

STEEL ~~STEAMER~~ OF MOTORSHIP.

Received at London Office 17 DEC 1930

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 (Enk)

Date of completion of report

13. 12. 30

Port of

GLASGOW.

No. 51033

Survey held at

GLASGOW.

Date First Survey

24th Jan'y 1930

Last Survey

11th Decr

1930

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

STEEL SINGLE SCREW MOTORSHIP

ADELLEN.

(MACHINERY AFT.)

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

FULL SCANTLING.

State Type of Erections POOP, BRIDGE + FCL.

TONNAGE under Tonnage Deck...

7425.73

CLASS + 100 A.1.

State if with freeboard as condition of Class

NO

Built at

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)

L 458.5

Launched 25th SEPT. 1930 Yard No. 30

Total

7425.73

Breadth (greatest moulded)

B 59.75

Builders BLYTHSWOOD S. B. CO LTD.

Gross Tonnage

7983.54

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 34.42

Owners THE ADELLEN SHIPPING CO LTD.

Register Tonnage

4735.03

1st Longitudinal Number (L x D)

= 15780

Managers

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

2nd Numeral L x (B + D)

= 43175

Residence

✓

REGISTERED DIMENSIONS.

FEET.

Length

459.7

Framing Depth "d," at middle of length. See Sec. 3 (1d)

22.47

Breadth

60.0

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

13.32

Port of Registry LONDON.

Depth

34.55

Draught Moulded

26'-3⁷/₈If surveyed while building, afloat, ^{AND} in dry dock

YES.

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	LONGITUDINAL FRAMING (See ATTACHED REPORT)		Bracket Floors, Frame		
" " from $\frac{3}{8}$ length to Collision bulkhead	27		" " Reversed Frame		
" " in peaks	24		" " Vertical Struts		
SIDE FRAMING. AFT. SPACED 30"			Centre Girder, depth and thickness, amidships	54 .51	
Frame Amidships, Angle, E or F	11 3 $\frac{1}{2}$.44	TO MAIN DECK.	" " top Angles	3 $\frac{1}{2}$ 3 $\frac{1}{2}$.54	
" " Extends up to	8 3 $\frac{1}{2}$.39	MAIN TO UPPER + POOP DECKS ALTY	" " bottom Angles	5 5 .56	
Reversed Frame Amidships, Angle	6 3 $\frac{1}{2}$.36	INTERMEDIATE FRAMES IN POOP	Side Girders, No. each side and thickness	2c 7 $\frac{1}{2}$ 1c .42	
SIDE FRAMING FORWARD Extends up to	11 3 $\frac{1}{2}$.46	5 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x .36	Margin Plate depth (excl. of flange) and thickness	60 .54	
Depth of Framing Girder	11 3 $\frac{1}{2}$.46	IN DEEP TANK	" " Vertical Angle to Tank side	SINGLE 6 6 .50	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F		IN CARGO HOLD	" " Vertical Angle to Tank side		
" " Second 'tween Decks, Angle, E or F			" " Bracket forward + len. from stem		
" " Third " " " "	9 3 $\frac{1}{2}$.39	AFT 8 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x .39	" " Gussets, spacing and scantling	NONE	
Framing in Peaks, Angle, E or F	8 $\frac{1}{2}$ 3 $\frac{1}{2}$.39	FORWARD	" " Gussets, spacing and scantling		
Diameter and Spacing of Rivets through Frame and Shell Plating	7/8 5 $\frac{3}{4}$.47	MACHINERY SPACE	Tank Side Brackets, height above base line at top of Frame and thickness	135 $\frac{1}{4}$.48	(Suppld)
State if Frame Joggled	YES.		INNER BOTTOM PLATING.		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	DEEP FRAMES AND STRINGERS.		Breadth and thickness of Middle Line Strake	105 $\frac{1}{4}$.52	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	SHELL INCREASED ETC		Thickness of remainder in Holds	.52	
SINGLE BOTTOM. FORWARD	AS PER APP. PLANS.		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?	1.00 UNDER MAIN ENGINES.	
Floors, Depth and thickness at mid-line in Holds	38 .42		YES		
Height of Brackets at side above base line at toe of frame	76		BEAMS.		
Middle Line Keelson, on Floors, Angles, E or F	CENTRE		Uppermost Continuous Deck, amidships in Wells, Angle, E or F	LONGITUDINAL FRAMING	
" " Through Plate or Intercoastal Plate	LINE		" " AFT. in way of Bridge, Angle, E or F	8 3 .40-32	
" " Foundation Plate on Floors	BULKHEAD		Spacing	EVERY FRAME	
" " Flat Plate Keel Angles	4 4 .53		Second Deck, amidships, Angle, E or F	8 3 .48	
Side Keelsons, No. each side	4		Spacing	7 3 .46	
" " thickness of Intercoastal Plate	.40		Third Deck, amidships, Angle, E or F	EVERY FRAME	
" " Angles	9 3 $\frac{1}{2}$.38	ON DEEP KEELSONS	Fourth Deck, amidships, Angle, E or F		
DOUBLE BOTTOM. IN MACHINERY SPACE			Spacing		
Solid Floors, thickness and spacing	.42 EVERY FRAME		Poop Deck, Angle, E or F	8 3 .36-32	
" " Are Frame and Reversed Frame joggled?	YES		Spacing	EVERY FRAME	
Bracket Floors, breadth and thickness at middle line			Bridge Deck, Angle, E or F	7 3 .36	
" " breadth and thickness at margin plate			Spacing	30	
			Forecastle Deck, Angle, E or F	8 3 .32	
			Spacing	9 3 .50	

