

10 APR 1979
Received at London Office

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 6th April, 1929. Port of GREENOCK No. 19014

Date of completion of report _____ Date First Survey 19th March 1928 Last Survey 5th April 1929
Survey held at PORT GLASGOW "A. J. B. GUNNESS"

Survey held at PORT GLASGOW. Date first survey 1911
On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) TWIN SCREW MOTORSHIP "ATHELDUCHESS"
FRAMING

On the (State if Machinery Jaws (if Single, Twin or Triple Screw)) WHEELS State Type of Erections POOP BRIDGE & FCL
State Type (Full Scantling, Complete Superstructure) FULL SCANTLING, LONGITUDINAL FRAMING with or without Tonnage Openings No. 1 Built at PORT GLASGOW

TONNAGE under } 8306.51
Tonnage Deck... }

CLASS **+** 100.A1.

State if with freeboard } No.
as condition of Class }

State Type of Erections POOP BRIDGE 4 FCL
Built at PORT GLASGOW

Launched FEBY 12TH 1929 Yard No. 406

Builders W^M HAMILTON & Co. (1928) L^{TD}

Owners UNITED MOLASSES CO

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

Residence LONDON

Port of Registry **LIVERPOOL.**

If surveyed while building, afloat, or in dry dock

BUILDING & AFLOAT

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

Total

Gross Tonnage.....8939.66

Register Tonnage.....5229.12.

REGISTERED DIMENSIONS.
FEET.

Length 475

Breadth 63.3

35-05

Length from fore part of stem to after part of stern } L 473.8
post on summer L.W.L. See Sec. 3 (1a) }

Breadth (*greatest moulded*) B 63.0

Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1r) } D 35.0

1st Longitudinal Number (L \times D).....= 16583.0

2nd Numeral $L \times (B + D) \dots\dots\dots = 46432.24$

Framing Depth "d," at middle of length. See } 22.67
Sec. 3 (1d) }

Proportions —Depth to Length—Uppermost continuous deck to top of keel	13.53
Do. Long Bridge to top of keel	11.01

Brought Moulded 26'-10"

