

RECEIVED

STEEL STEAMER OR MOTORSHIP.

1 OCT 1948

Received at London Office

5 OCT 1948

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*Date of completion of report *28th September 1948* Port of *Belfast* No. *14623*Survey held at *Belfast* Date First Survey *5th June 1947* Last Survey *17th September 1948*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single screw motor tanker "FALTA"* (machinery aft)Store Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling ALBACORA* State Type of Erections *Pop., Bridge & Castle.*TONNAGE under Tonnage Deck ... *7222.38*Do. of space or spaces between Tonnage Dk. and Upper Dk. *✓*Total *✓*Gross Tonnage *8247.40*Register Tonnage *4683.68*

REGISTERED DIMENSIONS.

FEET

Length *470.2*Breadth *59.5*Depth *34.8*CLASS *100 A1 "Carrying Petroleum in bulk"* State if with freeboard as condition of Class *No.*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *460*Breadth (greatest moulded) *59*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *34.82*1st Longitudinal Number (L x D) *15755*2nd Numeral L x (B + D) *42895*Framing Depth "d," at middle of length. See Sec. 3 (1d) *✓*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.2*Do. Long Bridge to top of keel *✓*Draught Moulded *27.42*Built at *Belfast*Launched *6th July 1948* Yard No. *1373*Builders *Harland & Wolff Ltd*Owners *A/s Bulls Tankrederi*Managers *✓*
(Where necessary to be entered in Reg. Book)Residence *✓*Port of Registry *Sandefjord*

If surveyed while building, afloat, or in dry dock

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.
FRAMES, Spacing amidships	35 ✓		Bracket Floors, Frame	✓	
" " <i>four of cargo tanks from 1/3 length amidships</i>	27 ✓		" " Reversed Frame	✓	
" " Collision bulkhead	✓		" " Vertical Struts	✓	
" " in peaks	24 ✓		Centre Girder, depth and thickness amidships	59 1/2 x 60 ✓	
SIDE FRAMING.			" " top Angles	Welded to T.T. ✓	
Frame Amidships, Angle <i>E or F</i>	10 3 1/2 x 50 ✓		" " bottom Angles	4 4 x 50 ✓	
" " IN FORWARD CARGO TANKS. B.A.	11 3 1/2 x 48 ✓		Side Girders, No. each side and thickness	2 @ 60 ✓	
" " Extends up to <i>upper deck</i>	✓		Margin Plate depth (excl. of flange) and thickness <i>TANK TOP STRAIGHT</i>	1 @ 42 ✓	
30" x 42" webs, face bar 6 x 3 1/2 x 50 o.a. fitted in each Cargo Tank ✓	✓		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	54 ✓	
Reversed Frame Amidships, Angle	✓		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	6 6 x 50 ✓	
" " Extends up to	✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem	✓	
Depth of Framing Girder	10" x 11" ✓		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E or F</i>	✓		Tank Side Brackets, height above <i>base</i> at toe of Frame and thickness	36 x 46, flge 3 ✓	
" " Second 'tween Decks, Angle, <i>E or F</i>	✓		INNER BOTTOM PLATING.		
" " Third <i>forward of Cargo tanks to Collision Bhd.</i>	11 3 1/2 x 44 B.A. ✓		Breadth and thickness of Middle Line Strake	93 x 62 ✓	
" " from 1/3 len. for'd. to 15% len. from Stem	8 3 1/2 x 48 B.A. ✓		T.TOP IN WAY HOLDING DOWN BOLTS	1-25 ✓	
" " in Peaks, Angle <i>E or F</i>	8 3 1/2 x 7/16 ✓		Thickness of remainder in <i>WALLS ENG. ROOM</i>	54 ✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" @ 4 7/8" ✓		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. <i>ENG. ROOM</i> space and framing in Bunkers <i>and Boiler Room</i> ?	Welded Construction under Engine as Approved. ✓	
State if Frame Joggled	yes ✓		BEAMS.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	as App'd ✓		Uppermost Continuous Deck, amidships in way of <i>Pop.</i>	8 3 1/2 x 38 ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	as App'd ✓		" " in way of <i>Bridge, Angle, E or F</i>	8 3 x 40 ✓	
SINGLE BOTTOM.			" " Spacing	7 3 x 38 ✓	
Floors, Depth and thickness at mid-line in Holds	See		Second Deck, <i>aft</i> amidships, Angle, <i>E or F</i>	8 3 x 38 ✓	
Height of Brackets at side above base line at toe of frame	Longitudinal		" " <i>forward</i> B.A. ✓	7 x 3 x 46 x 36 ✓	
Middle Line Keelson, on Floors, Angles, <i>E or F</i>	framing		" " Spacing	every	
" " Through Plate or Inter-costal Plate	plan. ✓		Third Deck, <i>Beef Tank top</i> amidships, Angle, <i>E or F</i>	8 3 x 3/8 ✓	
" " Foundation Plate on Floors	✓		" " Spacing	every ✓	
" " Flat Plate Keel Angles	✓		Fourth Deck, amidships, Angle, <i>E or F</i>	✓	
Side Keelsons, No. each side	✓		" " Spacing	✓	
" " thickness of Intercoastal Plate	✓		Poop Deck, Angle, <i>E or F</i>	8 3 x 38 ✓	
" " Angles	✓		" " Spacing	every ✓	
DOUBLE BOTTOM. IN MOTOR SPACE.			Bridge Deck, Angle, <i>E or F</i>	7 3 x 36 ✓	
Solid Floors, thickness and spacing	46" @ 31" ✓		" " Spacing	every ✓	
" " Are Frame and Reversed Frame joggled?	yes ✓		Forecastle Deck, Angle, <i>E or F</i>	8 3 x 38 ✓	
Bracket Floors, breadth and thickness at middle line	floors welded		" " Spacing	every ✓	
" " breadth and thickness at margin plate	to Tank Top ✓				

