

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office 7 FEB 1928

Date of completion of report 6th February 1928. Port of Discharge. No. 13193.
Survey held at Harlow Hill on Dec. Date First Survey 24th January 1927. Last Survey 26th January 1928.

On the (State if Single, Twin, or Triple Screw) TWIN SCREW MOTOR-SHIP "ATHELQUEEN" Rig Dow. ap. Schooner

TONNAGE under 8183.38

Tonnage Deck 8183.38

Do. between Tonnage Dk. and 3rd and 4th Dk. 8183.38

Do. of Poop House 144.44

Do. of Upper Deck 145.09

Do. of Bridge House 65.11

Do. of Forecastle 109.05

Do. of Houses on Dk. 132.77

Do. of excess of Hatchways

Do. above Crown of Engine Room 8779.84

Less Crew Space 451.32

Less above Crown of Engine Room

TONNAGE FOR FEES 2809.55

Less Engine Room 373.74

Less Navigation Spaces

Register Tonnage 5145.23

as cut on Beam

CLASS 100A1

Carrying Moulded and Reinforced in Bulk

Breadth (greatest moulded) 62.25

Depth at middle of length from top of keel to top of upper deck beams at side 35.33

Transverse Number 97.58

Length on deck from fore part of stem to after part of stern post 470.0

Longitudinal Number 45862.0

Depth "d," at middle of length (See Secs. 2 & 13) 13.3

Proportions—Depths to Length—Upper Deck Beam at side to top of keel

Long Bridge Deck Beam at side to top of keel

Prop. 13.3

Prop. 13.3

Prop. 13.3

Prop. 13.3

Prop. 13.3

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Prop. 13.3

Master

Year of appointment

Built at Harlow Hill on Dec.

When built 1928. Launched 10th November 1927

By whom built Furness Shipbuilding Co. Ltd.

Owners British Overseas Co. Ltd.

Managers

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

Residence Liverpool.

Port belonging to Liverpool.

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FRAMING.				PILLARS.			
NAME, Angles, or [or] Bars amidships	Inches in Ship	Inches in Ship	Inches in Ship	PILLARS In 'tween Deck, size and spacing	Inches in Ship	Inches in Ship	Inches in Ship
Do. in peaks	9 3 1/2 38	9 3 1/2 38	9 3 1/2 38	" " Hold	"	"	"
Do. in way of Double Bottoms at Solid Floors	3 1/2 3 1/2 46	3 1/2 3 1/2 46	3 1/2 3 1/2 46	" " Quarter 'tween Dks.,	"	"	"
" " at intermdt. Bkts.	"	"	"	" " in Hold	"	"	"
acing of Frames from centre to centre amidships	Longitudinal Framing						
" " " from 1/2	27	27	27				
" " " length to Collision bulkhead	24	24	24				
" " " in peaks	"	"	"				
VERSED FRAME, Angles	"	"	"				
Do. in way of Double Bottoms at Solid Floors	3 1/2 3 1/2 46	3 1/2 3 1/2 46	3 1/2 3 1/2 46				
" " " at intermdt. Bkts.	4 1/2 3 1/2 46	4 1/2 3 1/2 46	4 1/2 3 1/2 46				
AMING, depth of girder	"	"	"				
DOORS, depth and thickness of Floor Plate	"	"	"				
" " at mid-line for 1/2 length amidships	"	"	"				
" " in way of Engine and Boiler Spaces	"	"	"				
" " thickness at the ends of vessel	"	"	"				
" " depth at 1/2 the half breadth, as per Rule	"	"	"				
" " height extended at the Bilges	"	"	"				
DOORS in Cell. Double Bottoms, m. & s.	50.42	50.42	50.42				
" " state if flanged (top & bottom)	"	"	"				
" " Spacing of Solid floors	30	30	30				
NTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	72.46.50	72.46.50	72.46.50				
" " " Angles, Top	3 1/2 3 1/2 52	3 1/2 3 1/2 52	3 1/2 3 1/2 52				
" " " Bottom	6 6 56	6 6 56	6 6 56				
" " " to Floors	5 5 46	3 1/2 3 1/2 46	3 1/2 3 1/2 46				
" " Brackets at intermdt. frmg., wdth & thcknss	"	"	"				
DE GIRDERS, number on each side & thickness	Three 42	Three 42	Three 42				
" " " state if flanged (top and bottom)	"	"	"				
" " " Angles (top and bottom)	4 1/2 4 1/2 58	4 1/2 4 1/2 58	4 1/2 4 1/2 58				
" " " to Floors	3 1/2 3 1/2 46	3 1/2 3 1/2 46	3 1/2 3 1/2 46				
MARGIN PLATE, depth (exclusive of flange)	"	"	"				
" " " and thickness	"	"	"				
" " " Angle to Outside Plating	4 x 4 56	4 x 4 56	4 x 4 56				
" " " Floors	"	"	"				
" " Brackets at intermdt. frmg., wdth & thcknss	"	"	"				
" " Height of Outside Brackets above at bilge	"	"	"				
NER BOTTOM PLATING, breadth and thickness of Middle Line Strake	8 1/2 x 56	56	56				
" " " in Engine and Boiler space	"	"	"				
" " " Remainder in Holds	"	"	"				
BEAMS, Upper Deck, Single Angle, Bulb	Longitudinal						
" " " Angle, Plate, Tee Bulb, or Channel	2 x 4 1/2 42	2 x 4 1/2 42	2 x 4 1/2 42				
" " " In way of Long Bridge	"	"	"				
" " " Spacing	"	"	"				
BEAMS, Second Deck, Single Angle, Bulb	20						
" " " Angle, Plate, Tee Bulb, or Channel	"	"	"				
" " " Spacing	"	"	"				
BEAMS, Third and Fourth Deck, Single Angle	"						
" " " Bulb Angle, Plate, Tee Bulb, or Channel	"	"	"				
" " " Angles on upper edge	"	"	"				
" " " Spacing	"	"	"				
BEAMS, Poop Deck, Angle, Bulb Angle, Plate	20						
" " " Tee Bulb, or Channel	"	"	"				
" " " Angles on upper edge	"	"	"				
" " " Spacing	"	"	"				
BEAMS, Forecastle Deck, Angle, Bulb Angle	20						
" " " Plate, Tee Bulb, or Channel	"	"	"				
" " " Angles on upper edge	"	"	"				
" " " Spacing	"	"	"				

