

State if Report is sent on the Machinery of the Vessel... **YES.**

26<sup>th</sup> July 1930.

Port of GREENOCK.

Date First Survey 19<sup>th</sup> September 1929

No. 19219

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

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) **TWIN SCREW MOTOR VESSEL "ATHELEMPRESS"**  
State Type (Full Scoutline, Gunboat, etc.)

### *Last Survey*

23<sup>rd</sup> July 1930

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

FULL SCANTLING

MACHINERY AFT.

**TONNAGE under } 8315.52**  
**Tonnage Deck... }**

CLASS 100. A. I.

State if with freeboard }  
as condition of Class }

No

State Type of Erections POOP, BRIDGE & F'CLE

Built at PORT GLASGOW.

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

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

FEET.

Launched **MAY 15<sup>TH</sup>** 1930 Yard No. 413

**Total**

**Breadth** (*greatest moulded*) ..... B 63.0

Builders W<sup>m</sup> HAMILTON & Co (1928) LTD

Gross Tonnage 8940.98

**Depth**, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) B 65-0  
D 35-0

Owners UNITED MOLASSES CO. LTD

Register Tonnage 5240.91

1st Longitudinal Number (L x D).....=16583

Managers.....✓

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

### REGISTERED DIMENSIONS.

**Framing Depth "d,"** at middle of length. See } 22-67  
Sec. 3 (1d) .....

Residence LONDON

Length 475.0

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

Port of Registry **LIVERPOOL**

**Breadth** 63.3

Do. Long Bridge to top of keel } 11.01

*If surveyed while building, afloat, or in dry dock*

Depth 35.05

**Draught Moulded** ..... **26-10 $\frac{1}{4}$**

# BUILDING & AFLOAT.

FRAMES, DOUBLE BOTTOM AND BEAMS.

INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
<b>FRAMES, Spacing</b>	<b>FLOORS IN WAY OF ENGINES</b>	
" "	from $\frac{1}{2}$ length to Collision Bulkhead	
" "	in peaks	
<b>SIDE FRAMING.</b>		
Frame Amidships, Angle, [ or [	LONGITUDINAL FRAMING FROM FORE PEAK BULKHEAD TO AFTER PEAK BULKHEAD, TRANSVERSE FLOORS UNDER ENGINES & IN DEEP TANK FORWARD.	
" " Extends up to	LONGITUDINAL FRAMING.	
Reversed Frame Amidships, Angle		
" " Extends up to		
Depth of Framing Girder		
Frames in Uppermost Continuous 'tween Decks, Angle, [ or [		
" " Second 'tween Decks, Angle, [ or [		
" " Third " " "		
Framing in Peaks, Angle or [		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships		
State if Frame Joggled		
<b>PAINTING ARRANGEMENTS</b> (Sec. 7), state system and particulars		
<b>STRENGTHENING OF BOTTOM FORWARD.</b> State Particulars		
<b>ANGLE BOTTOM, FOR IN DEEP TANK</b>		
Floors, Depth and thickness at mid-line in Holds		
Height of Brackets at side above base line at toe of frame		
Middle Line Keelson, on Floors, Angles, [ or [		
" " " Through Plate		
" " " Intercoastal Plate		
" " " Foundation Plate on Floors		
" " " Flat Plate Keel Angles		
Side Keelsons, No. each side		
" " thickness of Intercoastal Plate		
" " Angle		
<b>DOUBLE BOTTOM, IN WAY OF ENGINES</b>		
Solid Floors, thickness and spacing		
" " Are Frame and Reversed Frame joggled?		
Bracket Floors, breadth and thickness at middle line		
" " breadth and thickness at margin plate		
<b>BEAMS.</b>		
Uppermost Continuous Deck, amidships		
" " in Walls, Angle, [ or [		
" " in way of Bridge, Angle, [ or [		
Spacing		
Second Deck, amidships, Angle, [ or [		
Spacing		
Third Deck, amidships, Angle, [ or [		
Spacing		
Fourth Deck, amidships, Angle, [ or [		
Spacing		
Poop Deck, Angle, [ or [		
Spacing		
Bridge Deck, Angle, [ or [		
Spacing		
Forecastle Deck, Angle, [ or [		
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.
<b>PILLARS</b> , No. of Rows.....			Stringer Plate, breadth and thickness in way of Bridge .....	✓	
" in 'tween Decks, Size and Spacing.....	PILLARING IN FORE & AFT 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</b> , (OIL TIGHT) BA 6½ 3 .36 } AND AS Stiffeners and Spacing..... 7a.BA 9 3 .46 } APPROVED			<b>Third Deck.</b>		
Plating, thickness of ..... .51-.36 ✓			Stringer Plate, breadth and thickness.....	✓	
<b>STRINGERS AND DECKS.</b>			If Plated, state thickness.....	✓	
<b>Uppermost Continuous Deck.</b>			<b>Fourth Deck.</b>		
Stringer Plate, breadth and thickness in Wells 72½ x .85 App° 69 x .74			Stringer Plate, breadth and thickness.....	✓	
" " " " in way of Bridge ✓			If Plated, state thickness .....	✓	
" Angle in Wells ..... 7 7 .85			<b>Poop Deck.</b>		
Thickness of Plating abreast Deck openings } in way of Wells ..... 3 STRAKES .80 } 1 " .45 } 1 " .58 }			Stringer Plate, breadth and thickness .....	39 x .38	✓
Thickness of Plating abreast Deck openings } in way of Bridge ..... } 1 " .45 }			Plating, Sheathing, material and thickness ...	32 WITH 5x 3 P.P.	✓
Thickness of Plating within line of openings... .45			<b>Bridge Deck.</b>		
If Sheathed, material and thickness ..... NOT SHEATHED			Stringer Plate, breadth and thickness.....	49 x .44	✓
<b>Second Deck.</b>			Plating, Sheathing, material and thickness ...	34 WITH 5x 2½ P.P.	✓
Stringer Plate, breadth and thickness in Wells... 74 x .46			<b>Forecastle Deck.</b>		
			Stringer Plate, breadth and thickness.....	36 x .38	✓
			Plating, Sheathing, material and thickness ...	26 WITH 5x 3 P.P.	✓