(MADE IN ENGLAND.)

010484-010494-00903

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	Two		Stringer Plate, breadth and thickness in way of Bridge <i>in way of Fore Hold</i>36 ✓	
„ in 'tween Decks, Size and Spacing	Longitudinal		Thickness of Plating abreast Deck openings <i>in way of Wells</i>36 ✓ .34 ✓	
„ „ „ „ „	Bulkheads ✓		Thickness of Plating abreast Deck openings in way of Bridge.....	✓	
„ in Holds „ „ „			Thickness of Plating within line of openings...	✓	
„ „ „ „ „			If Sheathed, material and thickness.....	✓	
Longitudinal ✓ Centre Line Bulkhead. 11'-0" P. & S. ✓ Stiffeners and Spacing Sp. 35" ✓	10" x 4" B. Plate ✓		Third Deck. top of Deep tank forward. Stringer Plate, breadth and thickness.....	.42 ✓	
2 Longitudinal Girders 26" x 42", 24" x 42", 5" plates & welded to Bulkheads. ✓	.44. Vert. ✓		If Plated, state thickness38 ✓	see plan
Plating, thickness of					
STRINGERS AND DECKS.			Fourth Deck. Stringer Plate, breadth and thickness.....	✓	
Uppermost Continuous Deck.	93½ ✓	.84 ✓	If Plated, state thickness.....	✓	
Stringer Plate, breadth and thickness in Wells		.84 ✓			
„ „ „ „ in way of Bridge			Poop Deck. Stringer Plate, breadth and thickness.....	.34 ✓	
„ Angle in Wells	6	6 5/8 ✓	Plating, Sheathing, material and thickness34 ✓ - .26 ✓	
Thickness of Plating abreast Deck openings in way of Wells <i>(continuous strake)</i> ✓		.76 ✓	" where exposed Oregon	2 1/2" ✓	
Thickness of Plating abreast Deck openings in way of Bridge <i>(continuous strake)</i> ✓		.76 ✓	Bridge Deck. Stringer Plate, breadth and thickness.....	.40 ✓	
Thickness of Plating <i>in way of 9/16 Hatches</i> ✓		.58 ✓	Plating, Sheathing, material and thickness34 ✓ - .30 ✓	
If Sheathed, material and thickness.....	✓		Forecastle Deck. Stringer Plate, breadth and thickness.....	.37 ✓	
Second Deck. <i>alt</i> ✓		.40 ✓	Plating, Sheathing, material and thickness...	.36 ✓	
Stringer Plate, breadth and thickness in Wells					