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.
FLOORS IN WAY OF ENGINES	30	FRAMING LONGITUDINAL	TANK TOP IN WAY OF ENGINES BUILT UP TO FORM.	
AMES, Spacing	24	" "	ENGINE SEAT SEE SPECIAL PLAN	
" " from 1/2 length to Collision bulkhead..... FLOORS	24	FRAMING TRANSVERSE	INTERCOSTAL CONTINUOUS .43 .47	
" " in peaks.....			3 1/2 3 1/2 .51	
DE FRAMING.			3 1/2 3 1/2 .56	
Frame Amidships, Angle, [or]	LONGITUDINAL FRAMING FROM FORE PEAK BULKHEAD TO AFTER PEAK BHP. TRANSVERSE FLOORS UNDER ENGINES IN DEEP TANK FORWARD		4 @ .70	
" " Extends up to .....			.55	
Reversed Frame Amidships, Angle			TANK TOP LEVEL	
" " Extends up to			SEE SPECIAL PLAN OF DOUBLE BOTTOM IN WAY OF ENGINES	
Depth of Framing Girder.....	LONGITUDINAL FRAMING			
Frames in Uppermost Continuous 'tween Decks, Angle, [or]				
" " Second 'tween Decks, Angle, [or]				
" " Third " " "FORD" AFT	9 3 1/2 .38			
Framing in Peaks, Angle or [.....	9 3 1/2 .38			
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	SEE PAGE 4			
State if Frame Joggled	YES			
PANTING ARRANGEMENTS (Sec. 7), state system and particulars)	LONGITUDINAL FRAMING			
STRENGTHENING OF BOTTOM FORWARD. State Particulars	TRANSVERSE FLOORS DOUBLE RIV'D. TWO INTERCOSTALS EACH SIDE PLATING INCREASED AS PER RULE			
SINGLE BOTTOM. FOR° IN DEEP TANK				
Floors, Depth and thickness at mid-line in Holds	36 x .42			
Height of Brackets at side above base line at toe of frame	LEVEL			
Middle Line Keelson, on Floors, Angles, [or]	CENTRE LINE BMD			
" " Through Plate or Intercoastal Plate .....	.44			
" " Foundation Plate on Floors	✓			
" " Flat Plate Keel Angles	4 4 .56			
Side Keelsons, No. each side	TWO			
" " thickness of Intercoastal Plate....	.40			
" " Angles	3 x 3 1/2 x .45 BA			
DOUBLE BOTTOM. IN WAY OF ENGINES				
Solid Floors, thickness and spacing .....	.43 SPACED 30"			
" " Are Frame and Reversed Frame joggled ?	YES			
Bracket Floors, breadth and thickness at middle line.....	✓			
" " breadth and thickness at margin plate.....	✓			
Bracket Floors, Frame				
" " Reversed Frame				
" " Vertical Struts				
Centre Girder, depth and thickness amidships				
" " top Angles				
" " bottom Angles				
Side Girders, No. each side and thickness				
Margin Plate depth (excl. of flange) and thickness				
" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem				
" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem				
" " Gussets, spacing and scantling abaft 1/2 len. from stem.....				
" " Gussets, spacing and scantling forward 1/2 len. from stem.....				
Tank Side Brackets, height above base line at toe of Frame and thickness				
INNER BOTTOM PLATING.				
Breadth and thickness of Middle Line Strake ...	.53			
Thickness of remainder in Hold M.S.	1.004 .55			
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 ?	✓			
BEAMS.				
Uppermost Continuous Deck, amidships	8 3 .42			
AFT in Wells, Angle, E or [	6 1/2 3 .30			
FORD in way of Bridge, Angle, E or [	24			
Spacing	24			
Second Deck, amidships, Angle, E or [	7 1/2 3 .36			
Spacing	24			
Third Deck, amidships, Angle, [or]				
Spacing				
Fourth Deck, amidships, Angle, [or]				
Spacing				
Poop Deck, Angle, [or]	ALL			
Spacing	LONGITUDINAL			
Bridge Deck, Angle, [or]	LONGITUDINAL			
Spacing	9 3 .38			
Forecastle Deck, Angle, E or [	24			
Spacing				

