

## STEEL STEAMER OR MOTORSHIP.

Received at London Office 15 AUG 1929

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 *August 13<sup>th</sup>/29.* Port of *Middlebrough* No. *13781.*Survey held at *Haverton Hill-on-Tees* Date First Survey *May 17<sup>th</sup>/28* Last Survey *August 8<sup>th</sup> 1929.*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Twin Screw Motorship "ATHEL CROWN" machinery fitted aft.*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling* State Type of Erections *Bridge & Poop.*TONNAGE under Tonnage Deck... *11423.67* CLASS *\*100 A1.* State if with freeboard *No* Built at *Haverton Hill-on-Tees*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 525.0* Launched *April 25<sup>th</sup>/29* Yard No. *137.*Total *11423.67* Breadth (greatest moulded) *B 68.5* Builders *Furness Shipbuilding Co. Ltd.*Gross Tonnage *11999.22* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 39.0* Owners *United Molasses Co. Ltd.*Register Tonnage *7073.75* 1st Longitudinal Number (L x D) *= 20475* Managers *✓*2nd Numeral L x (B + D) *= 56437* (Where necessary to be entered in Reg. Book.)

## REGISTERED DIMENSIONS.

FEET.

Length *526.25* Framing Depth "d," at middle of length. See Sec. 3 (1d) *✓* Residence *✓*Breadth *68.80* Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.46* Port of Registry *Liverpool.*Depth *38.90* Draught Moulded *28'-5 3/4"* If surveyed while building, afloat, or in dry dock *While building & afloat.*

## 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 <i>Longitudinal Framing</i>					Bracket Floors, Frame	✓	✓	✓	
" " from <i>Fore Dam</i> length to Collision bulkhead	27	✓			" " Reversed Frame	✓	✓	✓	
" " in peaks	24	✓			" " Vertical Struts	✓	✓	✓	
E FRAMING.					Centre Girder, depth and thickness amidships <i>IN ENG. ROOM.</i>	92 1/2	60	54	
Frame Amidships, Angle, [ or [ <i>Longitudinal Framing</i>					" " top Angles <i>Double</i>	6	3 1/2	59	6" Horiz.
" " Extends up to <i>See Separate Report</i>					" " bottom Angles	5	5	89-63	
Reversed Frame Amidships, Angle	✓	✓	✓		Side Girders, No. each side and thickness	2	70		
" " Extends up to	✓	✓	✓		Margin Plate depth (excl. of flange) and thickness	2	75	60	
Depth of Framing Girder	✓	✓	✓		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	✓	✓	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [ or [	✓	✓	✓		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	✓	✓	✓	
" " Second 'tween Decks, Angle, [ or [	✓	✓	✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem	✓	✓	✓	
" " Third " " " "	✓	✓	✓		" " Gussets, spacing and scantling forward 1/4 len. from stem	✓	✓	✓	
Framing in Peaks, Angle or [ <i>AFT PEAK 10 3 1/2 45 N.B.S.</i>	10	3 1/2	45	N.B.S.	Tank Side Brackets, height above base line at toe of Frame and thickness	10'-0"	50		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships <i>TO HEIGHT OF BOTTOM STRINGER.</i>	12	3 1/2	53	BA N.B.S.	INNER BOTTOM PLATING, in Eng. Rm.				
State if Frame Joggled <i>yes.</i>					Breadth and thickness of Middle Line Strake	7 1/2 each side	1.0		
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Closely Spaced Longitudinal &amp; Transverses as approved plans.</i>				Thickness of remainder in Holds	58, 1" in way of Eng. Seating			
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Midships the thickness of A, B &amp; C maintained to fore end of Longitudinal framing on bottom. 77 in way of order any floors in fore o.f. Tanks to Collision Bulk.</i>				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?	yes			
DOUBLE BOTTOM.					BEAMS.				
Floors, Depth and thickness at mid-line in Holds	42	44			Uppermost Continuous Deck, amidships in Wells, Angle, [ or [	Longitudinal			
Height of Brackets at side above base line at toe of frame	<i>Straight across</i>				" " in way of Bridge, Angle, [ or [	Beams (see separate report)			
Middle Line Keelson, on Floors, Angles, [ or [	<i>Centre Line</i>				Spacing				
" " Through Plate or Intercoastal Plate	<i>Std.</i>				Second Deck, amidships, Angle, [ or [	Do			
" " Foundation Plate on Floors	<i>4 4 61-55</i>				Spacing				
" " Flat Plate Keel Angles	<i>Five</i>				Third Deck, amidships, Angle, [ or [	Do			
Keelsons, No. each side	<i>44 x 48</i>				Spacing				
" thickness of Intercoastal Plate	<i>8 3 1/2 42 BA Bottom.</i>				Fourth Deck, amidships, Angle, [ or [	Do			
" Angles	<i>8 3 1/2 48 " Sides.</i>				Spacing				
DOUBLE BOTTOM, in Eng. Room					Poop Deck, Angle, [ or [	Do			
Mid Floors, thickness and spacing	54	30			Spacing				
" Are Frame and Reversed Frame joggled?	<i>yes</i>				Bridge Deck, Angle, [ or [	Do			
Bracket Floors, breadth and thickness at middle line	✓	✓	✓		Spacing				
" breadth and thickness at margin plate	✓	✓	✓		Forecastle Deck, Angle, [ or [	Do			
	✓	✓	✓		Spacing				



## PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b> <i>Three</i>	<i>3" dia. in Bridge</i>	
" in 'tween Decks, Size and Spacing.....	<i>3"-2 7/8" da " Forecastle</i>	
" " " " "	<i>85 { 9x4 1/2 x 3 1/2 x 3 1/2 } 50 II LOWER HOLD WITH 10x40 FACE PL.</i>	
" " " " "	<i>89 { 7x3 1/2 x 3 1/2 x 4 1/2 } II UPPER HOLD. FACE PL. 10x40</i>	
" in Holds <i>No. 1 Cargo Hold</i>	<i>97 { 8x3 1/2 x 3 1/2 x 50 } II LOWER HOLD { 7x3 1/2 x 3 1/2 x 4 1/2 } II UPPER "</i>	
" " " " " <i>O.T. Longitudinals</i>	<i>101 { 9x4 1/2 x 3 1/2 x 50 } II LOWER " { 7x3 1/2 x 3 1/2 x 4 1/2 } II UPPER "</i>	
<b>Centre Line Bulkhead.</b>	<i>11x3 1/2 x 53 B.A. Y.B.S. To 7 1/2 x 3 x 40 B.A.</i>	
Stiffeners and Spacing.....	<i>24 1/2 to 39" with Transverses spaced as approved plans.</i>	
Plating, thickness of .....	<i>53, 45, 41, 38, 42 &amp; 47.</i>	
<b>STRINGERS AND DECKS.</b>		
<b>Uppermost Continuous Deck.</b>		
Stringer Plate, breadth and thickness in Wells	<i>70 1'03</i>	
" " " " in way of Bridge	<i>70 1'22</i>	
" Angle in Wells .....	<i>8 8 '85</i>	
Thickness of Plating abreast Deck openings in way of Wells .....	<i>1'03</i>	
Thickness of Plating abreast Deck openings in way of Bridge .....	<i>1'03</i>	
Thickness of Plating within line of openings...	<i>'91 in Summer Tanks</i>	
If Sheathed, material and thickness .....	<i>'54 " Main "</i>	
<b>Second Deck.</b>		
Stringer Plate, breadth and thickness in Wells...	<i>'48</i>	
Stringer Plate, breadth and thickness in way of Bridge .....	<i>'48</i>	
Thickness of Plating abreast Deck openings in way of Bridge .....	<i>'48</i>	
Thickness of Plating within line of openings...		
If Sheathed, material and thickness .....		
<b>Cabin Third Deck.</b>		
Stringer Plate, breadth and thickness.....	<i>'45-'37</i>	
If Plated, state thickness.....	<i>'45-'33</i>	
<b>Fourth Deck.</b>		
Stringer Plate, breadth and thickness.....	/	
If Plated, state thickness .....	/	
<b>Poop Deck.</b>		
Stringer Plate, breadth and thickness .....	/	
Plating, Sheathing, material and thickness ...	/	
<b>Bridge Deck.</b>		
Stringer Plate, breadth and thickness.....	<i>'45-'46</i>	
Plating, Sheathing, material and thickness ...	<i>'38</i>	
<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness.....	<i>'40</i>	
Plating, Sheathing, material and thickness ...	<i>'40 ('50 sheathed under main deck)</i>	

