

STEEL ~~STEAMER~~ MOTORSHIP.

Received at London Office NOV. 1929

State if Report has been sent on the Foreboard of the Vessel **YES**State if Report is sent on the Machinery of the Vessel **YES**Date of completion of report 23<sup>rd</sup> November 1929Port of **GREENOCK.**

No. 19126

Survey held at **PORT GLASGOW.**Date First Survey 30<sup>th</sup> October 1928Last Survey 21<sup>st</sup> November 1929On the **TWIN SCREW MOTOR SHIP "ATHELSULTAN"**State Type **FULL SCANTLING, LONGITUDINAL FRAMING** State Type of Erections **POOP, BRIDGE & F.C.E.**TONNAGE under Tonnage Deck... **8309.69.**CLASS **+100A1.**State if with freeboard as condition of Class **No**Built at **PORT GLASGOW**Launched **AUGUST 27<sup>th</sup> 1929.** Yard No. **408**Builders **W<sup>m</sup> HAMILTON & Co<sup>ys</sup> LTD**Owners **UNITED MOLASSES CO LTD**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 **8882.27**Register Tonnage **5259.29.**

## REGISTERED DIMENSIONS.

Length **475**Breadth **63.3**Depth **35.05**Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) **L 473.8**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 (1c) **D 35.0**1st Longitudinal Number (L x D) **= 16583.0**2nd Numeral L x (B + D) **= 46432.24**Framing Depth "d" at middle of length. See Sec. 3 (1d) **22.67**Proportions—Depth to Length—Uppermost continuous deck to top of keel **13.53**Do. Long Bridge to top of keel **11.01**Draught Moulded **26'-10 1/4**