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	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.....	57	1.03	.83	.83		double	1"	3 8/9	-	-	-	Welded	
„ Dblg. (if any)	✓												
Bottom Plating, No. of Strakes <i>four</i>	2 @	.71	.75-.56	.56		double	3/8	3 1/2	-	-	-	Welded	
1 @	.71	.75-.51	.54			"	"	"	-	-	-	"	
Bilge Plating, No. of Strakes <i>one</i>	1 @	.71	.51	.73-.56		"	"	"	-	-	-	"	
Side Plating, No. of Strakes <i>three</i>	1 @	.71	.51	.56		"	"	"	-	-	-	"	
Upper Deck, Sheer- strake in Wells.....	76 1/2	.90	.56	.48		-	-	-	-	-	-	"	
Upper Deck, Sheer- strake in Bridge ...	76 1/2	.90	1.04 at Breaks.			-	-	-	-	-	-	"	
Strake below Sheer- strake in Wells.....	84	.73	.48	.48		double	1"	3 8/9	-	-	-	"	
Strake below Sheer- strake in Bridge ...	84	.73	-	-		"	1 1/8	4 3/8	-	-	-	"	
Poop Side Plating.....	-	-	-	.40		one strake			-	-	-	"	
Bridge Side Plating.....	-	.50, .44	-	-		one strake			-	-	-	"	
Forecastle Side Plating	-	.44				single	3/4	3	-	-	-	"	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—
Extending to Upper Deck (Sec. 3 c).....16✓
" Deck next below.....21-8✓
As per Rule (ordinary cargo) 7

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar <i>Flat Keel</i>	✓			
STEM	<i>Rolled</i>	<i>10 3/8 x 2 3/4</i>		
STERN FRAME { Propeller Post	<i>C.S</i>	<i>See plan, The Steel Co of</i>		
{ Rudder	✓	<i>App. 19/9/47. Scotland Ltd.</i>		
Speed of Vessel	<i>12 Knots</i>	✓		
RUDDER—Type <i>Simplex</i>	<i>Semi-balanced.</i>	✓		
A x D. <i>effective Area</i>	<i>180 sq. feet.</i>	✓		
Diam. of head STOCK	<i>F.S.</i>	<i>11" dia Wolingham St. Co.</i>		
Mainpiece stock pintle	<i>F.S.</i>	<i>10 dia Benmytown Forge Co</i>		
" <i>keel</i>	✓	<i>Portable Rudder Post</i>		
"		<i>See plan</i>		
how constructed	<i>double plate fabricated</i>	✓		
double or single plate	<i>by builders & Electrically</i>			
coupling, vertical or	<i>welded. Vertical Coupling.</i>			
horizontal	<i>as per App. plan 19/9/47.</i>			

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
SHIP	Centre tank ✓	44" ✓	Bull plate	33" ✓	44" Sigs 32" x 40" ✓ Face bar 11 x 3 1/2" x 4" ✓ Low. Sigs 36" x 4" ✓ Face bar 12 x 3 1/2" x	
MIDSHIP	Bulkh'd, Upper 'tween decks	Vert	12" x 4 1/2" ✓			
"	"	"	"			
"	Second	"				
"	Third Wing Tank	44" ✓	12" x 4 1/2" ✓	33" ✓	44" Sigs 35" x 42" ✓ Face ang. 5 x 3 1/2" x ✓ Low. Sigs 35" x 42" ✓ Face bar 7 x 3 1/2" x ✓	
"	"	Vert	Bull plate.			
"	"	"	"			
"	Holds	"				
"	"	"				
COLLISION	(in Hold)	50" - 34	9 x 4 x 44 I ✓	24" ✓	2 Box beams and browns of Deck tank	
"	"	"	7 x 3 1/2 x 40 I ✓			
AFTER PEAK	"	50" - 30	9 x 3 1/2 x 7 1/6 BR ✓	24" ✓	Boiler flat ✓	
"	"	"	7 x 3 1/2 x 38 BR ✓	"	"	

