

STEEL STEAMER or MOTORSHIP.

11 MAY 1928

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 (forwarded 8/5/28)*

Date of completion of report *10 May 1928* Port of *Sunderland* No. *29725*
Survey held at *Sunderland* Date First Survey *14 March 1927* Last Survey *1st May 1928*
On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single Screw* *SCHUYLKILL* machinery aft.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Oil Tanker in accordance with the Rules for Oilers.* State Type of Erections *Poop, Bridge + Fcl.*TONNAGE under Tonnage Deck... *5364.55*Do of space or spaces between Tonnage Dk. and Upper Dk. *8209.79*

Total

Gross Tonnage *8964.18*Register Tonnage *5364.55*

REGISTERED DIMENSIONS.

Length *476.0*
Breadth *63.8*
Depth *35.0*

CLASS *#100 A1* carrying State if with freeboard *no* Petroleum in Bulk. as condition of ClassLongitudinal Framing. Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 470.0*Breadth (greatest moulded) *B 63.5*Depth at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 34.45*1st Longitudinal Number (L x D) *= 16332*2nd Numeral L x (B + D) *= 46177*Framing Depth "d," at middle of length. See Sec. 3 (1d) *21.58*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.52*
Do. Long Bridge to top of keel *✓*Draught Moulded *26'-10"*Built at *Sunderland.*Launched *March 6th 1928* Yard No. *702*Builders *Sir James Laing & Sons Ltd.*Owners *Anglo American Oil Co Ltd.*Managers *✓*
(Where necessary to be entered in Reg. Book.)Residence *London.*Port of Registry *Sunderland*

If surveyed while building, afloat, or in dry dock

Building and afloat.