W143-0029(113)

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.....			Stringer Plate, breadth and thickness in way of Bridge		
" " " " " " " " " " " "			Thickness of Plating abreast Deck openings in way of Wells .....	.43	
" " " " " " " " " " " "			Thickness of Plating abreast Deck openings in way of Bridge		
" " " " " " " " " " " "			Thickness of Plating within line of openings... ..		
" " " " " " " " " " " "			If Sheathed, material and thickness		
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	AS PER APPROVED PLANS.		Stringer Plate, breadth and thickness.....		
Plating, thickness of .....	.54 - .43		If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	83 .67		If Plated, state thickness		
" " " " " " " " " " " "	83 .67		Poop Deck.		
" Angle in Wells	7 7 .69		Stringer Plate, breadth and thickness	77 - 37½ .37	
Thickness of Plating abreast Deck openings in way of Wells .....	.59		Plating, Sheathing, material and thickness ...	.26 3 O.P.	
Thickness of Plating abreast Deck openings in way of Bridge .....	.59		Bridge Deck.		
Thickness of Plating within line of openings... ..	.59		Stringer Plate, breadth and thickness.....	70½ .39	
If Sheathed, material and thickness			Plating, Sheathing, material and thickness ...	.29 3 O.P.	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells	58½ .44		Stringer Plate, breadth and thickness.....	.37	
			Plating, Sheathing, material and thickness ...	.36	

SHELL PLATING

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? NO			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.			Diam. Inches.	Spacing cr. to cr. Inches.		Diam. Inches.	Spacing cr. to cr. Inches.	
FLAT PLATE KEEL	53 1/4	.99	.79	.79		DOUBLE	1	4	5	1 1/8	4 1/2	LAPPED.
„ DOUBLE (if any)	82 1/2											
BOTTOM PLATING, No. of Strakes 4.....	72 72 79	.65	1 c .51	.50		DOUBLE	7/8	3 1/2	4	7/8	3 1/2	LAPPED
BILGE PLATING, No. of Strakes	78	.68	.50	.50		DOUBLE	7/8	3 3/8	4	7/8	3 1/2	„
SIDE PLATING, No. of Strakes 4.....	83 84 74 74	.66 .63 .63 .69	.47	.47		DOUBLE	7/8	3 3/8	4	7/8	3 1/2	„
UPPER DECK, Sheer- strake in Wells	51	.98	.47	.47					5	1 1/8	5	„
UPPER DECK, Sheer- strake in Bridge ...												
STRAKE BELOW Sheer- strake in Wells	51	.84	.47	.47		DOUBLE	1	3 1/2	4	1	4	LAPPED
STRAKE BELOW Sheer- strake in Bridge ...												
POOP SIDE PLATING .....				.40		SINGLE	7/8	3 1/2	2	3/4	2 5/8	LAPPED
BRIDGE SIDE PLATING ...		.43				SINGLE	7/8	3 1/2	2	3/4	2 5/8	„
FOREC'TLE SIDE PLATING			.43			SINGLE	3/4	3	1	3/4	2 9/8	„