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).
Messrs Colvilles, The Steel Company of Scotland Ltd; Smith & McLean Ltd Scotland.
Open Hearth Steel See letter 25.10.48
Has the Steel been tested as required by the Rules? Yes.

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.	
		STOCKLESS			Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.					
4185	1st Bower ...	77	1	7				57	13	3	0	✓	Byers type (Cast steel Head, Shank C.H. Ingot steel)	Sam Taylor	Netherton 21-7-48 ✓	
4184	2nd „ ...	76	0	7				57	0	0	0	✓	- do -	Brierley Hill	T.H. Murphy. ✓	
4183	3rd „ ...	65	1	14				51	5	0	0	✓	- do -	£rd.	- do - ✓	
	Collective weight	218	3	0	✓							✓	219-2-0			
4193	Stream	21	3	7	✓	5	0	14	22	5	2	14	✓	Rodgers (Forged C.H. Ingot steel E.W'd)	- do -	Netherton 26-7-48 ✓ T.H. Murphy.

CHAIN CABLES.

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.		Fathoms	Ins.	
	Tons.	Tons.			Cwts.	qrs.													lbs.
8670	300 ² / ₃	2 ⁸ / ₈	113.8	156.3	739	1-21	✓	300	2 ⁷ / ₁₆	✓	S. Taylor & Sons (B.H.) Ltd	Netherton 19-7-18 T.H. Murphy	TOWLINE	130	5 ¹ / ₄ 6/24	77.5	130	5 ¹ / ₄	
		TAYCO							STUO LINK										
	(includes spare shackles, 2 joining, 2 End, 2 Locker End 5-0-21)											✓		HAWSERS & WARPS	400	2 ³ / ₄ (6/12)	15.2	200	2 ³ / ₄ 2000 "
		Cir.							Cir.										
Stream Steel Wire	120	5" (6/12)	✓	52.8				120	5" 6/12	✓	all Wire Ropes by British Ropes Ltd and to makers tests.								

Steering Gear, Type (Power or hand) Hastie's Steam Hydraulic ✓ Alternative Means of Steering Block and tackle to winch. ✓

Steering Chains (Size and Test) telemotor control ✓ Windlass Steam efficient ✓ Boats 4 lifeboats @ 24'-0"
(incl 2 motor).

Ceiling in Holds, thickness and material none ✓ Cargo Battens, thickness, material and spacing none ✓

Cargo Hatchways.—(Upper Deck) 24 @ 4'-0" dia. Bright steel latches 30" coamings x 75" ✓ Thickness of Hatches 50" Steel w/ covers. ✓

Size of Hatchways No. 1 (Fwd.) Hold 10' x 9' ✓ No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams } none. ✓
and/or Fore and Afters }

FOR HARLAND AND WOLFF, LIMITED

Builder's Signature

~~SECRET~~

GENERAL 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 ✓
(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 (where required to be inserted in the Notation).

Oil fuel is carried in bunkers situated at the fore side of the motor space, in deep tanks forward of the forward cofferdam, and in the double bottom under engines. Oil bargo is carried in 24 compartments between forward and after cofferdams, separated into three groups by two pumprooms. ✓

This vessel has been built in conformity with the Society's Rules and Regulations and the Secretary's letters. The scantlings and arrangements are in accordance with or equivalent to those shown on the approved plans. The materials and workmanship are good. All cargo tanks, Oil fuel bunkers, settling tanks, deep tanks forward, fore & after peak tanks, fresh water tanks, Lub Oil tanks, double bottom compartments in machinery space, and cofferdams have been tested to Rule requirements and found satisfactory. Steering gear and windlass have been tested under working conditions and found satisfactory. Weather decks and W. I. Bulkheads have been satisfactorily hose tested. Bilge pumping, and steam smothering system tried and found in order. Freeboard verified and cut in.