WEB FRAMES.				Inches in Ship.				Inches per Rule.				FORGINGS or CASTINGS.				Inches in Ship.				Inches per Rule.											
WEB-FRAMES, In Fore Body, No. and spacing				Inches in Ship.				Inches per Rule.				KEEL, Bar, depth and thickness				Inches in Ship.				Inches per Rule.											
" " " " brdth. & thickness				Inches in Ship.				Inches per Rule.				STEM, moulding and thickness				Inches in Ship.				Inches per Rule.											
" " " " No. of Side Stringers				Inches in Ship.				Inches per Rule.				STERN-POST for Rudder do. do.				Inches in Ship.				Inches per Rule.											
WEB-FRAMES, In E. & B. Space, No. & spacing				Inches in Ship.				Inches per Rule.				" " " " for Propeller				Inches in Ship.				Inches per Rule.											
" " " " brdth. & thickness				Inches in Ship.				Inches per Rule.				" " " " " " " "				Inches in Ship.				Inches per Rule.											
WEB-FRAMES, In After Body, No. and spacing				Inches in Ship.				Inches per Rule.				" " " " " " " "				Inches in Ship.				Inches per Rule.											
" " " " brdth. & thickness				Inches in Ship.				Inches per Rule.				" " " " " " " "				Inches in Ship.				Inches per Rule.											
" " " " No. of Side Stringers				Inches in Ship.				Inches per Rule.				" " " " " " " "				Inches in Ship.				Inches per Rule.											
" " " " Size of Face Angles to Web-Frames				Inches in Ship.				Inches per Rule.				" " " " " " " "				Inches in Ship.				Inches per Rule.											
BRACKET PLATES to Stringers between				Inches in Ship.				Inches per Rule.				" " " " " " " "				Inches in Ship.				Inches per Rule.											
Web Frames, depth and thickness				Inches in Ship.				Inches per Rule.				" " " " " " " "				Inches in Ship.				Inches per Rule.											
BULKHEADS.				STIFFENERS.				Single or Double Frames.				Height up, state deck.				RUDDER, how constructed				Inches in Ship.				Inches per Rule.							
Number.				Thick.				Horizontal.				Vertical.				Thickness of				Inches in Ship.				Inches per Rule.							
Vessel.				Per Rule.				Size.				Spacing.				or Single Plate				Inches in Ship.				Inches per Rule.							
W.T. BULKHEADS				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
after Peak.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
" COLLISION "				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
PARTITION				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
LONGITUDINAL				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Middle Line Bulk				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Are the outside Plates doubled two spaces of Frames in length?				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Are the Sluice Valves and Watertight Doors in efficient working order?				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
PLATING.				PER RULE OR AS APPROVED.				EDGES.				BUTTS.				RIVETING.				Inches in Ship.				Inches per Rule.							
STRAKES.				AS IN SHIP.				PER RULE OR AS APPROVED.				EDGES.				BUTTS.				RIVETING.				Inches in Ship.				Inches per Rule.			
Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.			
FLAT PLATE KEEL				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
GARBOARD OR A Strake				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
State actual thickness in way of Double Bottom.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
B "				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
C "				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
D "				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
E "				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
F "				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
G "				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
H "				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
J "				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
K "				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
L "				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
M "				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
N "				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
O "				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
P "				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Q "				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
R "				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
S "				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
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V "				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
W "				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
THICKNESS OF SHEER STRAKE				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
CLEAR OF LONG BRIDGE				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
DO. OF STRAKE BELOW				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
DBLG. of Flat Plate Keel				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
" Sheerstrakes				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Length and thickness.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
POOP SIDES				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
SHORT BRIDGE SIDES				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
FORECASTLE SIDES				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Upper Deck				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Stringer Plate				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Second Deck				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Stringer Plate				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
FRAMES extend in one length from				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
REVERSED FRAMES on floors and frames extend from				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
MASTS, SPARS, &c.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Material.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Total Length.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
At Partners.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Heel.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Hounds.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Head.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
No. of Plates in round.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Angles.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Number.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Size.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Seams.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Butts.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Lower Masts.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Main.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Mizen.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Bowsprit				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Topmasts, Yards and Remainder of Spars				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Rigging, Material and Size, Shrouds				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							
Sails.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.				Inches in Ship.				Inches per Rule.							