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>No</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		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.
FLAT PLATE KEEL .....	54	1.01	.80	.80		DOUBLE	1	3 1/2	FIVE	1 1/8	5	LAPPED	
" <i>Beel. (if any)</i>													
BOTTOM PLATING, No. of Strakes .....	FOUR	.68	.52	.52	BOSS PLATING .80 BUTTS QUAD RIV	"	7/8	3 1/8	QUADRUPLE	7/8	3 1/2	"	
BILGE PLATING, No. of Strakes .....	ONE	.68	.52	.52		"	"	"	"	"	"	"	
SIDE PLATING, No. of Strakes .....	FOUR	.64	.48	.48		TREBLE	DOUBLE	"	3 1/2	3 1/8	"	"	"
UPPER DECK, Sheer-strake in Wells .....	52	1.25	.48	.48		DOUBLE	1 1/8	4 1/2	QUINTUPLE	1 1/8	5	"	
<del>UPPER DECK, Sheer-strake in Bridge ...</del>													
STRAKE BELOW Sheer-strake in Wells .....	52	.96	.48	.48		"	1	3 1/2	"	1	4 1/2	"	
STRAKE BELOW Sheer-strake in Bridge ...													
POOF SIDE PLATING .....				.42	<i>See page 52 Sec 22</i>	SINGLE	7/8	3 1/2	SINGLE	7/8	3 1/8	"	
BRIDGE SIDE PLATING ...	54	.44			<i>See page 52 Sec 22</i>	"	"	"	(circled)	"	"	"	
FORE'TLE SIDE PLATING			.44		<i>See page 52 Sec 22</i>	"	"	"	"	"	"	"	

## WATERTIGHT BULKHEADS.

## FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Extending to Upper Deck (Sec. 3 c)		Deck next below		As per Rule	
		TEN		SIX		EIGHT	
		STIFFENERS.					
		Plating Thickness.		VERTICAL.		HORIZONTAL.	
				Scantlings.	Spacing.	Scantlings.	Spacing.
				BA			
MIDSHIP BULKHD.		SUMMER TANKS		34	6 1/2 x 34	31	
"		EXPANSION TANK		36-34	6 1/2 x 36	31	
"		Second			7 x 34	31	
"		Third					7 1/2 x 3 1/2 x 42
"		Holds		51-34	3 WEBS AS APPROVED		11 x 3 1/2 x 50
COLLISION		(in Hold)		38-48	9 1/2 x 3 1/2 x 42	31	10 1/2 x 3 1/2 x 50
AFTER PEAK				30-52	12 3/4 x 48	24	8 1/2 x 3 1/2 x 40
					W.T. FLAT		
					SEMI-BOX BEAM		

		Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar			FLAT PLATE KEEL		
STEM			ROLLED 10 1/2 x 2 3/4		
STERN FRAME		Propeller Post	CAST TWIN SCREW AND PROPELLER BRACKETS		
		Rudder	STEEL 11 x 3 3/8	STALWERK	
RUDDER—A x D			635.76	KRIEGER.	
Speed of Vessel			11 KNOTS.		
RUDDER mainpiece at head			12 3/8	WITKOWITZER.	
		heel	9 1/2		
		how constructed	FORGED ARM & MAINPIECE		
		double or single plate	SINGLE	1-14	
		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**  
**DAVID COLVILLE & SONS LTD, JAMES DUNLOP & CO LTD, STEWART & LLOYD, STEEL COY OF SCOTLAND, LANARKSHIRE STEEL CO.**

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

Lloyd's Register  
Foundation



EQUIPMENT No. 48754												LETTER 487	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.	Cwts.			
32807	1st Bower ...	81	3	0	Stockless			59	10	0	0	81 1/4	BYERS IMPROVED	PER W.L. BYERS & CO	SUNDERLAND 24/30 J.H. BUTLER
24500	2nd „ ...	81	0	7	—			59	10	0	0	81 1/4	“	“	LOW WALKER 13/30 A. GREEN
24524	3rd „ ...	70	1	0	—			54	0	0	0	69 1/2	“	“	“ 24/30 A. GREEN.
	Collective weight.	233	0	7								232			
91530	Stream .....	23	3	21	6	1	7	23	17	2	0	23 1/2	ORDINARY (FORGED W.I.)	N. HINGLEY & SONS	NETHERTON 22/30 H. GREEN

## 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.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.
85742	150	2 1/2	112 1/2	157 1/2	470	0	7	940	300	2 1/2	STUD LINK	N. HINGLEY & SONS NETHERTON 24/30 H. GREEN	LOWLINE	130	6	99.1	130	6
85747	150	2 1/2	112 1/2	157 1/2	470	2	20				"	" 23 1/30	"	4@100	2 3/4	15.2	4@100	2 3/4
	300				940	2	27											
Iron Stream Chain or Steel Wire	120	5 1/4		77.5					120	5 1/4								

Steering Gear, ~~Steam~~ ELECTRIC By THOS. E. THRIGE, ODENSE, DENMARK. Steering Gear, Hand COMBINED By THOS. E. THRIGE. Steam By EMERSON, WALKER & THOMPSON.

Boats 4-25 LIFEBOATS 12-18 DINGHY'S. Steering Chains, Size and Test. Windlass IN LOWER FORWARD HOLD ONLY.

Ceiling in Holds, thickness and material NONE. Cargo Battens, thickness, material and spacing 6x2 W.P. SPACED 9".

Oil Hatchways. (Upper Deck) CHANNEL COAMING TO MAIN TANKS; PLATES TO SUMMER TANKS. Thickness of Hatches MAIN TANKS 50 STIFFENED.

CARGO Hatchways. (Forward) 9' 2" x 12' 0" No. 26 MAIN TANK HATCHWAYS 6 5/2 x 7' 4 3/4. No. 5 15' 4 x 4 x 41 CHANNEL COAMING. No. 6 18' 40 COAMING.

Number of Shifting Beams and/or Fore and Afters 4. 10 MAIN TANK HATCHWAYS 7' 7' 4 3/4. 5' 7' 4 3/4. 6' 3'.

1 WEB IN CARGO HATCH FORWARD. 10 SUMMER " " 6' 3'.

Builder's Signature

WILLIAM HAMILTON &amp; CO. (1928) Limited

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 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 vessels construction are also good. The freeboard has been verified and the marks cut in on the vessel's sides.

The cargo tanks, summer tanks, oil fuel bunkers, cofferdams, double bottom tanks & fore & after peak tanks have been tested to rule requirements & found satisfactory.

Three of the compartments of the double bottom under engines, side bunkers aft & deep tanks fore have been tested as required for oil fuel compartments & Sec 20 of the rules complied with, flash point above 150°F.

A copy of the interim certificate issued is attached herewith.