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.
Spacing amidships	Longitudinal		Bracket Floors, Frame	✓	
" from 1/2 length to Collision bulkhead	Framing		" " Reversed Frame	✓	
" in fore hold tank	27		" " Vertical Struts	✓	
" in peaks	24		Centre Girder, IN ENGINE SPACE AFT	57 1/2	50
" " machy. space aft	30 1/2		depth and thickness amidships		
HING.			" " top Angles	3 1/2	3 1/2 35
amidships, Angle, [or]	Longitudinal		" " bottom Angles	5	5 57
" Extends up to	Framing		Side Girders, No. each side and thickness	Two	43
VERY SPACE. AFT.	attached		Margin Plate depth (excl. of flange) and thickness	✓	
Frame Amidships, Angle	9 1/2 3 1/2 40		" " Vertical Angle to Tank side	✓	
ames as app ^d	39 x 48		Bracket abaft 1/4 len. from stem	✓	
" Extends up to	Upper deck		" " Vertical Angle to Tank side	✓	
IN Fore Hold.	8 1/2 3 1/2 46		Bracket forward 1/4 len. from stem	✓	
Frame Girder	9 3 40		Gussets, spacing and scantling abaft 1/4 len. from stem	✓	
Uppermost Continuous 'tween	Y 3 33	54 30 1/2	" " Gussets, spacing and scantling forward 1/4 len. from stem	✓	
Decks, Angle, [or]			Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
Second 'tween Decks, Angle, [or]	Y 3 38	54 34 1/2 39	INNER BOTTOM PLATING, ENG. SPACE		
Fcl.	9 3 38		Breadth and thickness of Middle Line Strake	65	63
Third " " " "	8 1/2 3 1/2 46		Thickness of remainder in Holds	1 1/2 5 63	Rule 53 + 10 Owners.
in Peaks, Angle or [9 3 1/2 38		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?	as app ^d	✓
and Spacing of Rivets through Frame and Shell Plating amidships	✓		BEAMS.		
ame Joggled	yes		Uppermost Continuous Deck, amidships		
RRANGEMENTS (Sec. 7), state system and particulars	2 side stringers and Web frames as app ^d		" " in Wells, Angle, [or]		
ENING OF BOTTOM FOR	Shell thickness of 3 strakes of bottom plating maintained to coll. bulkhead.		" " in way of Bridge, Angle, [or]		
State Particulars	single frames 6 x 6 x 43		Spacing		
OTTOM.	Girders web frames as app ^d		Second Deck, amidships, Angle, [or]	Longitudinal	
pth and thickness at mid-line in Holds	39 x 43	✓	Spacing	Framing	✓
ight of Brackets at side above base line at toe of frame	Flanged 3"	✓	Third Deck, amidships, Angle, [or]		
ie Keelson, on Floors, Angles	38 - 36	✓	Spacing		
Fore Deep. [or]			Fourth Deck, amidships, Angle, [or]		
" Through Plate or Intercostal Plate	✓		Spacing		
" Foundation Plate on Floors	✓		Poop Deck, Angle, [or]	8 1/2 3 36	
" Flat Plate Keel Angles	✓		Spacing	every frame	
ms, No. each side	Two	✓	Bridge Deck, Angle, [or]	Y 3 40	8 x 3 x 48
thickness of Intercostal Plate	40	✓	Spacing	every frame	2020
Angle	6 3 50	✓	Forecastle Deck, Angle, [or]	8 1/2 3 36	
OTTOM. IN ENGINE SPACE AFT			Spacing	every frame	
s, thickness and spacing	53 2 30 1/2				
Are Frame and Reversed Frame joggled?	yes				
oors, breadth and thickness at middle line	✓				
" 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.
PILLARS, No. of Rows.....	<i>Three</i>		Stringer Plate, breadth and thickness in way of Bridge		
<i>Below</i>	<i>2 3/4 x 3 in Sole</i>		Thickness of Plating abreast Deck openings in way of Wells	<i>.44 to .40</i>	<i>in way of Oil.</i>
in between Decks <i>Size and Spacing.....</i>	<i>3 3/4 x 4 below</i>		Thickness of Plating abreast Deck openings in way of Bridge	<i>.40 to .36 x .34</i>	<i>clear of Oil.</i>
<i>associated with Girders</i>	<i>2 1/2 dia. on</i>		Thickness of Plating within line of openings.....		
<i>Bridge</i>	<i>alt. beams</i>		If Sheathed, material and thickness		
" " " " "	<i>2 3/4 dia. on</i>				
<i>Poop</i>	<i>alt. beams.</i>				
in <i>Holds</i>					
" " " " "					
<i>Fore Hold.</i>	<i>5 5 .50</i>				
Centre Line Bulkhead.	<i>as app.</i>		Third Deck.		
Stiffeners and Spacing.....	<i>9 1/2 3 1/2 .45</i>	<i>Extra Horizontal</i>	Stringer Plate, breadth and thickness.....		
	<i>to 6. 3 .30</i>	<i>stiffeners of</i>	If Plated, state thickness.....		
	<i>@ 30, 28" 2 1/2</i>	<i>increased scantlings</i>			
Plating, thickness of	<i>.52 to .36</i>	<i>& bottom strake increased at ends for sheer.</i>	Fourth Deck.		
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness.....		
Uppermost Continuous Deck.			If Plated, state thickness		
Stringer Plate, breadth and thickness in Wells	<i>66 x 84 - .40 in way of Oil!</i>				
	<i>.70 - .44 clear of Oil.</i>		Poop Deck.		
" " " in way of Bridge	<i>66 .99</i>		Stringer Plate, breadth and thickness	<i>38 1/2 x .38</i>	
" " " <i>ends & fore end Poop.</i>			Plating, Sheathing, material and thickness	<i>.30 x .26</i>	<i>5 x 2 1/2 P.P.</i>
" Angle in Wells	<i>7 7 .74</i>				
Thickness of Plating abreast Deck openings in way of Wells	<i>.64 .66 to .50 x .48</i>		Bridge Deck.		
Thickness of Plating abreast Deck openings in way of Bridge	<i>.64 to .36 alt.</i>		Stringer Plate, breadth and thickness.....	<i>66 x .44</i>	<i>Rule 43</i>
	<i>.42 .38 fwd</i>		Plating, Sheathing, material and thickness	<i>OK Plating .30</i>	<i>app 3</i>
Thickness of Plating within line of openings.....	<i>.83 at Pump Room!</i>			<i>5 x 3 P.P. where exposed.</i>	<i>1 1/2 dia Silo. on bitumastic</i>
If Sheathed, material and thickness			Forecastle Deck.		
			Stringer Plate, breadth and thickness	<i>.36 x .38</i>	
Second Deck.			Plating, Sheathing, material and thickness	<i>.26, 5 x 3 P.P.</i>	<i>3 1/2 feet under windlass!</i>
Stringer Plate, breadth and thickness in Wells.....	<i>62 x .46 to .36</i>	<i>Rule 50 x 46</i>			