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	
		10		7		7 TO UPPER DECK.	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper between decks	3/4	6 x 3 x 38 B.A.	30	None	
" " Second "					
" " Third "					
" " Holds		AS PER APPROVED PLANS.			
COLLISION	(in Hold)	5/4-33	9 x 3 x 46 B.A.	24	1 SEMI-BOX BEAM.
AFTER PEAK		4/4-30	7 x 3 1/2 x 41 O.A.	24	1 SEMI-BOX BEAM.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	ROLLED	10 1/2 x 2 1/4	LANARKSHIRE STEEL CO.	
STERN FRAME	Propeller Post	FORGING	10 7/8 x 8 7/8	WILTON
	Rudder	FORGING	9 3/8 x 8 7/8	WILTON
RUDDER—A x D		540		
Speed of Vessel		11 3/4 KNOTS.		
RUDDER mainpiece at head		11 15/16		
" " heel				
" " how constructed				
" " double or single plate		DOUBLE		
" " coupling, vertical or horizontal		VERTICAL		

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STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **DAVID COLVILLE & SONS LTD**
THE STEEL COMPANY OF SCOTLAND, JAMES DONLOP & CO LTD, CONSETT IRON CO LTD.
OPEN HEARTH PROCESS

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

EQUIPMENT No 44481												LETTER cf.		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.				
33296	1st Bower ...	77	3	0	57	12	2	0	57	12	2	0	BYERS IMPROVED STOCKLESS	✓	S. 18-8-30 J.H.B.
33297	2nd „ ...	77	2	21	✓			57	12	2	0	77	0%	✓	S. 18-8-30 J.H.B.
33365	3rd „ ...	66	0	7	✓			51	13	0	14	65%	0%	✓	S. 13-9-30 J.H.B.
	Collective weight.	221	2	0								219½			J.H.B.
45693	Stream	22	0	2	5	2	14	22	7	2	0	22	IRON STOCK	✓	C.H. 26-8-30 L.C.P.

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.	Statutory.	Breaking.	Supplied.	Per Rule.			Length.	Diam.					Length.	Ch.		Length.	Ch.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
44982	300	2 1/16	106 1/10	149 5/8	890-1-7	890 1/4			300	2 1/16	STUD LINK	✓	C.H. 26-8-30 L.C.P.	TOWLINE	130	5 3/4	95	130	5 3/4
														HAWSERS & WARPS	100	2 3/4	15.4	100	2 3/4
															100	2 3/4	15.4	100	2 3/4
															100	2 3/4	15.4	100	2 3/4
															100	2 3/4	15.4	100	2 3/4
															100	2 3/4	15.4	100	2 3/4

Steering Gear, Steam *BROWN-BROS. ELECTRIC-HYDRAULIC.* Steering Gear, Hand *NONE*

Boats *2 c 22-0 x 7-25 x 2-75* Steering Chains, Size and Test *NONE* Windlass *10" x 14" CLARKE-CHAPMAN & CO*

Ceiling in Holds, thickness and material *NONE* Cargo Battens, thickness, material and spacing *6" x 2" W.P. 9" APART.*

Cargo Hatchways. (Upper Deck) *20 c 6'-0" x 4'-0" ; 10 c 6'-0" x 3'-0" TO SUM. TANKS.* Thickness of Hatches *STEEL COVERS, STIFFENED AS PER APP PLAN*

Size of No. 1 Hatchway (Forward) *13'-6" x 12'-0" No. 3* *No. 2* *No. 4* *No. 5* *No. 6*

Number of Shifting Beams and/or Fore and Afters *NONE.*

BLYTHSWOOD SHIPBUILDING CO., LTD.
Builder's Signature *John W. Stewart* SECRETARY

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, THE SECRETARY'S LETTERS OF VARIOUS DATES AND IN ACCORDANCE WITH THE RULES FOR THE CLASS CONTEMPLATED.

