	"	"	3	3	0				"	"	"		"	4290	3½"	"		
Stream Chain - Steel Wire	120	5	528 tons	without Breaking					120	5	6x12	HOOD HAGGIE	NEWCASTLE, 10-1-50	"						
											NEWCASTLE	PR SMITH								

Steering Gear, Type (Power or hand) Electric Hydraulic by Brown Bros. Alternative Means of Steering Two motors

Steering Chains (Size and Test) Windlass Steam by Clarke Chapman Boats 4 Boats steel (including 1 motor)

Holds, thickness and material NONE Cargo Battens, thickness, material and spacing 6x2, 9' apart in fore hold.

Decks (Upper Deck) Steel plates & angles Thickness of Hatches 4.5 DRY CARGO HATCH, 5.0 OIL CARGO HATCHES.

Decks No. 1 (Fwd.) 9'-0" x 14'-0" No. 2 7'-5" x 5'-0" No. 3 7'-9" x 4'-11" No. 4 6'-0" x 5'-0" No. 5 4'-0" x 2'-6" No. 6
TO FWD. CARGO HOLD (NO. 1) (NO. 2, 3, 4, 7, 8, 9, 10) (NO. 4 & 5) CARGO TANK & W. HAWTHORN, LESLIE & CO. LIMITED.

Shifting Beams fore and Afters } Builder's Signature W. H. Smith
COMMONS CLERK & SHIPYARD SECRETARY.

DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel motorship whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo Yanker The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

6 has been built under Special Survey in conformity with the Society's Rules & Regulations & Secretary's letters
plans & arrangements of the ship are as given in the report & as shown & amended on the approved plans now forwarded
indications or additions to the original approved arrangements made during construction have been indicated on the
have been approved as being in accordance with or by standards equivalent to, the rule requirements
of midship section & profile & decks showing the ship as built, now forwarded herewith have been checked
approved arrangements & found in order. The material & workmanship are good. Cargo oil tanks, Summer
fuel bunkers, Cofferdams, Deep tanks, F.W. tanks, forward & after peak tanks, Double bottom tanks & Cofferdams, Bulkhead
doors to pump rooms & superstructures have been tested to rule requirements & found satisfactory. Bilge suction & hand
& found satisfactory. Windlass & steering gear tried under working conditions & found satisfactory. Freeboard marks
verified & cut in on the vessel's sides. Oil fuel F.P. above 150° F is carried in oil fuel bunkers aft, Deep tank forward & double
bottom tanks in machinery space. Section 20 of the rules has been complied with.
vessel docked 8-50, undocked 28-8-50.

The amount of Entry Fee..... £ : : 25 SEP 1950

Special Survey Fee..... £1123: : Received by me,

FREEBOARD
 Travelling Expenses, if any £ 32: : 19

State whether the Vessel has been built under Special Survey YES

Certificate to be sent to Newcastle-on-Tyne Date of issue 3/11/50.

(Special notations, where part of class, to be stated.)

WE ARE LONGITUDINAL FRAMING
 of opinion the Vessel should be Classed 100A.1.
'CARRYING MOLASSES OR PETROLEUM IN BULK'

Signature H. McQueen & J. W. Keay
 Surveyors to Lloyd's Register of Shipping.

Committee's Minute ✓

Character assigned +100A1 carrying molasses or petroleum in bulk.

8.50 hwc

+LMC 8.50 bil kg.

2DB 180lb C.L.

St. Acc. Welded.

Lloyds Adm. S.

Write down (Signature)

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.)

List of approved plans as per attached list

List of forgings & Castings

Stemframe (in two pieces)
Rudder arms.
One Tiller Crosshead
Rudder Stock

PARTICULARS OF ELECTRIC WELDING (if employed) Shell Butts, Deck Butts, Tank top seams & Butts in Eng. Rm. Double bottom girders to floors & shell, Bulkheads, Stringers & webs to bulkheads, Poop Bridge & Fiddle deck seams & butts & other minor details

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book
Carrying molasses or Petroleum in bulk, Longitudinal Framing, Cruiser stern
2 decks steel, Wireless, Direction Finding, Radar, Echo sounding device, Gyro
Compass, Lloyds A.S.P., oil engine, machinery aft, part electrically welded

RADAR Equipment (State if fitted) YES
State Type or Pattern No. DECCA TYPE 159
State Name of Maker and/or Supplier DECCA NAVIGATOR CO. LTD.

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.
1st Bower 46-2-0, R.L., 3921, 4-11-49.
2nd „ 46-0-21, R.L., 3908, 25-10-49.
3rd „ 34-1-21, R.L., 3824, 22-11-48