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	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 1/8	4 1/2	3R	1 1/8	4 1/2	Double straps.	
" DBLG. (if any)													
BOTTOM PLATING, No. of of Strakes	A 70 B 65 C 46 1/2	.64	.50 40 50	.60		Double	7/8	3 1/2	4R. to 3R.	7/8	3 1/2	Lapped.	
BILGE PLATING, No. of Strakes	41	.64	60	.60	at trans drumming. 440. 64 to 51	"	"	"	"	"	"	"	
SIDE PLATING, No. of Strakes	44 6 1/2 45 66	.63 .62	.48	.48		"	"	3/8	"	"	"	"	
UPPER DECK, Sheer- strake in Wells.....	52	1.04	.48	.48		"	1 1/8	4 1/2	5R. to 4R & 3R	1 1/8	5 1/8	"	
UPPER DECK, Sheer- strake at Bridge ends + Poop front	55 1/2	1.24				"	1 1/4	5	5R.	1 1/4	5 5/8	"	
STRAKE BELOW Sheer- strake in Wells.....	48 1/2	.92	.48	.48		"	1 1/8	4 1/2	5R, 4R & 3R	1	4 1/2	"	
STRAKE BELOW Sheer- strake in Bridge ...	48 1/2	.92				"	1	4	5R.	1	4 1/2	"	
POOP SIDE PLATING41		Single	3/4	3	Single	3/4	2 5/8	"	
BRIDGE SIDE PLATING44				Double	3/4	3	Double	3/4	2 5/8	"	
FOREC'TLE SIDE PLATING			.44			Single	"	"	Single	"	"	"	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.	
Extending to Upper Deck (Sec. 3 c)	11					
" Deck next below	4 to Upper & 2nd decks					
As per Rule	18 and as approved.					
	Plating Thickness.	STIFFENERS.				
		VERTICAL.		HORIZONTAL.		
		Scantlings.	Spacing.	Scantlings.	Spacing.	
MIDSHIP BULKH'D,	Summer Tanks Upper tween decks	3/4	11 3/4 x 30	30	-	-
"	Second "					
"	Third "	52-36 webs 36 x 42	9'0"	9 x 3 x 43	30"	
"	Holds	24 Top 35 x 42 31 x 40	6'10 1/2"	6 x 3 x 30	28 + 24	
COLLISION	(in Hold)	48-26 11 3/4 x 46 7 1/2 x 30	24"	all tight dk flat		
AFTER PEAK	"	10-62 46 x 26 8 1/2 x 46 6 1/2 x 37	24"	dk flat		
KEEL, Bar	Plating 5/8 Kick above 32 ft. water line 7/8					
STEM	Forging below 10 x 2 3/4			Sunderland Forge Co		
STERN FRAME	Propeller Post	Forging 11 x 9	"	"	"	
	Rudder "	9 1/2 x 9				
RUDDER—A x D	174.3 x 4.13 = 719.86					
Speed of Vessel	1 1/2 knots					
RUDDER mainpiece at head	Forging 13"			Spencer & Son Ltd		
" heel	Ingot St. 9 13/16			Sunderland Forge Co		
" how constructed	Forged + arms shrunk on					
" double or single plate	Single 1.09					
" coupling, vertical or horizontal	Vertical					

STEEL.