S.S. ATHELQUEEN PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		VLERS		
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Speng.	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.	Number.			Diameter.		
Framing of E L E		7	3	35	7	3	35	7	3	35	7	3	35	7/8	5	4 1/2 to 5	5	7/8
Frames in Bridge 'tween Decks ...		9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44				7	
Frames from Uppermost Continuous Deck BULB ANGLES No. 1		9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44					7/8 to 1
Framing from Awning, Shelter or Upper Deck to Margin Plate.		2	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44				
		3	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44				
		4	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44			8	
		5	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44			9	
		6	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	4 3/4	8 @ 3 1/8		
		7	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44				
		8	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44				
		9	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44			9-10	
		10	10	3 1/2	40	10	3 1/2	40	10	3 1/2	40	10	3 1/2	40			10	
		11	10	3 1/2	42	10	3 1/2	42	10	3 1/2	42	10	3 1/2	42				
		12	10	3 1/2	46	10	3 1/2	46	10	3 1/2	46	10	3 1/2	46			14	
		13																
		14																
		15																
		16																
Spacing of Longitudinal Frames		30			30			30			30							
Double Bottoms		✓																
Tank Top Longitudinals		✓																
Bottom Channels		15 x 47 1/2 x 4 1/2			15 x 47 1/2 x 4 1/2			15 x 47 1/2 x 4 1/2			15 x 47 1/2 x 4 1/2			7/8	4 1/2	8 @ 3 1/8	14	7/8
Spacing of Longitudinals		31			31			31			31					3 Longitudinal girders between transverses in oil tanks.		
Transverses.																		
In Bridge		15 x 38			15 x 38			15 x 38			15 x 38							
'tween Decks		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			7/8	3 7/8			
In Awning, Shelter or Upper 'tween Decks.		3 1/2 3 1/2 42			3 1/2 3 1/2 42			3 1/2 3 1/2 40			3 1/2 3 1/2 40			7/8	3 7/8			
SUMMER TANK		18 x 40			22 x 40			18 x 40			18 x 40							
In Hold.		3 1/2 3 1/2 45			3 1/2 3 1/2 45			3 1/2 3 1/2 44			3 1/2 3 1/2 44			7/8	3 7/8			
BRIDGE		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			7/8	3 7/8			
SUMMER TANK		36 x 46			36 x 46			36 x 46			36 x 46							
In Hold.		6 3 1/2 50			6 3 1/2 50			6 3 1/2 50			6 3 1/2 50			7/8	3 7/8			
BRIDGE		6 6 46			6 6 46			6 6 46			6 6 46			7/8	3 7/8			
SUMMER TANK		46 FL. 5"			46 FL. 5"			46 FL. 5"			46 FL. 5"							
Spacing of Transverse Frames		8-6			8-6			8-6			8-6							
State if jogged or liners.																		
Longitudinal Beams of L E E		6 3 32			6 3 32			6 3 32			6 3 32			43-31				
Bridge Deck ...		✓			✓			✓			✓							
Awning or Shelter Dk.		7 3 36			7 3 36			7 3 36			7 3 36			31				
Upper		8 3 38			8 3 38			7 1/2 3 40			7 1/2 3 40			31				
Second		7 3 36			7 3 36			7 3 36			7 3 36			22-30				
Third SIDE																		