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.....	PILLARING IN		Stringer Plate, breadth and thickness in way of Bridge	✓	
" in 'tween Decks, Size and Spacing.....	FORE & AFTER ENDS		Thickness of Plating abreast Deck openings in way of Wells	'45	
" " " " "	AS PER APPROVED		Thickness of Plating abreast Deck openings in way of Bridge	✓	
" in Holds " "	PLANS		Thickness of Plating within line of openings...	✓	
" " " " "			If Sheathed, material and thickness	NOT SHEATHED	
Centre Line Bulkhead, OIL TIGHT BA 6½ 3 36 TO 40 AND AS APPROVED			Third Deck.		
Stiffeners and Spacing.....	BAG 3 46		Stringer Plate, breadth and thickness.....		
Plating, thickness of .....	.39-.51		If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	72½ x .85 App 69 x 74		If Plated, state thickness		
" " " " in way of Bridge	/		Poop Deck.		
" Angle in Wells	7 7 .85		Stringer Plate, breadth and thickness	39 x .38	
Thickness of Plating abreast Deck openings in way of Wells	(3) STRAKES .80 APP .74		Plating, Sheathing, material and thickness ...	32 W/H 5 x 3 P.P.	
Thickness of Plating abreast Deck openings in way of Bridge	1 " .45		Bridge Deck.		
Thickness of Plating within line of openings...	.45		Stringer Plate, breadth and thickness.....	49 x .44	
If Sheathed, material and thickness	NOT SHEATHED		Plating, Sheathing, material and thickness ...	34 W/H 5 x 2½ P.P.	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	74 x .46		Stringer Plate, breadth and thickness.....	36 x .38	
			Plating, Sheathing, material and thickness ...	26 W/H 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? <i>No</i>	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	54	1.01	.80	.80		DOUBLE	1	4	FIVE	1 1/8	5	LAPPED	
" <u>DRIG. (if any)</u>													
BOTTOM PLATING, No. of of Strakes	FOUR.	.68	.52	.52	} BOSS PLATING .80 BUTTS QUAD RIV.	"	7/8	3 1/2	QUADRUPLE	7/8	3 1/2	"	
BILGE PLATING, No. of Strakes	ONE.	.68	.52	.52		"	"	"	"	"	"	"	
SIDE PLATING, No. of Strakes	FOUR.	.64	.48	.48		TRIPLE & DOUBLE	"	"	"	"	"	"	
UPPER DECK, Sheer- strake in Walls	52	1.25	.48	.48		"	"	"	QUINTUPLE	1 1/8	5	"	
UPPER DECK, Sheer- strake in Bridge ...													
STRAKE BELOW Sheer- strake in Walls	52	.96	.48	.48		TRIPLE & DOUBLE	1"	4"	QUINTUPLE	1"	4 1/2	"	
STRAKE BELOW Sheer- strake in Bridge ...													
POOP SIDE PLATING .....				.42.		SINGLE	7/8	3 1/2	SINGLE	7/8	3 1/8	"
BRIDGE SIDE PLATING ...	54	.44				"	7/8	3 1/2	"	7/8	3 1/8	"	
FOREC'TLE SIDE PLATING			.44			"	7/8	3 1/2	"	7/8	3 1/8	"	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—					
Extending to Upper Deck (Sec. 3 c)		TEN			
,, Deck next below		SIX.			
As per Rule		EIGHT.			

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D,	SUMMER TANKS. Upper two decks	.34	BA $6\frac{1}{2} \times 3 \times 34$	31"	
"	EXPANSION TRUNK Second	36-.34	ONE VERTICAL WEB AS APPROVED	$7 \times 3 \times 34$	30"
"	Third				
"	Holds	57-36	3 WEBS AS APP ^d	$7\frac{1}{2} \times 3 \times 42$ $11 \times 3 \times 50$	30
COLLISION	(in Hold)	38-.48	BA $9\frac{1}{2} \times 3 \times 52$	To $6\frac{1}{2} \times 2\frac{1}{2}$	L 27
AFTER PEAK	"	32-.52	$11 \times 3 \times 44$ $12 \times 3 \times 48$	24	W.T. FLAT

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		FLAT PLATE KEEL		
STEM	ROLLED.	$10\frac{1}{2} \times 2\frac{3}{4}$		
STERN FRAME {	Propeller Post	CAST	TWIN SCREW STAHLWERKE	ALSO PROPELLER BRACKETS.
	Rudder "	STEEL	$11 \times 3\frac{3}{8}$ KRIEGER.	
RUDDER—A x D		635.76		
Speed of Vessel		11 KNOTS	WITKOWITZER.	
RUDDER mainpiece at head ...		$12\frac{3}{8}$	BERG & EISENH.	
" " heel ...		$9\frac{1}{2}$		
" how constructed		FORGED ARMSTRONG MAINPIECE		
" double or single plate		SINGLE		
" coupling, vertical or horizontal		HORIZONTAL		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) (OPEN HEARTH PROCESS)
COLVILLE, LANARKSHIRE, STEEL COY. OP. SCOTLAND, DUNLOP, BEARMORE, CONSETT, SKINNINGROVE, STEWART & LLOYDS