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

Appleby Iron Co Ltd, Coussett I Co Ltd, Dorman Long Co Ltd, Bolchov Vaughan Co Ltd

Has the Steel been tested as required by the Rules?

yes

Vaughan H⁶.L.19

EQUIPMENT No. 47611 +10%										LETTER <i>dt</i>	ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Description of Anchor	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.		
30401	1st Bower ...	90	1	0	stockless			63	12	2	0	Byers Improved	not stated
30764	2nd " ...	89	1	4	"			63	5	0	0	"	"
30757	3rd " ...	77	0	14	"			57	8	3	0	"	"
	Collective weight.	256	2	21									
60547	Stream	24	0	21	6	1	0	23	19	2	21	Forged L.V.S. Rodgers.	not stated

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.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.					
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.				
62668	300	2½	112½	157½	940	1	9	844	1	0	300	2½	skid	not stated	Tipton, 25-10-27 W.A. Brysdale.	TOWLINE...	130	6"	114	130	7	6"
								940														

Steering Gear, Steam *Hastie & Co. Stele Shaw Electric Hydraulic.* Steering Gear, Hand *Secondary means by block & tackle operated from winch*

Boats *2-27ft life 1-20ft + 1-16ft cutter.* Steering Chains, Size and Test ☒ Windlass *Skam, Emerson Walker & Thompson.*

Ceiling in Holds, thickness and material ☒ Cargo Battens, thickness, material and spacing ☒

Cargo Hatchways. (Upper Deck) *Steel plates & angles, usual construction for oil tankers.* Thickness of Hatches *.50 Steel plate covers.*

Size of No. 1 Hatchway (Forward) *6'0" x 10'0"* No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters *22 main tank hatchways 40 coamings 50 covers. 6'0" x 4'0". 12 Summer " " " " " 6'0" x 4'0".*



SIR JAMES LAING & SONS, LIMITED
Builder's Signature *James Laing*

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

This vessel is an Oil Tanker, & propelled by Daxfords Patent Opposed Piston Oil Engine, with auxiliary (Donkey) boilers fitted for burning Oil fuel F.P. 150°F. supplied from Oil fuel bunkers fore of Engine Room & storage tanks in Eng. Room.

This vessel has been constructed in accordance with the approved plans, the Rules & Secretary's letters. The material workmanship are good. The freeboards has been verified and the marks cut in on the vessels sides. The oil cargo tanks, Cofferdams, Oil fuel bunkers, Summer tanks, peak tanks, peak tanks, deep tank, bulkheads & decks have been satisfactorily tested as required by the Rules.

The windlass, steering gear & pumps have been tried under working conditions and found satisfactory.

The approved plans (17) and six forging & casting reports are forwarded herewith.

List of Plans: - Midship section. Profile and decks. Stern frame & Rudder. Alternative

The amount of Entry Fee £ *11* : : : Fees applied for,

Special Survey Fee.... £ *636* : *3* : *2 May 1928*

Duplicate Certs (A & B) *1* : *6* :
Travelling Expenses, if any £ *12* : *16* : *8*

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

duplicate Certificate to be sent to **SUNDERLAND** Date of issue *11/5/28*

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

carrying petroleum in bulk. Longitudinal framing.

Signature *W.P. Collings & Charlton*
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 15 MAY 1928

Character assigned

+100 A.1 Carrying Petroleum in Bulk

Lloyd's A & CP

+ L.M.C. 5-28 O.G.
Oil Engines

S.B. 150 lb.



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Lloyd's Register Foundation

W1002-0188 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.)

List of Plans, continued:—

arrangement of bottom transverse brackets & web connections. Framing in Machinery Space fore and framing. After end framing & pillaring. Wash port doors. Tank top & SB in way of engine room. Bulkheads No 40 & 43. Webs in Oil fuel bunker. Pumping arrangement. Tiller. Soft nosed stem. Bulkheads No 46 & 47. Fore peak, chain locker & Fore pump room blds. After peak bulkhead, Oil fuel bunker and Cofferdam. & Profile & decks as built.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	55.2.21	5043	K.H.	29.11.27
	2nd "	55.0.0	3430	14B	13.12.27
	3rd "	48.1.21	6672	RWF	16.12.27