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.

Have been to Rule. Requirements, with satisfactory results

2. ... deck ... oil tanks. Collision bulkhead above peak tank top ...

TABLE 31.												Description of Anchor.			Makers.	Where and when tested and Superintendent.	
No.		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
60391	1st Bower ...	81	3	7	53	3	14	59	10	0	0	81	1	0	Shells, Stocken.	J. Wright & Co.	Dublin 24/7/27 H. G. Day, date
60390	2nd " ...	81	2	24	52	3	24	59	10	0	0	81	1	0	"	"	" 24/7/27 "
60392	3rd " ...	70	2	0	43	3	7	54	0	0	0	69	2	0	"	"	" 24/7/27 "
	4th " ...																
	Collective weight.	234	0	3								232	0	0			
60385	Stream	23	2	24	6	0	25	23	13	3	0	23	2	0	ordinary ✓	J. Wright & Co.	Dublin 22/7/27 H. G. Day, date
	Kedge.....																

Particulars of Drop Test of Cast Steel Anchors, viz.:-	1st Bower	48-3-20, R.H.F., 6513, 17 June 1927
Weight, Surveyor's Initials, Number of Certificate, Date of Test.	2nd "	49-1-14, R.H.F., 6510 17 June 1927
	3rd "	41-2-18, K.H., 7265 26 November 1926
	4th "	✓

CHAIN CABLES.										HAWSERS AND WARPS.					
No. of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length and size per Table 31.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.	Breaking Test of Steel Wire Ropeline.	Length and size per Table 31.	Length and size per Table 31.	Length and size per Table 31.	Length and size per Table 31.	Length and size per Table 31.
61982	150 2 1/2	112 1/2 157 1/2	470.1.0	150 2 1/2	Steel	J. Wright & Co.	Dublin 24/7/27 H. G. Day, date	POWLINE	130 1 1/2	104	130 1 1/2	130 1 1/2	130 1 1/2	130 1 1/2	130 1 1/2
61983	150 2 1/2	112 1/2 157 1/2	472.0.14	150 2 1/2	Steel	J. Wright & Co.	Dublin 24/7/27 H. G. Day, date	POWLINE	130 1 1/2	104	130 1 1/2	130 1 1/2	130 1 1/2	130 1 1/2	130 1 1/2
62401	150 2 1/2	112 1/2 157 1/2	472.0.14	150 2 1/2	Steel	J. Wright & Co.	Dublin 24/7/27 H. G. Day, date	POWLINE	130 1 1/2	104	130 1 1/2	130 1 1/2	130 1 1/2	130 1 1/2	130 1 1/2
62402	150 2 1/2	112 1/2 157 1/2	472.0.14	150 2 1/2	Steel	J. Wright & Co.	Dublin 24/7/27 H. G. Day, date	POWLINE	130 1 1/2	104	130 1 1/2	130 1 1/2	130 1 1/2	130 1 1/2	130 1 1/2
Iron Stream	120 5 1/2	80 1 1/2	950.2.0	120 5 1/2	Steel	J. Wright & Co.	Dublin 24/7/27 H. G. Day, date	POWLINE	130 1 1/2	104	130 1 1/2	130 1 1/2	130 1 1/2	130 1 1/2	130 1 1/2
Steel Wire	120 5 1/2	80 1 1/2	950.2.0	120 5 1/2	Steel	J. Wright & Co.	Dublin 24/7/27 H. G. Day, date	POWLINE	130 1 1/2	104	130 1 1/2	130 1 1/2	130 1 1/2	130 1 1/2	130 1 1/2