## SHELL PLATING.

[illegible]

## WATERTIGHT BULKHEADS.

<b>Total No. of W.T. BULKHEADS in Vessel—</b>						
Extending to Upper Deck (Sec. 3 c)		18				
Deck next below		✓				
As per Rule		(18)				
		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings	Spacing.
<b>MIDSHIP BULKH'D,</b>	Upper tween decks					
"	Second "					
"	Third "					
"	Holds .....	53-36	WEBS ✓ 11x3½ x 54 B.A. 10'0, 7'-6, 7'-6 To 6½ x 3 x 34 B EACH SIDE 30' apart			
<b>COLLISION</b>	(in Hold) .....	55-28	15x47x4½x62 L Semi Horn & ABOVE 2nd DK. 11x3½ x 43 B.A. NBS. 2nd DK. 10x3½ x 45 B.A. NBS.			
<b>AFTER PEAK</b>	.....	44-32	12x3½ x 72 B.A. NBS. Semi horn To 5½ x 3 x 32 B.A.			
Manufacturer's Name or Trade Mark of the Steel used in the construction		Niederrheinische Hütte, Vereinigte Stahlwerke Dorman Long, Cargo Fleet, Consett, Phoenix, Thyssen				
Has the Steel been tested as required by the Rules?		yes.				

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....	Flat Plate Keel.			
<b>STEM</b> .....	Rolled Bar 11x3 Lanarkshire S. G. L.			
<b>STERN FRAME</b>	<i>ell</i> Propeller Post ..... Forging 8x8½ <i>Propeller Bkts.</i> Rudder .. To plan	<i>Wichin Rotterdam.</i> <i>Stahlwerk-Krieger Düsseldorf.</i>		
<b>RUDDER—A x D</b> .....	950			
<b>Speed of Vessel</b> .....	12 Knots.			
<b>RUDDER</b> mainpiece at head ...	14 3/4 ✓	} Shoda Works Gilsen		
" " " heel ...	11 1/8 ✓			
<b>KB.S.</b>	<i>Arms Shrunken on &amp; keyed to mainpiece.</i> <i>double or single plate 1.02 Single plate</i> <i>coupling, vertical or horizontal..... Horizontal</i>			
<b>4.</b>				
" how constructed .....				
" double or single plate				
" coupling, vertical or horizontal .....				
of the Vessel (state process of manufacture) <i>PLATES:- P. Durham, Gysson,</i> <i>Guthoffnungshütte, Phoenix.</i> <i>LEVON'S Reg</i> <i>n, Guthoffnungshütte. (Open hearth basic)</i> <i>Foundation</i>				



EQUIPMENT No. 57466.												LETTER 9+	ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF <sup>HEAD</sup> 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.			
90633	1st Bower ...	97	1	0	63	2	19	66	10	0	0	95	Stockless	H. Nungley & Sons Ltd	Hetherton 17/4/29 H.G.
90640	2nd „ ...	93	0	7	59	0	22	65	0	0	0	95	„	„	„
90639	3rd „ ...	82	3	7	53	0	6	60	0	0	0	81	„	„	„
	Collective weight.	273	0	14								271 ✓			
17489	Stream .....	29	3	0	7	2	0	24	8	0	0	28	Flat section Cannon R Siphon Sams.	Cardiff 23/7/28 A.G.	