Has the Steel been tested as required by the Rules? Yes

EQUIPMENT No. 48754											LETTER d+	ANCHORS.			
Number of Certificate.	Anchor.	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.			
31660	1st Bower ...	82	0	0	Stockless			59	10	0	0	8 1/4	BYERS IMPROVED	PER W. L. BYERS & CO. SUNDERLAND	20/11/28 J. H. BUTLER
31581	2nd „ ...	81	1	14	—	—		59	10	0	0	8 1/4	“	“	24/11/28 “
31650	3rd „ ...	69	2	0	—	—		53	10	0	0	6 9/2	“	“	14/11/28 “
	Collective weight.	232	3	14								232			
17599	Stream	23	2	0	6	0	0	23	10	0	0	23 1/2	COMMON ANCHOR	RSYKES & SON CARDIFF	29/11/28 A. JONES

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.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
32610	300	2 1/2	112.5	157.5	945	2	0	940	300	25/16	STUD LINK.	RSYKES & SON	CARDIFF	19/11/28	A. JONES.	TOWLINE...	130	6	85	130	6
																HAWSERS & WARPS	2@100	2 3/4	15 1/2	2@100	2 3/4
																	2@100	2 3/4	15 1/2	2@100	2 3/4
from Stream Chain and Steel Wire	120	5 1/4		65					120	5 1/4											

Steering Gear, Steam ELECTRIC By THOS E THRIGE, ODENSE, DENMARK										Steering Gear, Hand COMBINED By THOS E THRIGE									
Boats 4 - 25' LIFEBOATS & 2 - 18' DINGHYS										Windlass STEAM By EMERSON, WALKER & THOMPSON									
Ceiling in Holds, thickness and material NIL										Cargo Battens, thickness, material and spacing LOWER HOLD ONLY 6x2 W P									
Oil Hatchways. (Upper Deck) CHAN COAMING TO MAIN TANKS, PLATE TO SUMMER TANKS										SUMMER TANKS .60 SPACED 9"									
CARGO Hatchways. (Upper Deck) CHAN COAMING TO MAIN TANKS, PLATE TO SUMMER TANKS										MAIN " .60 STIFFENED									
Size of No. 1 Hatchway (Forward) 9'2" x 12'0" No. 2										No. 3									
No. 4										No. 5									
No. 6																			
Number of Shifting Beams and/or Fore and Afters 16 MAIN TANK HATCHES 7' x 7' 4 3/4"										15 x 4 x 4 x 4 1 CHANNEL COAMING									
4 " " " 5' x 7' 4 3/4"										18 x 40 COAMING									
10 SUMMER " " 6' x 3' " 18 x 40 COAMING																			
Builder's Signature										For Wm Hamilton & Co Ltd									

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel.										YES.									
an oil tanker, is fitted for carrying oil as cargo ✓										(b) whether the vessel, not being									
										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 and in general conformity with the Society's rules for the class contemplated.																			
The workmanship is good and the materials used throughout in the vessel's construction are also good. The cargo tanks, summer tanks, oil fuel bunkers, cofferdams double bottom tanks, fore and aft peak tanks have been tested to rule requirements and found satisfactory. Sec 20 of the rules has been fully complied with. All weather decks and house tops were hose tested and found satisfactory. The chain locker was hose tested and found satisfactory.																			
The freeboard has been assigned and the marks cut in on the vessel's side after verification.																			

The amount of Entry Fee £ 11 : 0 : 0										Fees applied for,									
Special Survey Fee.... £ 635 : 5 : 0										26 TH MARCH 1929									
FREEBOARD 12 16 8										Received by me,									
Travelling Expenses, if any £ :										24 TH MARCH 1929									
State whether the Vessel has been built under Special Survey										YES									
Certificate to be sent to GREENOCK OFFICE										Date of issue 18/4/29									

Committee's Minute GLASGOW										9 APR 1929									
Character assigned										100 A1 4.29									
Carrying Molasses or Petroleum in Bulk																			
Lloyd's A & C.P.																			
+ L.M.C. 4.29																			
Longitudinal Framing																			

This vessel is a sister vessel of the T.S.M.V. "ATHELDRKE" Mems RD uncan & Co No 388 & Greenock first entry report No 18991.

The following approved plans are now in the London Office for reference & should be returned to this office for dealing with the future sister vessels.