Boats 4	Lifeboats 25-0	One. Under. Counter 18-0	One. Under. Counter 18-0	Steering Gear, Electric Hydraulic	Steering Gear, Hand	State whether they are in efficient working order
Pumps, Number	...	...	...	Diameter of Barrel	...	...
Windlass is	Steam	Emerson Walker, Thompson	Capstan	Steam	Emerson Walker, Thompson	...
Engine Room Skylights.	How constructed?	Steel, Coaming, Slap	What arrangements for deadlights in bad weather?	...	...	...
Coal Bunker Openings.	How constructed?	...	How are lids secured?	...	...	...
Number of Scuppers,	and numbers and dimensions of Freeing Ports, &c.	Scuppers, 9 each side, 2, P.E. 15 each side, 2, 9 1/2 x 18	Height above deck?	...	...	...
Ceiling in Holds,	thickness and material	une. fitted	Cargo Battsens,	thickness and material	une. fitted	...
Cargo Hatchways.	How formed?	Steel, Coaming 15 high, 80 high, Steel, coaming 2-6 x 44	Hatches, If strong and efficient?	...	...	...
State size No. 1 Hatch (Forward)	13-6 x 12-0	...	No. 2 Hatch	7-2 x 7-8	No. 3 Hatch	...
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch	...	...	No. 4 Hatch	...	...	...
Bulwarks, height above deck and description	4-0 x 3-0	...	No. of Breasthooks	...	No. of Crutches	...
The foregoing is a correct description	...	...	Main Rail, material and size	...	...	...
Builder's Signature (here only)	...	...	Surveyor's Signature	...	...	...

Correspondence.	State dates and initials of letters respecting this case	(Reference should be made in any correspondence connected with the case)	12 November 1926
5, 13 January 1928.	...	...	...

Workmanship.	Are the butts of plating planed or otherwise fitted?	planed.
	Is the riveted work properly closed?	Yes
	Are the liners between the frames and plates solid single pieces?	Yes
	to plate, &c., conform well to each other?	Yes
	from the faying surfaces?	Yes
	Do the holes for riveting plate to frames, butt straps, or plate	
	Are the rivet holes well and sufficiently countersunk in the plate and punched	
	from the faying surfaces?	Yes
	Do any rivets break into or through the seams or butts of the plating?	No
	Are the butts of Plating, Stringers, &c., properly shifted and strapped?	Yes
	Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)?	partly tested with Tanker Yes
	Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)?	Yes
	General Remarks (State quality of workmanship, &c.)	The workmanship, and materials are good.
	This vessel has been built in accordance with the approved plans, the Secretariat Edition of above date, and in conformity with the Rules and Regulation (1924-5) for the Class contemplated. The vessel is built on the Longitudinal System of framing, and is a sister ship, to the S.S. "Athens" built under Yards No 85, Dated Rpt. No 12587. (See Secretariat's Edition, dated 18 Nov 1926)	
	All the Oil Cargo Tanks, Oil fuel tank, Double bottom Tanks, Joss, after, peak Tanks, Cofferdams have been to Rule Requirements, with satisfactory results	
	Breathing deck, upper, deck clear of oil tanks. Collision bulkhead above, peak Tank top & chain locker, tested by hose and found satisfactory.	
	Steering gear, Windlass, Capstan, Winches, tested under working conditions and found satisfactory. Auxiliary means of raising by two rope ladders, led to Capstan, tested and found satisfactory.	
	Assigned. Freeboard marked on vessel side, and verified.	
	The approved plans, as per list over leaf, are forwarded herewith. Plans as built are.	
	The Surveyor should state the Number of Report and Name of any Sister Vessel.	
	Plans to be forwarded with F.E. Report showing vessel as built.	