The amount of Entry Fee.....	£	:	✓	:	Fees applied for, 29/9/1948
FREEBOARD ASSIGNMENT			34-7-0		
Special Survey Fee.....	£	1201-0-0			
Received by me, Travelling Expenses, if any £ : : : 19					

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

I am of opinion the Vessel should be Classed **100A1.**
*"Carrying Petroleum in bulk" Long framing at bottom &
 at decks. Butts of deck and shell and of seams of deck
 electrically welded.*

Signature _____

Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey.....yes

Certificate to be sent to.

..Date of issue.

Committee's Minute

Character assigned

Carrying petroleum in bulk
8.48 Bel + Lmc

+ Lmc 9.48
2DB 150 lb

Cal Eng
CL

ng
Lloyd's Register
Foundation

 $0090^{2/3}$

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.)

This vessel is built to plans for the Standard tanker 460ft in length, modified as regards riveting and welding to suit local conditions and any scantlings involved.

The following are sister vessels No 1284 "British Supremacy" Report No Belfast 14029 and No 1285 "Neothyris" Report No Belfast 14111.

The following reports are enclosed; ✓ b.s. Sternframe, ✓ Rudder stock, ✓ Rudder Back post, ✓ Tillers, ✓ Rudder Casting,

Plan of Midship Section as fitted is also forwarded. ✓

PARTICULARS OF ELECTRIC WELDING (if employed) Upper deck plating & brown of deep tank butts and seams, all deck & shell butts, Side stringers & horizontal girders to bulkheads and shell throughout, Transverse and Longitudinal bulkheads are of all welded construction. Transverse and Longitudinal bulkheads to deck; Bilge keel to shell; The double bottom under main engines is an all welded structure; Rudder all welded, angle butts & corners. ✓

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Oil Engine, machinery aft, ✓ Cruiser stern, D.F., E.S.D., ✓ Gyro Comp.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	Wt of Anchor head 49 = 1 = 21 incl. pins & blocks; J.C. 3521. 10:12:46 ✓			
	2nd "	- do -	49 = 1 = 14 ✓	- do -	J.C. 3520 10:12:46 ✓
	3rd "	- do -	41 = 1 = 21 ✓	- do -	C.E.D. 3394 21:3:46. ✓
			92.4		48.5

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 93.4 ft., R.Q.D. ✓ ft., Bridge 39.8 ft., Forecastle 50.5 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated not joined

Official No. NORWEGIAN. Signal Letters L. N. M. M. Extreme Breadth over Belting no belting. Over-all Length 487'-5" ✓ (Circ. 1611) (Circ. 1703)

No. and Material of Decks One deck steel, second deck steel clear of Oil tanks.

Parts of Bottom of Vessel coated with cement or approved composition bare steel in oil compartments, cemented in fore & after peaks.

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.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	✓		Fore peak tank,	23'-3"	154.9 ✓
Double bottom, under Engines and Boilers,	✓		After peak tank,	16'-0"	87.65
Double bottom, if under Engines only,	64'-8" ✓	128.0 ✓	Deep tank, aft,	✓	
Double bottom, if under Boilers only,			Deep tank, forward,	22'-6" ✓	258.0
Double bottom, forward,			Other tanks, if fitted, F.W. TANKS POOP TW. DECK. 12'-0" ✓		84.3
Total length (if continuous) and Capacity			TRANSOM SPACE 14'-0" ✓		27.94
			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 982