THE MATERIALS AND WORKMANSHIP ARE GOOD.

THE BULKHEADS, DECKS, DOUBLE BOTTOM, PEAK TANKS, OIL CARGO TANKS, OIL FUEL BUNKERS AND COFFERDAMS HAVE BEEN TESTED AS REQUIRED BY THE RULES AND FOUND SATISFACTORY.

THE STEERING GEAR AND WINDLASS HAVE BEEN TESTED WITH SATISFACTORY RESULTS.

OIL FUEL (FLASH POINT ABOVE 150° F.) IS CARRIED IN THE DOUBLE BOTTOM IN THE MACHINERY SPACE, OIL FUEL BUNKERS FORWARD OF THE MACHINERY SPACE AND IN THE SEMI-DEEP TANK FORWARD.

THE FREEBOARD HAS BEEN VERIFIED AND CUT IN ON THE VESSEL'S SIDES.

The amount of Entry Fee £ *10 : 0 : 0* Fees applied for, *8.12.30*

Special Survey Fee.... £ *599 : 8 : 0* Received by me, *5.1.19*

FREEBOARD *131 0 : 0*

Travelling Expenses, if any £ *✓*

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

"CARRYING PETROLEUM IN BULK"

"LONGITUDINAL FRAMING"

State whether the Vessel has been built under Special Survey *YES* Signature *H. Thomson.*

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Glasgow* Date of issue *17/1/31*

Committee's Minute *GLASGOW 16 DEC 1930*

Character assigned *+100 A.I.*

12.30.

Carrying Petroleum in Bulk.

Longitudinal Framing.

Lloyd's Reg. *+L.M.C. 12.30.*

W.M. *21.180/100.*

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143-0029 (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.)

THE FOLLOWING PLANS AND REPORTS ARE FORWARDED HERewith, viz: (17 PLANS AND 3 REPORTS.)

AS BUILT.

MIDSHIP SECTION

PROFILE AND DECK PLANS.

APPROVED PLANS.

MIDSHIP SECTION

PROFILE AND DECK PLANS

MIDSHIP BULKHEAD

STERNFRAME

RUDDER

FORE END FRAMING.

FORE PEAK AND CHAIN LOCKER BULKHEAD.

AFT END FRAMING PLAN.

FORWARD COFFERDAM BULKHEADS.

SECTION OF TRANSVERSE AT FORE TANK AND PUMP ROOM.

BOTTOM LONGITUDINALS ON CENTRE LINE BULKHEAD.

BUNKER BULKHEADS.

ARRANGEMENT OF STEERING GEAR.

TILLER CROSSHEAD

FORWARD BILGE + BALLAST PIPING ARRANGEMENTS

NOTE:- FOR ENGINE SEATING SEE PLAN APPROVED FOR M/S EL MIRLO BUILDERS N° 29.

REPORTS.

STERNFRAME

RUDDER

TILLER.

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

1st Bower	46-2-13	T.L.	248	24-7-30.
2nd "	47-1-18	T.L.	247	24-7-30
3rd "	39-3-15	K.H.	8587	27-8-30.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 94.3 ft., R.O.D. ft., Bridge 29.5 ft., Forecastle 37.5 ft.
(in feet and tenths). When the Poop is joined to the R.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)

Official No. 162517 : Signal Letters L.G.Q.V.