The amount of Entry Fee ..... £ 11 : 0 : 0 Fees applied for, 25<sup>th</sup> JUNE 1930

Special Survey Fee.... £ 635 : 5 : 9. Received by me, 24<sup>th</sup> JUNE 1930

FREEBOARD 11 13 4

Travelling Expenses, if any £ : :

I am of opinion the Vessel should be Classed **100 A1** CARRYING MOLASSES OR PETROLEUM IN BULK LONGITUDINAL FRAMING

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

Signature **Kenneth Inglis** Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to **GREENOCK OFFICE** Date of issue **4/8/30**

Committee's Minute **GLASGOW 29 JUL 1930**

Character assigned **100 A1**

7.30.  
Carrying Molasses or Petroleum in Bulk  
Lloyds ARCP  
+ L.M.C. 7.30.

Longitudinal Framing

2 LB-180lb



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**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. ATHELTEMPLAR Messrs Lithgows Ltd No 843  
+ Greenock first entry report No 19205

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

Midship section

Profile & decks.

Stern frame, rudder & stern.

Propeller brackets

Bossing plan

Fore end longitudinal

Aft end longitudinal

Engine seating.

Pumping arrangement (2 plans)

Oil fuel bunkers. (3 plans)

\* These plans should be returned to this office for dealing with the sister vessel. Messrs Wm Hamilton & Co (1928) Ltd No 415.

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

1st Bower 46.3.27 : M.B. : 7287 : 27-11-29 :  
2nd „ 48.0.26 : K.H. : 10161 : 18-2-30 :  
3rd „ 39.1.16 : K.H. : 10187 : 18-3-30 :

**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) 2 DKS (STL) 4 WEB FRAMES.

Official No. 162317 ; Signal Letters

Is bottom of Vessel coated with cement if not give

particulars of composition CEMENT FILLETS IN CARGO TANKS & OIL COMPARTMENTS OF DOUBLE BOTTOM  
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,		219
Double bottom, under Engines and Boilers,			After peak tank,		434
Double bottom, if under Engines only, OR OIL FUEL	82.5	315	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank forward, (OR OIL FUEL)	48.5	701
Double bottom, forward,			Other tanks, if fitted,		
			(If necessary, furnish further information by sketch.)		
	Total capacity of double bottom	315			

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

Order for Special Survey No. 3292

Date 22<sup>nd</sup> August 1929

Dates of Surveys held while building

(1929) Sept 19 Oct 3 4 8 10 14 14 18 21 23 25 28 29 30 Nov 1 8 12 18 22 25 29 Dec 6 9 11 13 18 24 (1930) Jan 7 9 14 15 16 14 20 22 23 24 24 30  
Feb 5 6 10 11 12 13 14 14 18 20 25 26 28 Mar 3 4 5 6 10 11 13 18 24 26 28 29 31 Apr 1 2 3 4 5 8 9 10 11 12 14 15 16 14 18 19 21 22 23 24 25 26 28  
29 30 May 1 2 3 5 6 4 8 9 12 13 14 15 23 28 June 3 12 18 July 16 22 23