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 108.5 ft., R.Q.D. — ft., Bridge 41.5 ft., Forecastle 40.58 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated
Official No. 183489 Signal Letters GJYY Extreme Breadth over Belting Over-all Length 459'-0"
(Circ. 1611) (Circ. 1703)
No. and Material of Decks 2 DECKS STEEL
Parts of Bottom of Vessel coated with cement or approved composition Fore & aft peak cement. Reserve feed water tank cement
Bottom of Nos 2, 4, 6, 9 Cargo tanks cemented
Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)
Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft, FR 12-21	22'-6"	35	Fore peak tank,	21'-8"	139
Double bottom, under Engines and Boilers, COFF 21-2	2'-6"		After peak tank,	19'-0"	82
Double bottom, if under Engines only,	45'-0"	150	Deep tank, aft, (Cross Bunkers)	10'-0"	452
Double bottom, if under Boilers only,			Deep tank, forward,	31'-6"	584
Double bottom, forward,			Other tanks, if fitted, 2 feedwater	18'-0"	138
Total length (if continuous) and Capacity	40'-0"	185	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 5868
Date 8/6/48
Dates of Surveys held while building
(1949) Feb. 28 Mar. 16, 17, 23, Apr. 24, 28, 29, May 6, 9, 10, 23, 25, 30, June 14, 21, 24, July 5, 14, 19, 29, Aug. 4, 5, 18, Sept. 5, 8, 12, 13, 26, 30, 31, Oct. 3, 4, 6, 7, 10, 14, 19, 24, 26, Nov. 4, 10, 11, 23, 29, Dec. 13, 20, 29, (1950) Jan. 3, 17, 18, 23, 24, 25, 26, 27, 31, Feb. 1, 2, 3, 6, 7, 8, 9, 10, 13, 14, 15, 16, 17, 20, 21, 22, 23, 24, 27, 28, Mar. 1, 2, 3, 6, 7, 8, 9, 10, 13, 14, 15, 16, 17, 20, 22, 23, 24, 27, 28, 29, 31, Apr. 3, 4, 5, 6, 12, 13, 14, 17, 18, 19, 20, 21, 24, 25, 26, 28, May 1, 2, 4, 5, 8, 9, 10, 15, June 1, 13, 19, 23, 27, 30, July 6, 6, 10, 12, 13, 19, 20, 25, 27, 28, 31, Aug. 1, 3, 4, 9, 11, 14, 15, 17, 18, 20, 21, 22, 23, 24, 25, 28, 29, 31.
Total No. of Visits 164

4858	2nd	62	1	0	"	55	10	0	0	207	D°	D°	D°
4857	3rd	62	1	0	"	49	12	2	0		D°	D°	D°

Rpt. 1*.

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NEWCASTLE-ON-TYNE, NO. 107686

PARTICULARS OF LONGITUDINAL FRAMING.

26 SEP 1950

THELBEACH

FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.			
		In Ship.			In Ship.				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.	Diam. Ins.	Speng. Ins.			Number.
Framing of $\frac{1}{2}$, L & C												
Names in Bridge 'tween Decks ...		7	3	32								
Names from Uppermost Continuous Deck		7	3 1/2	36	7	3 1/2	40					
No. 1												
" 2		7	3 1/2	36	7	3 1/2	40					
" 3		7	3 1/2	54	7	3 1/2	54					
" 4		8	3 1/2	44	8	3 1/2	44					
" 5		8	3 1/2	55	9	3 1/2	50					
" 6		9	3 1/2	45	9	3 1/2	45					
" 7		9	3 1/2	52	9	3 1/2	52					
" 8		10	3 1/2	40	10	3 1/2	40					
" 9		10	3 1/2	40	10	3 1/2	42					
" 10		11	3 1/2	52	11	3 1/2	52					
" 11		15x4x4x	50/62		15x4x4x	50/62						
" 12		15x4x4x	50/62		15x4x4x	50/62						
" 13		15x4x4x	50/62		15x4x4x	50/62						
No. 18 & 14		42 GIRDER			10x3 1/2x46			Two longitudinal girders P/S				
" 15		15x4x4x	50/62		14A 10x3 1/2x46			plate 42 with 8x44 FACE FLAT				
" 16		15x4x4x	50/62		15x4x4x	50/62		shell connection plate welded direct.				
Spacing of Longitudinal Frames		Amidships 17 to 8-32, 8 to 14-31"										
At Ends		14 to 21-30"										
Tank Top Longitudinals												
Bottom								Double Bottom in Motor Room Transversely framed				
Amidships												
At ends...												
Transverses.								C.R. LINE BHD. TRANSVERSES		Rivets in Lugs to Shell. Diam. Speng.		
Depth and Thickness		24x40			25 1/2x40			FROM LEVEL OF 2ND DK TO UPPER DECK				
Face Angles		5x50			5x50			28 to 22x40 AT ENDS				
Lugs to Shell*		3 1/2x3 1/2x40			3 1/2x3 1/2x40			26 1/2 to 20 1/2x40 WITH 5x40 FACE FLAT		WELDED		
Depth and Thickness		29x46			29 1/2x46			FROM BOTTOM TO LEVEL OF 2ND DECK				
Face Angles		8x60			8x60			29 1/2x40 AT ENDS				
Lugs to Shell*		6x3 1/2x46			6x3 1/2x46			29x40 WITH 8x60 FACE FLAT		WELDED		
Depth and Thickness		46x46						TOP BRACKET 3'10x3'10x40 WITH 8x60 OFF				
Face Angles		10x66						BOTTOM BRACKET 4'9x6'5x46 WITH 8x60 OFF				
Lugs to Shell*		6x3 1/2x46						F&A SUMMER TANK BHD. TRANSVERSES		7/8 4 1/2 D		
" " Back Bars		6x6x46			IN NO. 1 TANK			FROM LEVEL OF 2ND DECK TO UPPER DECK		7/8 4 1/2 D		
Brackets		46, 4'9" above transverse						28 to 22x40 AT ENDS				
Spacing of Transverse Frames...		8-3, 8-4, 8-3						26 1/2 to 20 1/2x40 WITH 5x40 FACE FLAT				
* State if joggled or liners.		* JOGGLED						WELDED DIRECT TO F&A BHD.				
Bridge Deck		6	3	48	6	3	34 FWD 38 AFT	Spacing.		30' & 31'		
Upper		7	3 1/2	38	7	3	36	30 IN CR. TANK		12x40 6x42FF		
Second		7	3	42	7	3	34	31 IN SUMMER		MAIN TANK 14x40 5x40FF		
Third								31		SUMMER TANK 12x40 WITH 6x50FF		
Transverse Beams.										21x40 8x60FF		
Plate.												
Face Angles.												
Any departure from Approved Plans to be Noted.												

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., 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, &c., on the first page.

St. Leo. Welder. Lloyd's Adm. P.

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