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 102.3 ft., R.Q.D. ☒ ft., Bridge 33.0 ft., Forecastle 49.0 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) 2 dks. (SK) Web frames and longitudinal framing.
Official No. 148358 ; Signal Letters _____ Is bottom of Vessel coated with cement _____ if not give particulars of composition. Cement fillets in all Oil compartments, solid cement in cofferdams, Pump Room and peak tanks. Bitumastic enamel in engine room tank.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	27.5	256
Double bottom, under Engines and Boilers,			After peak tank,	14.0	38.5
Double bottom, if under Engines only, (aft)	50.83	120 @ 35	Deep tank, aft,		
Double bottom, if under Boilers only,	12.70	32 @ 36	Deep tank, forward,	33.75	434
Double bottom, forward,			Other tanks, if fitted,		
			(If necessary, furnish further information by sketch.)		
Total capacity of double bottom		172			

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

Order for Special Survey No. 5617

Date 8. 1. 27

Dates of Surveys held while building

1927. Mch. 14. 25. 29. Apr. 4. 6. 8. 11. 21. 28. May 2. 4. 9. 11. 13. 18. 20. 24. 26. June 1. 3. 9. 14. 15. 29. July 5. 14. 19. 21. Aug. 10. 16. 18. 22. 25. 26. 30. Sep. 1. 5. 7. 16. 19. 23. 26. 28. 30. Oct. 3. 5. 11. 13. 18. 20. 21. 25. 26. 27. 31. Nov. 3. 9. 15. 18. 21. 23. 28. Dec. 8. 9. 13. 21. 23. 28. 1928. Jan. 5. 6. 9. 10. 11. 16. 18. 19. 23. 24. 26. 27. 30. 31. Feb. 1. 3. 6. 7. 8. 9. 10. 14. 15. 16. 17. 20. 21. 23. 24. 29. Mch. 5. 6. 9. 15. 21. 23. 28. Apr. 12. 19. 26. 27. 30. May 1

