

STEEL STEAMER or MOTORSHIP.

Received at London Office 11 MAR 1931

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*

Date of completion of report

-9 MAR. 1931

Port of

Liverpool

No.

98396

Survey held at

Birkenhead

Date First Survey

Decr 17th 1929

Last Survey

March 4th

1931

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

Single Screw Tanker

"ATHEL BEACH"

Machinery fitted aft.

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

Full Scantling

State Type of Erections

Poop, Bridge & Forecastle.

TONNAGE under Tonnage Deck...

6002.74

CLASS # 100 A.1.

State if with freeboard as condition of Class

No

Built at

Birkenhead

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 428'-0"

Launched 24th September 1930 Yard No. 973

Builders Messrs. Cammell Laird & Co. Ltd.

Owners United Molasses Co. Ltd.

Total

6002.74

Gross Tonnage

6568.12

Register Tonnage

3798.70

1st Longitudinal Number (L x D) = 13706.28

2nd Numeral L x (B + D) = 37400.00

Managers

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

Residence

London

Port of Registry

Liverpool

If surveyed while building, afloat, & in dry dock

yes.

REGISTERED DIMENSIONS.

FEET.

Length

426.1

Breadth

55.9

Depth

32.2

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

20.42

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

13.17

Do. Long Bridge to top of keel

Draught Moulded 28'-6.4"

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.
FRAMES, Spacing amidships	Longitudinal		Bracket Floors, Frame	✓	
" " from $\frac{3}{4}$ length to Collision bulkhead	Framing		" " Reversed Frame	✓	
" " in peaks	24		" " Vertical Struts	✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	56 - 54	
Frame Amidships, Angle, [or]	✓		" " top Angles	3 1/2 x 3 1/2 x 1/4	in way of
" " Extends up to	✓		" " bottom Angles	4 4 x 1/4	Engine Space
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	3 - 3 1/2 x 1/4	only
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	✓	
Depth of Framing Girder	✓		" " Vertical Angle to Tank side	✓	
Frames in Uppermost Continuous Decks, Angle, [or]	✓		" " Bracket abaft 1/4 len. from stem	✓	
" " Second 'tween Decks, Angle, [or]	✓		" " Vertical Angle to Tank side	✓	
" " Third " " " "	✓		" " Bracket forward 1/4 len. from stem	✓	
Framing in Peaks, Angle or [8 3 1/2 x 40		" " Gussets, spacing and scantling abaft 1/4 len. from stem	✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	✓		" " Gussets, spacing and scantling forward 1/4 len. from stem	✓	
State if Frame Joggled	✓		Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Long Side Stringers.		INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD, State Particulars	2 lines of side Keelsons & 3 strakes bottom plating amidships carried to Collision Bulkhead		Breadth and thickness of Middle Line Strake	50	(see plans)
SINGLE BOTTOM.			Thickness of remainder in Holds	50	
Floors, Depth and thickness at mid-line in Holds			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?	✓	
Height of Brackets at side above base line at toe of frame			BEAMS.		
Middle Line Keelson, on Floors, Angles, [or]			Uppermost Continuous Deck, amidships in Wells, Angle, [or]		
" " Through Plate or Intercostal Plate			" " in way of Bridge, Angle, [or]		
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			Second Deck, amidships, Angle, [or]		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercostal Plate			Third Deck, amidships, Angle, [or]		
" " Angles			Spacing		
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, [or]		
Solid Floors, thickness and spacing	40 - 30 in way of Engine Room only		Spacing		
" " Are Frame and Reversed Frame joggled?	No		Poop Deck, Angle, [or]		
Bracket Floors, breadth and thickness at middle line	✓		Spacing		
" " breadth and thickness at margin plate	✓		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.
PILLARS, No. of Rows.....	✓ 7x3x-34 7x3x-34 SHORT TANK		Stringer Plate, breadth and thickness in way of Bridge	72 - .43	
" in 'tween Decks, Size and Spacing.....	7½x3x-47 LONG TANK 8x3x-36 S.T. 8x3x-46 L.T. 8x3x-38 S.T. 8x3x-49 L.T. 9x3x-38 S.T. 9x3x-45 L.T. 9x3x-40 S.T. 9x3x-59 L.T. 9x3x-42 S.T.		Thickness of Plating abreast Deck openings) in way of Wells42	
" " " " "	8x3x-45 L.T. 9x3x-40 S.T. 9x3x-59 L.T. 9x3x-42 S.T.		Thickness of Plating abreast Deck openings) in way of Bridge	✓	
" in Holds " "	9x3x-45 L.T. 9x3x-40 S.T. 9x3x-59 L.T. 9x3x-42 S.T.		Thickness of Plating within line of openings...	✓	
" " " " "	9x3x-45 L.T. 9x3x-40 S.T. 9x3x-59 L.T. 9x3x-42 S.T.		If Sheathed, material and thickness	✓	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	10x3½x-50 L.T. 10x3½x-42 S.T. 10x3½x-57 L.T. 80/40		Stringer Plate, breadth and thickness.....	✓	
Plating, thickness of	80/40		If Plated, state thickness.....	✓	
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells	70¾ - .74		If Plated, state thickness	✓	
" " " " in way of Bridge	70¾ - .84		Poop Deck.		
" Angle in Wells	6 6 .66		Stringer Plate, breadth and thickness	36½ - .36	
Thickness of Plating abreast Deck openings) in way of Wells72		Plating, Sheathing, material and thickness ...	26 - 5x2½ P.Pine	
Thickness of Plating abreast Deck openings) in way of Bridge72		Bridge Deck.		
Thickness of Plating within line of openings...	.44		Stringer Plate, breadth and thickness.....	46½ - .42	
If Sheathed, material and thickness	✓		Plating, Sheathing, material and thickness ...	30 - 5x2½ P.Pine	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	72 - .43		Stringer Plate, breadth and thickness.....	38 - .36	
			Plating, Sheathing, material and thickness ...	34/ 36 - .48 under Windlass 5x2½ P.P. 10x3 P.P. under =	