## 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.
<b>FRAMES, Spacing</b> <b>FLOORS IN WAY OF ENGINES...</b>	<b>30</b>	<b>FRAMING LONGITUDINAL</b>	<b>Bracket Floors, Frame</b>	<b>TANK TOP IN WAY OF ENGINES BUILT UP TO FORM ENGINE SEAT. SEE SPECIAL PLAN.</b>
" " <b>from 3' length to Collision bulkhead FORWARD FLOORS</b>	<b>26' 24"</b>	" "	" " <b>Reversed Frames</b>	" "
" " <b>in peaks</b>	<b>24</b>	<b>FRAMING TRANSVERSE</b>	" " <b>Vertical Stems</b>	<b>IN.M.S. INTERCOSTAL .43</b>
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness</b>	<b>CONTINUOUS .47</b>
Frame Amidships, Angle, <b>E</b> or <b>F</b>	<b>LONGITUDINAL FRAMING FROM</b>		" " <b>top Angles</b>	<b>3 1/2 3 1/2 .51</b>
" " <b>Extends up to</b>	<b>FORE PEAK BULKHEAD TO AFTER</b>		" " <b>bottom Angles</b>	<b>3 1/2 3 1/2 .56</b>
<b>Reversed Frame Amidships, Angle</b>	<b>PEAK BULKHEAD TRANSVERSE FLOORS</b>		<b>Side Girders, No. each side and thickness</b>	<b>4 @ .70</b>
" " <b>Extends up to</b>	<b>UNDER ENGINES IN DEEP TANK</b>		<b>Margin Plate depth (excl. of flange) and thickness</b>	<b>.55</b>
<b>Depth of Framing Girder</b>	<b>FORWARD.</b>		" " <b>Vertical Angle to Tank side</b>	<b>TANK TOP LEVEL</b>
<b>Frames in Uppermost Continuous 'tween Decks, Angle, <b>E</b> or <b>F</b></b>	<b>LONGITUDINAL</b>		" " <b>Bracket abaft 1/2 len. from stem</b>	<b>SEE SPECIAL PLAN OF DOUBLE BOTTOM IN WAY OF ENGINES.</b>
" " <b>Second 'tween Decks, Angle, <b>E</b> or <b>F</b></b>	<b>FRAMING.</b>		" " <b>Vertical Angle to Tank side</b>	
" " <b>Third " " " "</b>			" " <b>Bracket forward 1/2 len. from stem</b>	
<b>Framing in Peaks, Angle, <b>E</b> or <b>F</b></b>	<b>9 3 1/2 .38</b>		" " <b>Gussets, spacing and scantling abaft 1/2 len. from stem</b>	
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	<b>9 3 1/2 .38</b>		" " <b>Gussets, spacing and scantling forward 1/2 len. from stem</b>	
<b>State if Frame Joggled</b>	<b>SEE PAGE 4</b>		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>	<b>YES.</b>		<b>INNER BOTTOM PLATING.</b>	
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b>	<b>LONGITUDINAL FRAMING.</b>		<b>Breadth and thickness of Middle Line Strake</b>	<b>.53</b>
<b>SINGLE BOTTOM. FOR IN DEEP TANK</b>	<b>TRANSVERSE FLOORS DOUBLE RIVETED</b>		<b>Thickness of remainder in <b>HOLD</b> M.S.</b>	<b>1.004 .53</b>
<b>Floors, Depth and thickness at mid-line in Holds</b>	<b>BOTTOM FRAMES: 3 INTERCOSTALS</b>		<b>Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. &amp; B. space and framing in Bunkers and Boiler Room?</b>	<b>✓</b>
<b>Height of Brackets at side above base line at toe of frame</b>	<b>EACH SIDE PLATING INCREASED AS PER RULE</b>		<b>BEAMS.</b>	
<b>Middle Line Keelson, on Floors, Angles, <b>E</b> or <b>F</b></b>	<b>36 x 42</b>		<b>Uppermost Continuous Deck, <b>AIT</b></b>	<b>8 3 42</b>
" " <b>Through Plate <b>or</b> Intercostal Plate</b>	<b>LEVEL</b>		" " <b>in Walls Angle <b>E</b> or <b>F</b></b>	<b>6 1/2 3 30</b>
" " <b>Foundation Plate on Floors</b>	<b>CENTRE LINE BULKHEAD</b>		" " <b>in way of Bridge Angle <b>E</b> or <b>F</b></b>	<b>24</b>
" " <b>Flat Plate Keel Angles</b>	<b>44</b>		<b>Spacing</b>	<b>7 1/2 3 36</b>
<b>Side Keelsons, No. each side <b>FOR</b></b>	<b>4 x 4 x 56 Dble</b>		<b>Second Deck, amidships, Angle <b>E</b> or <b>F</b></b>	<b>24</b>
" " <b>thickness of Intercostal Plate</b>	<b>THREE</b>		<b>Third Deck, amidships, Angle <b>E</b> or <b>F</b></b>	
" " <b>Angles <b>B.A.</b></b>	<b>40</b>		<b>Fourth Deck amidships, Angle <b>E</b> or <b>F</b></b>	
<b>DOUBLE BOTTOM. IN WAY OF ENGINES.</b>	<b>9 3 1/2 45</b>		<b>Spacing</b>	
<b>Solid Floors, thickness and spacing</b>	<b>43 SPACED 30"</b>		<b>Poop Deck, Angle <b>E</b> or <b>F</b></b>	<b>ALL</b>
" " <b>Are Frame and Reversed Frame joggled?</b>	<b>YES</b>		<b>Spacing</b>	<b>LONGITUDINAL</b>
<b>Bracket Floors, breadth and thickness at middle line</b>	<b>✓</b>		<b>Bridge Deck, Angle <b>E</b> or <b>F</b></b>	<b>ALL</b>
" " <b>breadth and thickness at margin plate</b>	<b>✓</b>		<b>Spacing</b>	<b>LONGITUDINAL</b>



# 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.
<b>PILLARS, No. of Rows.....</b>	PILLARING IN		Stringer Plate, breadth and thickness in way of Bridge	✓
" in 'tween Decks, Size and Spacing.....	FORECAST ENDS		Thickness of Plating abreast Deck openings in way of Wells	45
" " " " " "	AS PER APPROVED PLAN		Thickness of Plating abreast Deck openings in way of Bridge	✓
" in Holds " "			Thickness of Plating within line of openings...	✓
" " " " " "			If Sheathed, material and thickness	NOT SHEATHED.
<b>Centre Line Bulkhead. OILTIGHT</b>	BA 6 1/2 3 36	AND AS APPROVED	<b>Third Deck.</b>	
Stiffeners and Spacing.....	BA 9 3 46		Stringer Plate, breadth and thickness.....	
Plating, thickness of	51-36		If Plated, state thickness.....	
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>	
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness.....	
Stringer Plate, breadth and thickness in Wells	72 1/2 x .85	App <sup>d</sup> 69 x 74	If Plated, state thickness	
" " " " in way of Bridge			<b>Poop Deck.</b>	
" 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 <sup>d</sup> .74	Plating, Sheathing, material and thickness	32, 5 x 2 1/2 P.P.
Thickness of Plating abreast Deck openings in way of Bridge	1 " .45		<b>Bridge Deck.</b>	
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, 5 x 2 1/2 P.P.
<b>Second Deck.</b>			<b>Forecastle Deck.</b>	
Stringer Plate, breadth and thickness in Wells...	74 x 46		Stringer Plate, breadth and thickness.....	36 x 38
			Plating, Sheathing, material and thickness	26, 5 x 3 P.P.

## SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				EDGES.		BUTTS.		
	AMIDSHIPS.		FORWARD.	AFT.	State if forged? No	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing or 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.
" Desc. (if any)									
BOTTOM PLATING, No. of Strakes	FOUR	.68	.52	.52	"	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	DOUBLE	1 1/8	4 1/2	QUINTUPLE	1 1/8 5 "
UPPER DECK, Sheer-strake in Wells	52	1.25	.48	.48	DOUBLE	1	3 1/2	"	1 4 1/2 "
UPPER DECK, Sheer-strake in Bridge	52	.96	.48	.48	SINGLE	7/8	3 1/2	SINGLE	7/8 3 1/8 "
STRAKE BELOW SHEER-strake in Wells					"	"	"	"	" " "
STRAKE BELOW SHEER-strake in Bridge				.42	"	"	"	"	" " "
POOP SIDE PLATING					"	"	"	"	" " "
BRIDGE SIDE PLATING	54	.44			"	"	"	"	" " "
FORECASTLE SIDE PLATING			.44		"	"	"	"	" " "

## WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) NINE

" Deck next below SEVEN

As per Rule EIGHT

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper Deck	34	BA 6 1/2 x 3 1/2	31		
" " Second		BA 6 1/2 x 3 1/2	31		
" " Third	36-34	7 x 3 x 24 I	31		
" " Holds	51-34	3 WEBS AS APPROVED		7 1/2 x 3 1/2 x 42	30
" " (in Hold)	38-48	9 1/2 x 3 1/2 x 42	31	10 x 3 1/2 x 50 I	27
AFTER PEAK	32-52	12 x 3 1/2 x 48	24	SEMI-BOX BEAM 4 x 2 x 2 DECK	

## FORGINGS and CASTINGS.

	Castings or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		FLAT PLATE KEEL.		
STEM	ROLLED	10 x 2 3/4		
STERN FRAME	CAST	TWIN SCREW	STALWERK	ALSO PROPELLER BRACKETS.
Propeller Post	STEEL	11 x 3 3/8	KRIEGER.	
Rudder		605.76		
RUDDER—A x D.		11 KNOTS	WITKOWITZER BERG	
Speed of Vessel		12 3/8	4 EISEN	
RUDDER mainpiece at head		9 1/2		
" " heel				
" how constructed		FORGED ARMS MAIN PIECE		
" 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) SKINNINGGROVE, LANARKSHIRE, DUNLOP, STEWART & LLOYDS, STEEL CO OF SCOTLAND, CONSETT, COLVILLE.

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







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 a sister vessel of the T.S.M.V. "ATHELSULTAN". Messrs Robt Duncanson & Co.  
No 391 & Greenock first entry report No 19100.

The following approved plans together with the midship section & profile & decks as built & the forging reports are enclosed herewith.

Midship section.  
Profile & decks  
Amended profile  
Amended outline profile  
Stem frame, rudder & stem.  
Propeller brackets.  
Boosing plan.  
Engine seating  
Fore end shell longitudinal  
Aft end shell longitudinal  
Transverse 78 Bulkheads 79 & 80  
Aft peak bulkhead & after stringer.  
Fore end pumping arrangement  
Aft end pumping arrangement.  
Web frame at frame 18  
Oil fuel bunkers  
Proposed modification to aft pump room

These plans should be returned to this office for reference in the construction of a sister vessel

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

1st Bower 49.3.2 : M.B. : 5939 : 16/11/28.  
2nd " 50.1.19 : K.H. : 6175 : 21/2/29.  
3rd " 39.2.1 : K.H. : 6463 : 28/5/29.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 18.9 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) 2 DKS (STL) & WEB FRAMES

Official No. 161, 128. : Signal Letters

particulars of composition CEMENT FILLETS IN CARGO TANKS & OIL COMPARTMENTS OF DOUBLE BOTTOM. Is bottom of Vessel coated with cement if not give  
CEMENT IN DOUBLE BOTTOM OTHERWISE

#### 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	278	Deep tank, aft,		249
Double bottom, if under Boilers only,			Deep tank, forward, (OR OIL FUEL)	34.8	534.
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. 3262.

Date 14th August 1928.

Dates of Surveys held while building

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

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Lloyd's Register

Total No. of Visits 100.