Date 23:4:47

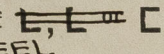



Dates of Surveys held while building

1947 June 5, 17, 25; July 1, 3, 11, 22, 30; Sept 1, 2, 29; Oct: 10, 21, 30; Nov: 1, 2, 14, 18, 21, 25, 27; Dec: 4, 8, 10, 12, 19, 20; 1948 JAN: 5, 16, 21, 22, 27; Feb: 2, 5, 9, 11, 12, 16, 20; Mar: 4, 9, 11, 15, 17, 19, 23, 25, 26; April 1, 5, 8, 9, 12, 14, 16, 19, 21, 22, 29; May 3, 4, 7, 14, 17, 18, 19, 20, 21, 24, 26, 27, 28, 31; June 2, 3, 4, 7, 8, 9, 10, 11, 14, 15, 16, 17, 18, 21, 22, 24, 25, 28, 29; July 5, 6, 19, 20, 23; August 2, 4, 5, 6, 9, 12, 13, 24, 27, 31; Sept 3, 7, 10, 11, 15, 16, 17

Total No. of Visits 114

PARTICULARS OF LONGITUDINAL FRAMING.

Rept 1.
14623.

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.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.
Framing of 													
KEEL													
Frames in Bridge between Decks													
Frames from Uppermost Continuous Deck INT. CENTRE GIRDER No. 1													
	1	Plates 40" x 42", Keel angles 4" x 4" x 50", top angles 3 1/2" x 3 1/2" x 7/16"											
	2	15" x 4 1/2" x 4" x 62"  as amidships							7/8"	4 7/8"	3" for 9 rivets	Horizontal	
	3	- do -			- do -				- do -	- do -	Gussets		
	4	- do -			- do -				- do -	- do -	Welded		
	5	Long. Bulkhd plating 44 vert, stiffers 10" x 4 1/2" B. Plate, spaced 35"											
	6	15" x 4 1/2" x 4" x 62"  as amidships							7/8"	4 7/8"	3" for 9 rivets	Horizontal	
	7	- do -			- do -				- do -	- do -	Gussets		
	8	- do -			- do -				- do -	- do -	Welded		
	9	12" x 3 1/2" x 50" B.A.			- do -				- do -	- do -	Vertical Brackets welded		
	10	✓											
	11	✓											
	12	✓											
	13	✓											
	14	✓											
	15	✓											
	16	✓											
Spacing of Longitudinal Frames		Amidships 33" ✓			At Ends 33" ✓								
Double Bottoms		Tank Top Longitudinals ✓			Bottom " ✓								
L, L or T		Amidships ✓			At ends... ✓								
Spacing of Longitudinals		✓			✓								
Transverses.													
Side (in 'tween Decks)	Depth and Thickness	At sides of vessel, transverse framing with vertical											
	Face Angles	webs to side plating and longitudinal Bulkheads in way											
	Lugs to Shell*	of bottom transverses, webs supported with 2 horizontal struts											
Side (in Hold)	Depth and Thickness	✓											
	Face Angles	✓											
	Lugs to Shell*	✓											
Bottom	Depth and Thickness	40" x 44" Centre tanks ✓ as amidship ✓											
	Face Angles	37" x 44" Wing " ✓											
	Lugs to Shell*	6" x 3 1/2" x 50" Q.A. ✓ - do - ✓											
Bottom	Lugs to Shell*	double in centre, single in wings. ✓											
	" " Back Bars	6" 6" 44" joggled - as amidship ✓											
	Brackets	3 1/2" 3 1/2" 44" in Centre tanks ✓											
Spacing of Transverse Frames...		5'-0" x 42" in Centre tanks, 10" x 44" x 3 1/2" x 56"  struts connected to vertical webs in wing tanks, with Brackets clear of webs in wing tanks.											
* State if joggled or liners.		8'-9" and 8'-0" ✓											
Longitudinal Beams of L, L or C	Bridge Deck	✓											
	Upper "	8	3 1/2	38 B.A. in way of Oil cargo tanks				33" ✓					
	Second "	✓											
	Third "	✓											
Transverse Beams.													
Plate.		29" x 22", 6" x 3 1/2" x 40" o.a single											
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.