Midship section.

Profile & Decks.

Amended Profile.

Stem frame Rudder and Stem.

Propeller Brackets

Bossing plan.

Engine room tank & seating.

Fore end longitudinal

Aft end longitudinal

Cofferdam aft.

Strong beams under Boiler Room flat.

The following approved plans, together with plans of the Midship section and Profile & Deck plans as built and the forging reports are forwarded herewith:-

Reinforcing in way of multiple punching

Web frames at frame 18

Pumping arrangements.

Pumping arrangements in Machinery space.

These plans should also be returned to this office for future reference.

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

1st Bower 49.3.18 : KH: 5473: 28-6-28.
2nd ,, 49.3.18 : KH: 5716 : 30-8-28.
3rd ,, 40.2.15 : KH: 5803 : 27-9-28.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 118.9 ft., R.Q.D. ✓ ft., Bridge 34.4 ft., Forecastle 47.9 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) 2Dks (Stl) & WEB FRAMES.

Official No. 161,088 ; Signal Letters ✓

Is bottom of Vessel coated with cement YES. if not give

particulars of composition CEMENT FILLETS IN DOUBLE BOTTOM AND IN CARGO TANKS

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		219
Double bottom, if under Engines only, OR OIL FUEL	82.5	331	Deep tank, aft,		434
Double bottom, if under Boilers only,			Deep tanks forward, WATER BALLAST OR OIL FUEL	48.5	701
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. 3256.

Date 11th April 1928.

Dates of Surveys held while building

(1928) Mar. 19. 20. April 10. May 16. 21. 23. 24. 30. June 1. 4. 6. 7. 8. 11. 12. 13. 15. 18. 19. 21. 25. July 12. 20. 24. 31. Aug. 6. 9. 10. 13. 15. 16. 17. 22. 23. 24. 28. 29. 30. Sept. 3. 5. 10. 12. 14. 19. 20. 24. 26. 28. Oct. 1. 3. 8. 10. 12. 13. 23. 25. 26. 29. Nov. 6. 8. 12. 15. 19. 22. 26. 28. 29. 30. Dec. 3. 4. 5. 6. 7. 8. 11. 12. 13. 14. 18. 19. 20. 21. 24. 26. 27. 29. (1929) Jan. 4. 8. 9. 11. 14. 15. 16. 17. 18. 19. 21. 23. 24. 25. 29. 30. Feb. 1. 5. 4. 10. 12. 21. 24. March 11. 13. 22. 25. April 2. 5.

Total No. of Visits 114.

T. S. M. V. ATHELDUCHESS.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.

AMIDSHIPS.

ENDS.

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.