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <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.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	51	.94	.73	.73		Double	1	4	5R	1	4½	Lapped
„ DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
BOTTOM PLATING, No. of Strakes 4	3-81 1-64½	.61	.49	.49		Double	7/8	3½	4R	7/8	3½	Lapped
BILGE PLATING, No. of Strakes 1	76½	.61	.46	.46		„	„	3½	„	„	„	„
SIDE PLATING, No. of Strakes 3	83-83½ 88½	.59	.46	.46		„	„	3½	3R	„	⊗	38 (see notes)
UPPER DECK, Sheer- strake in Wells	51	1.00	.46	.46		„	1	4	5R	1	4½	„
UPPER DECK, Sheer- strake in Bridge ...	51	1.12	✓	✓		„	1½	4½	„	1½	5½	„
STRAKE BELOW Sheer- strake in Wells	51	.80	.46	.46		„	1	4	4R	1	4	„
STRAKE BELOW Sheer- strake in Bridge ...	51	.80	✓	✓		„	1	4	4R	1	4	„
POOP SIDE PLATING	✓	.39	✓	✓		Single	¾	3	2R	¾	2½	„
BRIDGE SIDE PLATING ...	✓	.54 / .46	✓	✓		Double	7/8	3½	3R x 2R	¾ x 7/8	2½ x 3½	„
FORECASTLE SIDE PLATING	✓	.42	✓	✓		Single	¾	3	2R	¾	2½	„