Total No. of Visits 113

M. V. "SCHUYLKILL" **SUNDERLAND. No 29725**
PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIP.			ENDS.			Rivets in Longitudinal Frames.		RIVETING.		Rivets in Brackets to Bulkheads.	
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Diam. Speng.		Spacing of Rivets on each side of Transverses and Bulkheads.		Number. Diameter.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.			
L, L or C																		
ridge 'tween Decks ...	Transverse Framing																	
Uppermost Continuous No. 1	Y	3 1/2	.44	F 7 1/2 A 7	3 1/2	.39 .44	Y	3 1/2	.44	Y	3 1/2	.44	7/8	5 1/4	6 dias.	7	7/8	
" 2	Y	3 1/2	.44	F 7 1/2 A 7	3 1/2	.39 .44	Y	3 1/2	.44	Y	3 1/2	.44	"	"	"	"	"	
" 3	Y	3 1/2	.44	F 7 1/2 A 7	3 1/2	.39 .44	Y	3 1/2	.44	Y	3 1/2	.44	"	"	"	"	"	
" 4	Y	3 1/2	.33	F 7 1/2 A 7	3 1/2	.44 .33	Y	3 1/2	.33	Y	3 1/2	.33	"	"	"	10	"	
" 5	7 1/2	3 1/2	.44	F 8 A 7 1/2	3 1/2	.39 .44	7 1/2	3 1/2	.44	7 1/2	3 1/2	.44	"	"	"	8	"	
" 6	8	3 1/2	.43	F 9 1/2 A 8	3 1/2	.40 .43	8	3 1/2	.43	8	3 1/2	.43	"	"	4 dias for 9 Rivets	8	"	
" 7	8 1/2	3 1/2	.35	F 9 1/2 A 8 1/2	3 1/2	.43 .35	8 1/2	3 1/2	.35	8 1/2	3 1/2	.35	"	"	"	9	"	
" 8	8 1/2	3 1/2	.45	F 10 A 8 1/2	3 1/2	.40 .45	8 1/2	3 1/2	.45	8 1/2	3 1/2	.45	"	"	"	"	"	
" 9	9	3 1/2	.375	F 10 A 9	3 1/2	.40 .375	9	3 1/2	.375	9	3 1/2	.375	"	"	"	"	"	
" 10	9	3 1/2	.47	F 10 A 9	3 1/2	.43 .47	9	3 1/2	.47	9	3 1/2	.47	"	"	"	"	"	
" 11	9 1/2	3 1/2	.47	F 11 A 9 1/2	3 1/2	.43 .47	9 1/2	3 1/2	.47	9 1/2	3 1/2	.47	"	"	3 1/2 dias	10	"	
" 12	10	3 1/2	.42	F 11 A 10	3 1/2	.43 .42	10	3 1/2	.42	10	3 1/2	.42	"	"	"	"	"	
" 13	12 x 3 1/2 x 3 1/2	.35 .50		12 x 3 1/2 x 3 1/2	.35 .50		12 x 3 1/2 x 3 1/2	.35 .50		12 x 3 1/2 x 3 1/2	.35 .50		"	"	"	15	"	
" 14	12 x 3 1/2 x 3 1/2	.40 .60		12 x 3 1/2 x 3 1/2	.40 .60		12 x 3 1/2 x 3 1/2	.40 .60		12 x 3 1/2 x 3 1/2	.40 .60		4" spacing in No 1 Tank		"	16	"	
" 15	12 x 3 1/2 x 3 1/2	.49 .44 .41 .60		12 x 3 1/2 x 3 1/2	.49 .44 .41 .60		12 x 3 1/2 x 3 1/2	.49 .44 .41 .60		12 x 3 1/2 x 3 1/2	.49 .44 .41 .60				"	12 x 16	"	
" 16	(Back shell bars to Longs 3 1/2 x 3 1/2 x 44 6-0 x 5-0 long fitted to ends of all bottom longitudinals, except in No 1 tank where they are full length.)																	
Amidships	28" 2 1/2" x 26 1/2"						28" 2 1/2" x 26 1/2"											
At Ends				28" 2 1/2" x 26 1/2"						28" 2 1/2" x 26 1/2"								
Tank Top Longitudinals																		
Bottom "	Transverse framing in double bottom aft in way of machinery space.																	
Longitudinals { Amidships																		
At Ends...																		
Transverses.																		
Depth and Thickness	Transverse framing.																	
Face Angles																		
Lugs to Shell*																		
Depth and Thickness	19 3/4	x	.40	19 3/4	x	.40	19 3/4	x	.40	19 3/4	x	.40	7/8 4		Note: Increases in scantlings of hold transverses on account of sheer as approved.			
Face Angles	3 1/2	3 1/2	.40	3 1/2	3 1/2	.40	3 1/2	3 1/2	.40	3 1/2	3 1/2	.40						
Lugs to Shell* Joggled	4	3 1/2	.40	4	3 1/2	.40	4	3 1/2	.40	4	3 1/2	.40						
Depth and Thickness	32 1/2	x	.46	32 1/2	x	.46	32 1/2	x	.46	32 1/2	x	.46	7/8 4		Bottom transverses 50 x 48 7. Angles 8 x 3 1/2 x 60 BA shell lugs. 6 x 6 x 48			
Face Angles (Ordinary)	6	3 1/2	.58	6	3 1/2	.58	6	3 1/2	.58	6	3 1/2	.58						
Lugs to Shell* Joggled	6	6	.46	6	6	.46	6	6	.46	6	6	.46						
" " Back Bars ...	nil																	
Brackets	Two 24" x 24" x 40			Two 24" x 24" x 40			Two 24" x 24" x 40			Two 24" x 24" x 40								
Transverse Frames	9.5 x 7.8			9.5 x 7.8			9.5 x 7.8			9.5 x 7.8								
If joggled or liners.																		
Bridge Deck ...	Transverse Framing																	
5. Tank	6 1/2	3 1/2	.40	6 1/2	3 1/2	.40	6 1/2	3 1/2	.40	6 1/2	3 1/2	.40	2-6	Transverse Beams.	12 1/2 x 40	4 x 3 1/2 x 40	12 x 40	4 x 3 1/2 x 40
Upper Tank.	6 1/2	3 1/2	.33	6 1/2	3 1/2	.33	6 1/2	3 1/2	.33	6 1/2	3 1/2	.33	2-3		17 1/2 x 40	3L 5"	17 1/2 x 40	3L 5"
Second "	Y	3	.36	Y	3	.36	Y	3	.36	Y	3	.36	2-3		22 1/2 x 42	6 x 3 1/2 x 42	22 1/2 x 40	6 x 3 1/2 x 40
Third "																		