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.	Stations.	Break-ing.	Supplied.	Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.	Length.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
85380	165	2 1/4	125 1/2	125 1/2	609	2	18	1200	330	2 1/4	Stud Link	H. Nungley & Sons Ltd.	Hetherton 22/4/29 H.G.	TOWLINE	130	6 1/4	114	130	7 1/8
85352	165	"	"	"	614	3	18					"	" 6/4/29 H.G.						
85382	300	"	"	"	3	1	4					"	" 10/4/29 H.G.	HAWSERS & WARPS	2@100	2 1/2	18.2	2@100	2 3/4
85381	300	"	"	"	9	2	25					"	" 10/4/29 H.G.						
90638	120	5 1/2	40 1/2	58 1/4	1	21						"	" 22/4/29 H.G.		2@100	2 1/2	18.2	2@100	2 3/4
		Cir.			2	20				Cir.		"	" 22/4/29 H.G.						
Iron Stream Chain or Steel Wire	120	5 1/2	88						120	6	8 1/2	British Rope Co. Ltd.	"			as approved.			
	as approved.																		

Steering Gear, Steam <i>Electric, Thos. B. Thøge, Odense, Denmark.</i>		Steering Gear, Hand <i>Thos. B. Thøge, Denmark.</i>	
Boats <i>4. Spil Liftboats 26'0"</i>		Steering Chains, Size and Test <i>Direct Gear</i>	
<i>" Dinghy 18'0"</i>		Windlass <i>Steam, Emerson Walker Ltd.</i>	
<i>" Motor 18'0"</i>			
Ceiling in Holds, thickness and material <i>oil</i>		Cargo Battens, thickness, material and spacing <i>none fitted.</i>	
<i>main 7'2" x 7'5 1/2". 15'4" x 4" x 52 C Coamings</i>			
Cargo Hatchways.—(Upper Deck) <i>Summer Tank 6'0" x 3'6". 18' x 44"</i>		Thickness of Hatches <i>Fore Hold. 3" H.W. Oil Hatches Spil Covers "60"</i>	
Size of No. 1 Hatchway (Forward) <i>18'0" x 15'0"</i>		No. 2 <i>Coamings 2'7" x 44"</i>	
No. 3		No. 4	
No. 5		No. 6	
Number of Shifting Beams <i>and for Fore and Afters</i>		<i>3 in forward hatch</i>	
FOR FURNESS SHIPBUILDING CO. LIMITED			
Builder's Signature		<i>J. W. Goverey</i>	
		DIRECTOR	

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel <i>yes</i>		(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo <i>✓</i>	The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

The vessel has been built in accordance with the approved plans, the Secretary's letters from March/28 & March/29 and in general conformity with the Society's Rules & Regulations for the class contemplated. The vessel is built on the Longitudinal Framing System. The main cargo oil tanks, summer tanks, oil fuel tanks, double bottom tanks under machinery space & the fore & after peak tanks, have been filled & tested to Rule head of water & the Cofferdam has been filled to the top of the hatch coaming, the upper portion of the Collision bulkhead & weather decks clear of oil tanks have been tested by hose, all with satisfactory results. The electric steering gear, hand steering gear, windlass, winches & capstans, have been tested under working conditions and found satisfactory. The assigned freeboard has been cut on the vessels sides & verified.