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		STIFFENERS.		Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c)		VERTICAL.	HORIZONTAL.				
" Deck next below		Scantlings.	Spacing.	Scantlings.	Spacing.		
As per Rule							
MIDSHIP BULKHD, Upper tween decks		<div style="position: relative; height: 100px;"> <div style="position: absolute; top: 0; left: 0; transform: rotate(-45deg); font-size: 2em; font-weight: bold;">as approved.</div> </div>					
"	" Second "						
"	" Third "						
"	" Holds						
COLLISION (in Hold)		<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>9 x 3 x 4 (an hold)</p> <p>50/30 8 x 3 x 38 30</p> <p>45/30 8 x 3 x 44 30</p> <p>7 x 3 x 40 24</p> </div> <div style="width: 45%;"> <p>B.A. B.A.</p> <p>10 x 3 1/2 x 48</p> <p>10 x 3 1/2 x 50</p> <p>10 x 3 1/2 x 52</p> </div> </div>					
AFTER PEAK							

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *open hearth.*
Consett Iron Co.; Dorman Long; Cargo Fleet; Pease & Partners; Baldwins Ltd.; Appleby Iron Co.; Cleveland
Steel Works; Steel Co. of Scotland; Lanarkshire steel Co.; Loddington Iron & Steel Co.
 Has the Steel been tested as required by the Rules? *yes.*

EQUIPMENT No. 39496.												LETTER a+		ANCHORS. 3 B. 15.	
Number of Certificate.	Anchors.	WEIGHT, IN 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.
24573	1st Bower	68	3	14	-	-	-	53	5	0	0	68	"Byers" Improved Stockless	✓	L.P.H.L.W. 30/5/30; A. Green.
24572	2nd "	68	3	14	-	-	-	53	5	0	0	68	5°	✓	L.P.H.L.W. 30/5/30; A. Green.
24552	3rd "	58	3	14	-	-	-	47	13	3	0	58½	5°	✓	L.P.H.L.W. 14/5/30; A. Green.
	Collective weight.	198	2	14	✓	✓	✓	✓	✓	✓	✓	194½	✓	✓	✓
45424	Stream	19	1	22	4	3	24	20	6	1	0	19	ordinary sized Wt anchor.	✓	L.P.H.C.H. 28/5/30. J.C. Paul.

CHAIN CABLES.												HAWSEERS 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.	Cir.			
																Fathoms.	Ins.
44732	270	2 ⁵ / ₁₆	96 ¹ / ₄	134 ³ / ₄	720-3-7	720 ³ / ₄	270	2 ⁵ / ₁₆	stud	✓	L.P.H.C.H. 19/6/30. J.C. Paul.	TOWLINE...	120	5 ¹ / ₄	77 ¹ / ₂	120	5 ¹ / ₄
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	HAWSEERS & WARPS	4-90	2 ³ / ₄	15.2	4-90	2 ³ / ₄
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	"	✓	✓	✓	✓	✓
Iron Stream Chain or Steel Wire	90	5	✓	70.9	✓	✓	90	5	✓	✓	✓	"	✓	✓	✓	✓	✓

Steering Gear, Steam *All Electric by Thoms. B. Thoms, Odense, Denmark.* Steering Gear, Hand ✓

Boats 4 @ 23'0" x 7'5" x 2'9" Steering Chains, Size and Test ✓ Windlass Steam by Emerson Walker.

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

Cargo Hatchways.—(Upper Deck) *of plates and angles* Thickness of Hatches *2½"*

Size of No. 1 Hatchway (Forward) *8'0" x 15'10"* No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams *and/or Fore and Afters* *one in no. 1 hatch.*

GAMMELL LAIRD AND COMPANY LIMITED.

Builder's Signature

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 *Tanker* 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, and the Society's rules for the class contemplated.

The Workmanship and materials are good.

A freeboard of 6'11½" has been assigned and Verified, and the freeboard marks cut in on the vessels sides.

All cargo tanks, deep tanks, fuel tanks, pump room, cofferdams, peak tanks, double bottom tanks, decks, bulkheads have been satisfactorily tested

A deep tank forward, frames 71-85, and aft frames 38-43 (at sides) are fitted for oil fuel, flash point above 150° F.

Approved plans 24 in number (details on page 4) are forwarded with this report.