Is bottom of Vessel coated with cement. PEAKS ONLY if not give

particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	30.0	294.0
Double bottom, under Engines and Boilers,			After peak tank,	18.3	64.5
Double bottom, if under Engines only,	42.5	182.4	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	36.0	439.0
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. 6083

Date 14. 2. 30

Dates of Surveys held while building

1930 Jan 24. 27 Feb. 4. 19. 25. 27. 28 Mar 4. 7. 14. 19. 21. 25. 26. 28. 31 Apr 1. 2. 3. 10. 11. 14. 16
17. 18. 22. 24. 29 May 1. 2. 6. 7. 8. 9. 12. 13. 14. 15. 16. 19. 20. 21. 22. 23. 26. 27. 28. 29. 30 June
2. 3. 4. 5. 6. 9. 10. 12. 13. 16. 17. 18. 19. 23. 24. 25. 26. 27. 30 July 1. 2. 4. 8. 11. 30 Aug 4. 6. 7. 11
12. 13. 14. 15. 18. 19. 20. 21. 22. 25. 26. 27. 28. 30 Sep 1. 2. 3. 4. 5. 6. 8. 9. 10. 11. 12 Total No. of Visits 124
13. 15. 16. 17. 18. 19. 20. 22. 23. 24. 25 Oct 6. 10. 19. 23 Nov 26. 28 Dec 2. 5. 8. 11

MOTOR TANKER "NOELLEN"

PARTICULARS OF LONGITUDINAL FRAMING

GLASGOW REPORT No. 51033

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Bulkheads to Bulkheads.	
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Diam. Spang.		Inches.		Number. Diameter.	
	SEE BELOW			SEE BELOW			SEE BELOW			SEE BELOW			SEE BELOW		SEE BELOW		SEE BELOW	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
Framing of L, L or C	SEE BELOW																	
Frames in Bridge 'tween Decks	TRANSVERSE FRAMING.																	
Frames from Uppermost Continuous Deck	8	3 1/2	36 BA	F 8	3 1/2	36 BA	8	3 1/2	36 BA	F 8	3 1/2	36 BA	7/8	5 1/2	5 1/2	7	7/8	
" 2	8	3 1/2	36 BA	F 8	3 1/2	36 BA	8	3 1/2	36 BA	F 8	3 1/2	36 BA	"	"	"	7	"	
" 3	8	3 1/2	36 BA	F 9	3 1/2	36 BA	8	3 1/2	36 BA	F 9	3 1/2	36 BA	"	"	"	8	"	
" 4	8	3 1/2	36 BA	F 10	3 1/2	36 BA	8	3 1/2	36 BA	F 10	3 1/2	36 BA	"	"	"	8	"	
" 5	9	3 1/2	36 BA	F 10	3 1/2	36 BA	9	3 1/2	36 BA	F 10	3 1/2	36 BA	"	"	"	9	"	
" 6	9	3 1/2	36 BA	F 10	3 1/2	36 BA	9	3 1/2	36 BA	F 10	3 1/2	36 BA	"	"	"	9	"	
" 7	9	3 1/2	42 BA	F 11	3 1/2	42 BA	9	3 1/2	42 BA	F 11	3 1/2	42 BA	"	"	"	9	"	
" 8	9	3 1/2	42 BA	F 11	3 1/2	42 BA	9	3 1/2	42 BA	F 11	3 1/2	42 BA	"	"	"	9	"	
" 9	10	3 1/2	40 BA	F 12	3 1/2	40 BA	10	3 1/2	40 BA	F 12	3 1/2	40 BA	"	"	"	10	"	
" 10	10	3 1/2	43 BA	F 12	3 1/2	43 BA	10	3 1/2	43 BA	F 12	3 1/2	43 BA	"	"	"	10	"	
" 11	12	3 1/2	44 BA	F 12	3 1/2	44 BA	12	3 1/2	44 BA	F 12	3 1/2	44 BA	"	"	"	12	"	
" 12	12 x 4 x 4 x	1/80	44 BA	F 12 x 4 x 4 x	1/80	44 BA	12 x 4 x 4 x	1/80	44 BA	F 12 x 4 x 4 x	1/80	44 BA	"	"	"	14	"	
" 13	12 x 4 x 4 x	1/60	44 BA	F 12 x 4 x 4 x	1/60	44 BA	12 x 4 x 4 x	1/60	44 BA	F 12 x 4 x 4 x	1/60	44 BA	"	"	"	12	"	
" 14	12 x 4 x 4 x	1/60	44 BA	F 12 x 4 x 4 x	1/60	44 BA	12 x 4 x 4 x	1/60	44 BA	F 12 x 4 x 4 x	1/60	44 BA	"	"	"	12	"	
" 15	"	"	"	F 15 x 4 x 4 x	1/60	44 BA	"	"	"	F 15 x 4 x 4 x	1/60	44 BA	"	"	"	12	"	
16 To 22, 23	"	"	"	F 15 x 4 x 4 x	1/60	44 BA	"	"	"	F 15 x 4 x 4 x	1/60	44 BA	"	"	"	12	"	
Spacing of Longitudinal Frames	Amidships			At Ends			PER APPROVED PLANS			PER APPROVED PLANS			PER APPROVED PLANS		PER APPROVED PLANS		PER APPROVED PLANS	
Double Bottoms	Tank Top Longitudinals			Bottom														
L, L or C																		
Spacing of Longitudinals	Amidships			At Ends														
Transverses.																		
In Bridge	Depth and Thickness			Face Angles			Lugs to Shell*											
'tween Decks	18 3/8			3 1/2			3 1/2			3 1/2			7/8		4"			
In Upper 'tween Decks.	3 1/2			3 1/2			3 1/2			3 1/2			7/8		4"			
In Hold.	6			6			6			6			7/8		4"			
" " Back Bars	NONE			F 3 1/2			3 1/2			3 1/2			3 1/2		3 1/2			
Brackets	2 2			2			2			2			2		2			
Spacing of Transverse Frames	9'-7 1/2"			7'-7" - 9'-7 1/2"			9'-7 1/2" - 7'-7"			7'-7" - 9'-7 1/2"			9'-7 1/2"		9'-7 1/2"			
Longitudinal Beams of L, L or E	Bridge Deck			Upper			Second			Third			Transverse Beams.		Plate. Angles.		Plate. Angles.	
	7	3 1/2	33	7	3 1/2	33	7	3 1/2	33	7	3 1/2	33	12 x 40	4 x 3 1/2 x 41	12 x 40	4 x 3 1/2 x 41	12 x 40	
	7	3 1/2	38	7	3 1/2	38	7	3 1/2	38	7	3 1/2	38	17 1/4 x 40	6 x 3 1/2 x 52	17 1/4 x 40	6 x 3 1/2 x 52	17 1/4 x 40	
	7	3	35	7	3	35	7	3	35	7	3	35	20 1/2 x 41	6 x 3 1/2 x 52	20 1/2 x 41	6 x 3 1/2 x 52	20 1/2 x 41	
	7	3	40	7	3	40	7	3	40	7	3	40						