approved.												Frames.		side of Transverses and Bulkheads.		Bulkheads.		
Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Spang.	Inches.	Number.	Diameter.
BULB ANGLE AND CHANNEL																		
6 1/2	3	36				6 1/2	3	36				7/8	5/4	5 1/4		✓	✓	
8	3 1/2	38	8	3 1/2	38	7 1/2	3 1/2	45	7 1/2	3 1/2	45	1 1/8	6 3/4	5 1/4	6 3/4	8	7/8	
8	3 1/2	38	8	3 1/2	38	7 1/2	3 1/2	45	7 1/2	3 1/2	45	1 1/8	6 3/4	5 1/4	6 3/4	8	7/8	
8	3 1/2	38	8	3 1/2	38	7 1/2	3 1/2	45	7 1/2	3 1/2	45	1	6	5 1/4	6	8	7/8	
8	3 1/2	38	8	3 1/2	41	7 1/2	3 1/2	38	7 1/2	3 1/2	40	7/8	5/4	5 1/4		8	7/8	
8	3 1/2	38	8	3 1/2	40	8	3 1/2	36	8	3 1/2	40	7/8	5/4	5 1/4		8	7/8	
8	3 1/2	38	8	3 1/2	43	8	3 1/2	46	8	3 1/2	43	7/8	5/4	5 1/4		8	7/8	
8	3 1/2	46	8	3 1/2	43	8	3 1/2	46	8	3 1/2	43	7/8	5/4	5 1/4		8	7/8	
8 1/2	3 1/2	45	8 1/2	3 1/2	46	8 1/2	3 1/2	45	8 1/2	3 1/2	46	7/8	5/4	4" FOR 9 RIVETS		8	7/8	
9	3 1/2	43	9	3 1/2	48	9	3 1/2	43	9	3 1/2	48	7/8	5/4	— " —		9	7/8	
9 1/2	3 1/2	45	9 1/2	3 1/2	51	9 1/2	3 1/2	45	9 1/2	3 1/2	51	7/8	5/4	— " —		9	7/8	
9 1/2	3 1/2	48	9 1/2	3 1/2	49	9 1/2	3 1/2	48	9 1/2	3 1/2	49	7/8	5/4	— " —		10	7/8	
10	3 1/2	45	10	3 1/2	46	10	3 1/2	45	10	3 1/2	46	7/8	5/4	3 1/8 FOR 9 RIVETS		10	7/8	
10	3 1/2	48	10	3 1/2	47	10	3 1/2	48	10	3 1/2	47	7/8	5/4	— " —		10	7/8	
10	3 1/2	48	11 1/2	3 1/2	50	10	3 1/2	48	11 1/2	3 1/2	50	7/8	5/4	— " —		10	7/8	
12	3 1/2	53	12	3 1/2	46	12	3 1/2	53	12	3 1/2	46	7/8	5/4	— " —		11	7/8	
2 1/4 x 4 x 48			✓			2 1/4 x 4 x 48			✓			7/8	5/4	— " —		16	7/8	
5 1/4 x 4 x 41	F. 12	3 1/2	52			5 1/4 x 4 x 41			F. 12	3 1/2	52	7/8	5/4	— " —	IN LONG	17	7/8	
GIRDER						GIRDER			TRANSVERSE FRM.			7/8	5/4	5 1/4	IN BHD	18	7/8	
5 1/2 x 42	✓					5 1/2 x 42			ON BOTTOM							✓	✓	
31" ON BOTTOM & 30" ON SIDES.																		
NOT MORE THAN 31" & 30"																		

Spacing of Longitudinal Frames

Amidships
At Ends

Double Bottoms } Tank Top Longitudinals
 L, L or C } Bottom
 Spacing of Longitudinals } Amidships
 } At Ends...

BOTTOM TRANSVERSES 52" x 46 FACE BAR 9 x 3 1/2 x 48 B.A.

Transverses.

In Bridge
'tween Decks

Depth and Thickness
Face Angle
Lugs to Shell

21 x 38
3 1/2 3 1/2 40
3 3 38

+6" FOR OMISSION OF BCKTS.
15 x 38

Rivets in Lugs to Shell
Diam. Speng.

In Awning,
Shelter or
Upper 'tween
Decks.

Depth and Thickness
Face Angle
Lugs to Shell

25 x 40
3 1/2 3 1/2 41
3 1/2 3 40

+6" FOR LUGS OF BCKTS.
19 x 40

1" 4 1/2

In Hold.

Depth and Thickness
Face Angle
Lugs to Shell
Brackets

36 x 46
7 3 1/2 50
6 x 6 x 60 SIN

36 x 46
7 3 1/2 50
6 x 6 x 46 SIN

7/8 4"

Spacing of Transverse Frames

* State if joggled or liners.

9' 4 1/2 4 7' 9 3/4 9' 4 1/2 4 7' 9 3/4

Longitudinal
Beams of
L, L or C

Bridge Deck
Awg. or Shltr. Dk.
Upper
Second
Third

6 3 32
7 3 1/2 30
7 1/2 3 37

Spacing.

In Ship.
Plate Angles.
As approved.
Plate Angles.
As Fitted

Transverse
Beams

11 x 38
5 1/2 x 40
12 1/2 x 40
28 x 41

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.