The amount of Entry Fee £ 10 : 0 : 0 Fees applied for, *10 MAR 1931*

Special Survey Fee.... £ 546 : 6 : 0 Received by me, *18-3-31*

Freeboard 12 0 0

Travelling Expenses, if any £ 5 : 5 : 0

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

"Carrying Molasses or Petroleum in Bulk."

Longitudinal Framing.

State whether the Vessel has been built under Special Survey *yes.* Signature *E. J. Dean.*

Hull *Liv.* Date of issue *19/3/31*

Washy *Grk.* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *LIVERPOOL 10 MAR. 1931*

Character assigned *+ 100 A1 - 3.31.*

"Carrying Petroleum or Molasses in Bulk."

"Longitudinal Framing"

Lloyds A & C.P.

+ L.M.C. - 3.31.

Oil Engine

Elec: Light



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Lloyd's Register Foundation

W334-0023 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 approved plans are forwarded herewith.

1. Midship Section.
2. Longitudinal Section.
3. Fore End Framing.
4. Keel and Centre Line Bulkhead.
5. Oil Fuel Bunkers.
6. Aft End Framing and Double bottom in Engine space
7. Casing Scantlings
8. "Oertz" Patent Rudder
9. Stemframe & Rudder Stock
10. Stemframe
- 11 1/2. Scantlings of Upside shell plating, Decks & Expansions Inward Side (2).
13. Fly to above showing Arrangement of Machinery
14. Shell Brackets in Forward Cofferdam
15. Midship Section Fly showing Compensation to bottom Transverses
16. Scantlings of Midship Deckhouses.
17. O.T. Bulkhead No. 43
18. ~~Do~~ Nos. 70 & 71
19. ~~Do~~ Nos 43, 44.
20. Waist Plan.
21. Transverses 14, 18, 22 & 26.
22. " 48, 46 & 48.
23. " 59, 61 & 62.
24. " 64, 66, 67 & 69.

This vessel, it is stated, sustained damage while on trial trip in the river Mersey on 5th December 1920, through contact with S.S. Aphios Spyridon.

Damage repair. Vessel afloat. Port Side.

Shell plate "H" No 15 removed, faired and refitted. "H" No 16 faired in place. 1- Bracket plate in
to 1 Cargo Tank released and re-riveted. 1- Longitudinal faired in place.

has 1 & 2 Cargo tanks, and No. 1 Summer tank Satisfactorily tested.

It is stated, it was necessary to ship 45 fathoms of Cable and one lower anchor on account of the above mentioned collision. This equipment was afterwards recovered, examined, found to be in good condition and replaced on board. The windlass was opened up for examination, and the hake on Starboard side re-lined.

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

1st Bower	Weight	39-1-3;	Initials	K.H;	No.	10220;	Date	8 th April 1930.
2nd "	"	39-2-4;	"	M.B;	"	4148;	"	28 th April 1930.
3rd "	"	35-2-22;	"	K.H;	"	10216;	"	4 th April 1930.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 109.25 ft., R.Q.D. ✓ ft., Bridge 33.6 ft., Forecastle 42 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).

2DK5 (5th)

Official No. 162330. ; Signal Letters

Is bottom of Vessel coated with cement *Yank. Yes* if not give

particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	✓	✓	Fore peak tank,	22.5	184
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	20.0	188
Double bottom, if under Engines only, <i>Feed tank</i>	45	92	Deep tank, aft, <i>Forward cofferdam</i>	3.9	196
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward, <i>aft</i>	3.9	202
Double bottom, forward,	✓	✓	Other tanks, if fitted,	32	3540
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. 1244.

Date _____

19/12/1929.

Dates of Surveys
held while building

Dec 17. Mar 7. 10. 19. 24. 28. Apr 7. 16. 22. 24. 29. May 6. 12. 16. 20. 26. 28. June 3. 4. 5. 10. 12. 18. 26. 27.
July 1. 2. 4. 5. 9. 16. 16. 18. 21. 28. Aug 1. 12. 20. 26. 27. 28. 29. 30. Sept 1. 2. 3. 4. 6. 8. 9. 10. 11. 12. 15. 16. 17. 18. 19. 22. 23
24. Oct 1. 6. 20. 30. Nov 3. 6. 10. 12. 21. 26. Dec 2. 5. 8. 10. Mar 4.