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.

5c11.28, T.

	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,	30.0	294.0
Double bottom, under Engines and Boilers,			After peak tank,	18.3	64.5
Double bottom, if under Engines only,	42.5	182.4	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	36.0	439.0
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. 6083	1930 Jan 24. 27 Feb 4. 19. 26. 27. 28 Mar 4. 7. 14. 19. 21. 25. 26. 28. 31 Apr 1. 2. 3. 10. 11. 14. 16				
Date 14. 2. 30	17. 18. 22. 24. 29 May 1. 2. 6. 7. 8. 9. 12. 13. 14. 15. 16. 19. 20. 21. 22. 23. 26. 27. 28. 29. 30 June				
	2. 3. 4. 5. 6. 9. 10. 12. 13. 16. 17. 18. 19. 23. 24. 25. 26. 27. 30 July 1. 2. 4. 8. 11. 30 Aug 4. 6. 7. 11				
	12. 13. 14. 15. 18. 19. 20. 21. 22. 25. 26. 27. 28. 30 Sep 1. 2. 3. 4. 5. 6. 8. 9. 10. 11. 12 Total No. of Visits 124				
	13. 15. 16. 17. 18. 19. 20. 22. 23. 24. 25 Oct 6. 10. 19. 23 Nov 26. 28 Dec 2. 5. 8. 11				