# T.S.M.V. "ATHEL SULTAN"

## PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.	
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Diam.	Spang.		Number.	Diameter.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.			
BULB ANGLE & CHANNEL																		
Framing of L, L or C .....	6 1/2	3	36				6 1/2	3	36				7/8	5 1/4	5 1/4	✓	✓	
Frames in Bridge 'tween Decks ...	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	6 3/4	8	7/8	
Frames from Uppermost Continuous Deck	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	6 3/4	8	7/8	
Awning from Upper Deck to Margin Plate.	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	6	8	7/8	
	8	3 1/2	38	8 1/2	3 1/2	40	7 1/2	3 1/2	45	7 1/2	3 1/2	45	7/8	5 1/4	5 1/4	8	7/8	
	8	3 1/2	38	8 1/2	3 1/2	41	7 1/2	3 1/2	45	7 1/2	3 1/2	45	7/8	5 1/4	5 1/4	8	7/8	
	8	3 1/2	38	8 1/2	3 1/2	40	8	3 1/2	36	8 1/2	3 1/2	40	"	"	"	8	7/8	
	8	3 1/2	38	8 1/2	3 1/2	40	8	3 1/2	36	8 1/2	3 1/2	40	"	"	"	8	7/8	
	8	3 1/2	38	8 1/2	3 1/2	40	8	3 1/2	36	8 1/2	3 1/2	40	"	"	"	8	7/8	
	8	3 1/2	38	8 1/2	3 1/2	40	8	3 1/2	36	8 1/2	3 1/2	40	"	"	"	8	7/8	
	8	3 1/2	38	8 1/2	3 1/2	40	8	3 1/2	36	8 1/2	3 1/2	40	"	"	"	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	45	"	"	"	9	7/8	
	9	3 1/2	43	9	3 1/2	43	9	3 1/2	43	9	3 1/2	43	"	"	"	9	7/8	
	9 1/2	"	45	9 1/2	"	44	9 1/2	3 1/2	45	9 1/2	3 1/2	45	"	"	"	10	7/8	
	"	"	45	9 1/2	"	43	"	"	"	"	"	"	"	"	"	"	10	7/8
	"	"	45	9 1/2	"	43	"	"	"	"	"	"	"	"	"	"	10	7/8
	"	"	45	9 1/2	"	43	"	"	"	"	"	"	"	"	"	"	10	7/8
"	10	"	48	"	"	59	"	"	48	"	"	50	"	"	"	11	"	
"	12	"	53	12	"	46	12	"	53	12	"	46	"	"	"	13	"	
"	12 1/4	4	48	"	"	"	12 1/4	4	48	"	"	"	"	"	"	14	"	
"	15 1/4	4	41	15 1/4	4	41	15 1/4	4	41	15 1/4	4	41	"	"	"	15	"	
"	55	42	"	"	"	"	55	42	"	"	"	"	"	"	5 1/4	✓	✓	
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...															

Transverses.		+ 6" FOR OMISSION OF BELTS														Rivets in Lugs to Shell Diam. Speng.	
In Bridge 'tween Decks	Depth and Thickness	21 x .38	15 x .38														
	Face Angles .....	3 1/2 3 1/2 .40	3 1/2 3 1/2 .40														
	Lugs to Shell *Joggled	3 3 .38	3 3 .38														
In Awning, Shelter or Upper 'tween Decks.	Depth and Thickness	25 x .40	19 x .40														1 4 1/2
	Face Angles	3 1/2 3 1/2 .40	3 1/2 3 1/2 .40														
	Lugs to Shell *Joggled + CUT..	3 1/2 3 .40	3 1/2 3 .40														
In Hold.	Depth and Thickness	36 x .46	36 x .46														7/8 4"
	Face Angles	7 3 1/2 .50	7 3 1/2 .50														
	Lugs to Shell *Joggled + CUT..	6 6 .46	6 6 .46														
Brackets .....																	
Spacing of Transverse Frames .....		9' 4 1/2															
* State if joggled or liners.		7' 9 3/4															
Longitudinal Beams of L or C	Bridge Deck ...	6 3 .32	6 3 .32														36
	Awg. or Shltr. Dk.																
	Upper	7 3 1/2 .30	7 3 1/2 .30														31
	Second	7 1/2 3 1/2 .37	7 1/2 3 .37														31
	Third																
																Spacing.	
																In Ships. Plate. Angles.	
																As approved Plate. Ang.	
																Transverse Beams.	
																11 x .38 L x 3 x .40 B DOUBLE 17 1/2 x .40 5' FL 12 1/2 x .40 4 1/2 x 22 SIN 22 x 41 1/2 x 3 1/2 x 54 ANG	
																As Fitter As Fitter As Fitter	

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.