Total No. of Visits

76

Total No. of Visits 76.

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.	Rivets in Brackets to Bulkheads.	
														Diam.	Speng.		Number.	Diam.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.		Inches.	
Framing of the L & B		✓			✓			✓			✓			✓	✓	✓	✓	
Frames in Bridge 'tween Decks ...		7	3	.34	✓			7	3	.34	✓			3/4	4 1/8	✓	✓	
Frames from Uppermost Continuous Deck No. 1		7 1/2	3 1/2	.44	AFT. 7x3x.40 Fore 7x3 1/2x.34			7 1/2	3 1/2	.44	AFT. 7x3 1/2x.40 Fore 7x3 1/2x.34					✓	✓	
" 2		7 1/2	3 1/2	.44	"			7 1/2	3 1/2	.44	"					✓	7 7/8	
" 3		7 1/2	3 1/2	.44	"			7 1/2	3 1/2	.44	"			7/8, 1 1/8	5 1/2, 6 1/4	✓	7 7/8	
" 4		8x3 1/2x.47 LONG TANK 7 1/2x3 1/2x.44 SHORT TANK			F.A. 7x3 1/2x.36 AFT. 7 1/2x3 1/2x.40 Fore 7x3 1/2x.40			8x3 1/2x.47 LONG TANK 7 1/2x3 1/2x.44 SHORT TANK			F.A. 7x3 1/2x.36 AFT. 7 1/2x3 1/2x.40 Fore 7x3 1/2x.40					✓	8 7/8	
" 5		9x3 1/2x.49 L.T. 8x3 1/2x.46 S.T.			A. 7 1/2x3 1/2x.40 F. 7 1/2x3 1/2x.38			9x3 1/2x.49 L.T. 8x3 1/2x.46 S.T.			A. 7 1/2x3 1/2x.40 F. 7 1/2x3 1/2x.38					✓	9 7/8	
" 6		9x3 1/2x.42 S.T. 10x3 1/2x.47 L.T.			A. 7 1/2x3 1/2x.44 F. 8x3 1/2x.48			9x3 1/2x.42 S.T. 10x3 1/2x.47 L.T.			A. 7 1/2x3 1/2x.44 F. 8x3 1/2x.48				(caplain)	10 7/8		
" 7		9x3 1/2x.40 S.T. 10x3 1/2x.53 L.T.			A. 8 1/2x3 1/2x.38 F. FLAT.			9x3 1/2x.40 S.T. 10x3 1/2x.53 L.T.			A. 8 1/2x3 1/2x.38 F. FLAT.			7/8, 5 1/4	3 7/8 for 10 incls	each side bulk	11 7/8	
" 8		9x3 1/2x.46 S.T. 10x3 1/2x.48 L.T.			A. 9x3 1/2x.38 F. 10x3 1/2x.50			9x3 1/2x.46 S.T. 10x3 1/2x.48 L.T.			A. 9x3 1/2x.38 F. 10x3 1/2x.50					Transverses.	11 7/8	
" 9		10x3 1/2x.42 S.T. 10x3 1/2x.36 L.T.			A. 9 1/2x3 1/2x.44 F. 10x3 1/2x.50			10x3 1/2x.42 S.T. 10x3 1/2x.36 L.T.			A. 9 1/2x3 1/2x.44 F. 10x3 1/2x.50					3 for 10 incls	11 7/8	
" 10		10x3 1/2x.40 S.T. 11x3 1/2x.50 L.T.			A. 9 1/2x3 1/2x.48 F. 10x3 1/2x.54			10x3 1/2x.40 S.T. 11x3 1/2x.50 L.T.			A. 9 1/2x3 1/2x.48 F. 10x3 1/2x.54			7/8, 5 1/4	each side bulk	Transverses.	11 7/8	
" 11		10x3 1/2x.44 S.T. 12x3 1/2x.60 L.T.			F. 11x3 1/2x.50			10x3 1/2x.44 S.T. 12x3 1/2x.60 L.T.			F. 11x3 1/2x.50							
" 12		12x3 1/2x.46 S.T.						12x3 1/2x.46 S.T.										
" 13		✓			✓			✓			✓			✓	✓	✓	✓	