The amount of Entry Fee ..... £ <i>12</i> : - : -		Fees applied for, <i>14.8</i>		I am of opinion the Vessel should be Classed <i>* 100A1.</i>	
Special Survey Fee.... £ <i>7 1/2</i> : <i>10</i> : -		Received by me, <i>29.29</i>		Carrying Petroleum in Bulk	
Freeboard <i>15</i> : - : -				Longitudinal Framing.	
Travelling Expenses, if any £				Signature <i>John H. Stoker</i>	
State whether the Vessel has been built under Special Survey <i>yes.</i>				Surveyor to Lloyd's Register of Shipping.	
Certificate to be sent to <i>Middlebrough</i>		Date of issue <i>3/9/29</i>			
Committee's Minute <i>TUE. 27 AUG 1929</i>					
Character assigned <i>* 100A1</i>					
<i>Carrying Molasses or Petroleum in bulk</i>					
<i>Wike</i>		<i>Lloyds ascp.</i>		<i>Thme 8.29</i>	
<i>Oil Engines</i>		<i>2 DB - 180/16</i>			



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.)

Oil fuel is carried in double bottom wing tanks, cross bunker, and deep tanks under fore hold, the requirements of Sec. 20 & 34 Complied with. flash point above 150°F.

Copy of the Midship Section, Midship Bulkhead & Profile & Decks (as built) together with Forgings & Castings reports, & the approved plans mentioned hereunder are forwarded herewith.

Midship Section (3 copies)

Profile & Decks (2 copies)

Fore end Sections (2 copies)

After end framing

" " " in way of bossing

Main Engine seating

Propeller brackets

Balanced rudder. (2 copies)

Cruiser stern.

Section in way of Double bottom in Motor Room.

Oil fuel bunker

Detail of bracket connections.

Fore peak bulkhead

Detail of upper Deck Riveting

Typical side shell riveting

" bottom " " long tanks (2 copies)

" " " " short " (3 " )

Riveting of B<sup>td</sup> web connections.

Alternative scantling of Transverses.

Upper deck plating (aft end)

Amended position of bracket knees at aft side of long<sup>th</sup> bulkhead.

Garder in pump room for pump seat.

Bracket on centre line, aft side of 48 B<sup>td</sup> in line of web.

Detail & position of pad pieces on Centre line & transverse bulkheads.

Steering gear seating

Section in way of bridge.

After deckhouse

Midship deckhouses.

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

1st Bower	58-1-12	M.B.	5959	19, 11, 28.
2nd "	54-0-5	M.B.	6044	18, 12, 28.
3rd "	48-0-4	K.M.	5880	2, 11, 28.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 40'0 ft., Forecastle 39'67 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 Decks (SK) & web Frames.

Official No. 161107; Signal Letters

Is bottom of Vessel coated with cement partly if not give

particulars of composition Plates & Cofferdam cemented, Pump room composition, oil tanks cement fillets  
Double bottom tanks " "

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <u>FEED WATER</u>	27.5	53	Fore peak tank,		196
Double bottom, under Engines and Boilers,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	After peak tank,		156
Double bottom, if under Engines only, <u>FEED WATER</u>	42.5	64	Deep tank, aft, For <sup>d</sup> 1	27.0	311
Double bottom, if under Boilers only,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Deep tank, forward, 2	29.25	515
Double bottom, forward,	0		Other tanks, if fitted, <u>For<sup>d</sup> Cofferdam</u>	4.0	317
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. 1440