Total No. of Visits 11

Lloyd's Register Foundation



T.S.M.V ATHELEMPRESS. WM HAMILTON & Co (1928) L<sup>td</sup> No 413  
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. Inches.	Rivets in Brackets to Bulkheads.		
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Spang.	Number.		Diameter.		
													Ins.	Ins.			Inches.	
Framing of <b>L</b> or <b>C</b> .....				<b>BULB ANGLE &amp; CHANNEL.</b>														
Frames in Bridge 'tween Decks ...	6 1/2	3	.36				6 1/2	3	.36				7/8	5 1/4	5 1/4	✓	✓	
Frames from Uppermost Continuous Deck No. 1	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	
" 2	8	3 1/2	.38	8	3 1/2	.38	"	"	"	"	"	"	"	"	6 3/4	8	7/8	
" 3	8	3 1/2	.38	8	3 1/2	.38	"	"	"	"	"	"	1	6	6	8	7/8	
" 4	8	3 1/2	.38	F. 8 1/2 A. 8 3/2	3 1/2 3 1/2	.40 .41	"	"	.38	F. 8 1/2 A. 8 3/2	"	.40 .41	7/8	5 1/4	5 1/4	8	7/8	
" 5	8	3 1/2	.38	F. 8 1/2 A. 8 3/2	3 1/2 3 1/2	.46 .42	8	"	.36	F. 8 1/2 A. 8 3/2	"	.46 .42	"	"	"	8	7/8	
" 6	8	3 1/2	.46	F. 9 A. 9 1/2	3 1/2 3 1/2	.46 .43	"	"	.46	F. 9 A. 9 1/2	"	.46 .43	"	"	4" FOR 9 RIVS.	8	7/8	
" 7	8 1/2	3 1/2	.45	F. 9 1/2 A. 10	3 1/2 3 1/2	.46 .43	8 1/2	"	.45	F. 9 1/2 A. 10	"	.46 .43	"	"	"	9	7/8	
" 8	9	3 1/2	.43	F.O.T. FLAT A. 10 1/2	3 1/2 "	.48 .51	9	"	.43	F.O.T. FLAT A. 10 1/2	3 1/2	.48 .51	"	"	"	"	"	
" 9	9 1/2	3 1/2	.45	F. 11 A. 11 1/2	" "	.49 .47	9 1/2	"	.45	F. 11 A. 11 1/2	"	.49 .47	"	"	"	10	"	
" 10	9 1/2	3 1/2	.45	F. 11 1/2 A. "	" "	.47 .46	"	"	.45	F. 11 1/2 A. "	"	.47 .46	"	"	3/8 FOR 9 RIVS	10	"	
" 11	10	3 1/2	.45	A. "	"	.46	10	"	.45	A. "	"	.46	"	"	"	"	"	
" 12	10	3 1/2	.48	11 1/2	"	.50	"	"	.48	11 1/2	"	.50	"	"	"	11	"	
" 13	12	3 1/2	.53	12	"	.46	12	"	.53	12	"	.46	"	"	"	10	"	
" 14	12 x 4 x 4 x .48			✓			12 x 4 x 4 x .48			✓			"	"	"	13	"	
Nos 15, 18, 20 21, 23, 24. } " 15	15 x 4 x 4 x .41			F 12	3 1/2	.52	15 x 4 x 4 x .41			F 12	3 1/2	.52	"	"	"	14	"	
Nos 16, 19, 22. } " 16	55 x .42.			55 x .42.			55 x .42.			TRANSVERSE FRG. ON BOTTOM AT AFT END.			"	"	5 1/4	✓	✓	
Spacing of Longitudinal Frames } Amidships .....	31" ON BOTTOM & 30" ON SIDES.			NOT MORE THAN 31" & 30"														
Spacing of Longitudinal Frames } At Ends .....																		

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

Transverses.																		
In Bridge 'tween Decks	Depth and Thickness	21 x .38																
	Face Angles	3 1/2 3 1/2 .40																
	Lugs to Shell	3 3 .38																
In Upper 'tween Decks	Depth and Thickness	25 x .40	F. 28 x .46 A. 26 x .46															
	Face Angles	3 1/2 3 1/2 .41	3 1/2 3 1/2 .40															
	Lugs to Shell	3 1/2 3 .40	3 1/2 3 .40															
In Hold.	Depth and Thickness	36 x .46	F. 38 x .46 A. 36 1/2 x .46															
	Face Angles	7 3 1/2 .50	7 3 1/2 .50															
	Lugs to Shell	6 6 .46	6 6 .46															
	" " Back Bars	✓	✓															
	Brackets	2 BCKTS AT .44	2 BCKTS AT .44															
Spacing of Transverse Frames		9'-4 1/2	7'-9 3/4															

Longitudinal Beams of <b>L</b> , <b>L</b> or <b>C</b>	Bridge Deck	6 3 .32			6 3 .32				36									
	Upper	7 3 1/2 .30			7 3 1/2 .30				31									
	Second	7 1/2 3 .37			7 1/2 3 .37				31									
	Third																	

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.

500,12,27.—13

W1166-0041 3/2

Double bottom, if under Engines only, **OR OIL FUEL**

82.5

3/5

Deep tank, aft,

Deep tanks forward, **(OR OIL FUEL)**

48.5

701

Double bottom, forward,

Total capacity of double bottom

3/5

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. 3292

Date 22<sup>nd</sup> August 1929

Dates of Surveys held while building

(1929) Sept 19 Oct 3 4 8 10 14 14 18 21 23 25 28 29 30 Nov 1 8 12 18 22 25 29 Dec 6 9 11 13 18 24 (1930) Jan 4 9 11 15 16 14 20 22 23 24 25 30 Feb 5 6 10 11 12 13 14 14 18 20 25 26 28 Mar 3 4 5 6 10 11 13 18 24 26 28 29 31 Apr 1 2 3 4 5 8 9 10 11 12 14 15 16 14 18 19 21 22 23 24 25 26 28 29 30 May 1 2 3 5 6 4 8 9 12 13 14 15 23 28 June 3 12 18 July 16 22 23

Total No. of Visits 111