" 14		✓			✓			✓			✓			✓	✓	✓	✓	
" 15		✓			✓			✓			✓			✓	✓	✓	✓	
" 16		✓			✓			✓			✓			✓	✓	✓	✓	
Spacing of Longitudinal Frames		Amidships 30			At Ends 30			Amidships 30			At Ends 30			✓	✓	✓	✓	
CARGO TANKS																		
Double Bottom		✓			✓			✓			✓			✓	✓	✓	✓	
Bottom		15x4x4x.41/62			15x4x4x.41/62			15x4x4x.41			15x4x4x.41			7/8	5 1/4	✓	✓	
Spacing of Longitudinals		Amidships 30			At Ends 30			Amidships 30			At Ends 30			✓	✓	✓	✓	
Transverses.																		
In Bridge 'tween Decks		Depth and Thickness	21x.38		✓			21x.38			✓			✓	✓	✓	✓	
		Face Angles	3 1/2 3 1/2 .40		✓			3 1/2 3 1/2 .40			✓			✓	✓	✓	✓	
		Lugs to Shell*	3 1/2 3 1/2 .40		✓			3 1/2 3 1/2 .40			✓			7/8	3 7/8	✓	✓	
In Upper 'tween Decks.		Depth and Thickness	24x.40		28x.40			24x.40			28x.40			✓	✓	✓	✓	
		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*	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 Hold.		Depth and Thickness	32x.46		35x.46			32x.46			35x.46			✓	✓	✓	✓	
		Face Angles	7x3 1/2x.58 SHORT TANK 7x3 1/2x.56 LONG TANK		7x3 1/2x.58 S.T. 7x3 1/2x.56 L.T.			7x3 1/2x.58 SHORT TANK 7x3 1/2x.56 LONG TANK			7x3 1/2x.58 S.T. 7x3 1/2x.56 L.T.			✓	✓	✓	✓	
		Lugs to Shell*	6 6 .46		6 6 .46			6 6 .46			6 6 .46			7/8	3 7/8	✓	✓	
		Back Bars	✓		✓			✓			✓			✓	✓	✓	✓	
		Brackets	.44		.44			.44			.44			✓	✓	✓	✓	
Spacing of Transverse Frames		10'8 1/8' 8' 10 1/4' L.T. 9' 10 3/4' S.T.			10'8 1/8' 8' 10 1/4' L.T. 9' 10 3/4' S.T.			10'8 1/8' 8' 10 1/4' L.T. 9' 10 3/4' S.T.			10'8 1/8' 8' 10 1/4' L.T. 9' 10 3/4' S.T.			✓	✓	✓	✓	
Longitudinal Beams of L & B		Bridge Deck	6 3 .36		✓			6 3 .36			✓			Spacing. 30				
		Upper	7x3 1/2x.34 S.T. 7x3 1/2x.38 L.T.		7x3 1/2x.34 S.T. 7x3 1/2x.38 L.T.			7x3 1/2x.34 S.T. 7x3 1/2x.38 L.T.			7x3 1/2x.34 S.T. 7x3 1/2x.38 L.T.			30				
		Second	7 1/2x3x.44 7 1/2x3x.38		7 1/2x3x.44 7 1/2x3x.38			7 1/2x3x.44 7 1/2x3x.38			7 1/2x3x.44 7 1/2x3x.38			30				
		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.

5c1128, T.

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.

W 334-0023 3/3

Double bottom, under Engines and Boilers,
Double bottom, if under Engines only, Feed Tank.

After peak tank,
Deep tank aft.

Forward collision

20.0

188

3.9

196