The amount of Entry Fee	£ 11 : 0 : 0	Fees applied for,	6-2-1928	Hull	...	...
Special Survey Fee	£ 629 : 5 : 0	Received by me,	29-2-28	McKie	...	...
Travelling Expenses, if any	£ 12 : 16 : 8	...	...	...	...	...
State whether the Vessel has been built under Special Survey	Yes	...	...	...	...	...
I am of opinion this Vessel should be Classed	100 A1	Carrying Molasses and Petroleum in Bulk - Longitudinal framing	...	...	...	...
With, or without Freeboard, as condition of Class	...	...	...	...	...	...

Committee's Minute	TUES. 21 FEB 1928
Character assigned	+ 100 A1. Carrying Molasses or Petroleum in Bulk.
Lloyd's A & C P	+ L.M.C. 1. 28
White Hls	Oil Engines
21.2.28	203 180lb



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W1171-01463

GENERAL REMARKS—(continued).

being prepared. Copies of which will be forwarded, when received from the Builders.
 5 Decking & Ceiling reports are also forwarded herewith.
 Plans approved for 1885-6 and endorsed for 1897.

Plans approved for 1897.

Motor Seating

" " amended

Collective hydraulic steering gear

Bull. pillar in frame 117 2nd

Space filler

Pumping Arrangement

Midship Section roll light transverse Bulkhead.

Proper Deck Plan

Fore end Framing

Aft end Framing

Oil light Bulkheads

Bracket Connection

Keel Riveting

Upper Riveting in Dapard shell

Propeller Brackets

Propeller Brackets (amended)

Upper Dth plating

Riveting in Dapard shell plating

Upper 2nd Dth plating riveting

Strengthening brackets in CLB in Copperdam

Oil light hatch (2)

Rudder (1) (amended) 1

Hel. post (1) (amended) 1

Riveting in way of double riveted seams

Bulkhead in 21 frame

Deck Plan

Engine Seating

Main Engine & Thrust Seating

Aft end framing in way of machinery space

Strengthening at fore end of Prop

Smelling pillar in 45 beam

Engine Casings

Alteration to Bracket in machinery space

Bulkhead pad piece

Rev. packing of Smoke Boilers

Aux. Alarm Gear

Strengthening to CLB in Copperdam

Oil fuel pipe in Cargo space

Amended. Oil fuel arrangements

Manoeuvring air reservoir

Midship Section & Proper Decks (as built)

S.S. Arkel prime

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 116.0 ft., R.Q.D. ft., Bridge 34.0 ft., Forecastle 48.0 ft.
 (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 2nd Steel

Official No. 149960; Signal Letters State if Machinery is fitted aft Yes
 How are the surfaces preserved from oxidation? Inside Cement in Copperdam Pump room, pipes & Double Bottom fixed to tanks, filled with Cement, in Outside paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	23.0	186
Double bottom, under Engines and Boilers,			After peak tank,	26.0	304
Double bottom, if under Engines only, {	37.6	213	Deep tank, aft,		
Double bottom, if under Boilers only, {	25.0	84	Deep tank, forward, 2001.2 oil fuel tank.	54.0	724
Double bottom, forward,			Other tanks, if fitted, ✓		
		Total capacity of double bottom 297	(If necessary, furnish further information by sketch.)		

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

State whether the above have been tested as required by the Rules Yes

Order for Special Survey No. 1422	1927.
Date 24. 11. 26.	Jan 24. Feb 1. 2. 3. 8. 14. 17. 21. Mar 1. 3. 11. 15. 16. 17. 22. 23. 28. 29. Apr 1. 4. 6. 8. 13. 14. 20. 22. 26. 28. May 2. 3. 9. 10. 12. 13. 15. 16. 18. 20. 23. 26. 30. Jan 3. 10. 13. 14. 20. 22. 28. Jul 4. 8. 13. 27. Aug 5. 28. 29. 30. 31. Sep 5. 6. 8. 9. 12. 13. 14. 15. 16. 19. 20. 21. 22. 23. 26. 27. 28. 30. Oct 3. 4. 5. 6. 7. 10. 11. 12. 13. 14. 15. 17. 18. 19. 20. 24. 25. 26. 27. 28. 31. Nov 1. 2. 3. 4. 7. 8. 9. 10. 11. 17. 18. 21. 22. 24. 25. 28. 29. 30. Dec 6. 7. 9. 13. 15. 19. 20. 21. 23. 25. 30.
No. 117 in builder's yard.	1928.
	1. 10. 14. 15. 20. 25. 24. 25. 26.

Surveyor's Signature