Date

21. 6. 28

Dates of Surveys held while building

May/28. 17<sup>th</sup>, 31<sup>st</sup>. June/28. 15<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup>, 26<sup>th</sup>, 27<sup>th</sup>, 29<sup>th</sup>. July/28. 9<sup>th</sup>, 10<sup>th</sup>, 13<sup>th</sup>, 16<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>, 23<sup>rd</sup>, 26<sup>th</sup>, 27<sup>th</sup>, 30<sup>th</sup>, 31<sup>st</sup>. Aug/28. 3<sup>rd</sup>, 9<sup>th</sup>, 15<sup>th</sup>, 17<sup>th</sup>, 27<sup>th</sup>, 28<sup>th</sup>, 30<sup>th</sup>, 31<sup>st</sup>. Sept/28. 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 7<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 14<sup>th</sup>. Oct/28. 2<sup>nd</sup>, 3<sup>rd</sup>, 5<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 12<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup>, 19<sup>th</sup>, 22<sup>nd</sup>, 24<sup>th</sup>, 25<sup>th</sup>, 29<sup>th</sup>, 31<sup>st</sup>. Nov/28. 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 16<sup>th</sup>, 19<sup>th</sup>, 20<sup>th</sup>, 22<sup>nd</sup>, 23<sup>rd</sup>, 26<sup>th</sup>, 27<sup>th</sup>, 29<sup>th</sup>. Dec/28. 3<sup>rd</sup>, 4<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup>, 22<sup>nd</sup>, 23<sup>rd</sup>, 24<sup>th</sup>, 25<sup>th</sup>, 26<sup>th</sup>, 27<sup>th</sup>, 28<sup>th</sup>, 29<sup>th</sup>, 30<sup>th</sup>, 31<sup>st</sup>. Jan/29. 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup>, 22<sup>nd</sup>, 23<sup>rd</sup>, 24<sup>th</sup>, 25<sup>th</sup>, 26<sup>th</sup>, 27<sup>th</sup>, 28<sup>th</sup>, 29<sup>th</sup>, 30<sup>th</sup>, 31<sup>st</sup>. Feb/29. 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup>, 22<sup>nd</sup>, 23<sup>rd</sup>, 24<sup>th</sup>, 25<sup>th</sup>, 26<sup>th</sup>, 27<sup>th</sup>, 28<sup>th</sup>, 29<sup>th</sup>, 30<sup>th</sup>. Mar/29. 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup>, 22<sup>nd</sup>, 23<sup>rd</sup>, 24<sup>th</sup>, 25<sup>th</sup>, 26<sup>th</sup>, 27<sup>th</sup>, 28<sup>th</sup>, 29<sup>th</sup>, 30<sup>th</sup>, 31<sup>st</sup>. Apr/29. 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup>, 22<sup>nd</sup>, 23<sup>rd</sup>, 24<sup>th</sup>, 25<sup>th</sup>, 26<sup>th</sup>, 27<sup>th</sup>, 28<sup>th</sup>, 29<sup>th</sup>, 30<sup>th</sup>, 31<sup>st</sup>. May/29. 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup>, 22<sup>nd</sup>, 23<sup>rd</sup>, 24<sup>th</sup>, 25<sup>th</sup>, 26<sup>th</sup>, 27<sup>th</sup>, 28<sup>th</sup>, 29<sup>th</sup>, 30<sup>th</sup>, 31<sup>st</sup>. June/29. 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup>, 22<sup>nd</sup>, 23<sup>rd</sup>, 24<sup>th</sup>, 25<sup>th</sup>, 26<sup>th</sup>, 27<sup>th</sup>, 28<sup>th</sup>, 29<sup>th</sup>, 30<sup>th</sup>, 31<sup>st</sup>. July/29. 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup>, 22<sup>nd</sup>, 23<sup>rd</sup>, 24<sup>th</sup>, 25<sup>th</sup>, 26<sup>th</sup>, 27<sup>th</sup>, 28<sup>th</sup>, 29<sup>th</sup>, 30<sup>th</sup>, 31<sup>st</sup>. Aug/29. 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup>, 22<sup>nd</sup>, 23<sup>rd</sup>, 24<sup>th</sup>, 25<sup>th</sup>, 26<sup>th</sup>, 27<sup>th</sup>, 28<sup>th</sup>, 29<sup>th</sup>, 30<sup>th</sup>, 31<sup>st</sup>. Sept/29. 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup>, 22<sup>nd</sup>, 23<sup>rd</sup>, 24<sup>th</sup>, 25<sup>th</sup>, 26<sup>th</sup>, 27<sup>th</sup>, 28<sup>th</sup>, 29<sup>th</sup>, 30<sup>th</sup>, 31<sup>st</sup>. Oct/29. 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup>, 22<sup>nd</sup>, 23<sup>rd</sup>, 24<sup>th</sup>, 25<sup>th</sup>, 26<sup>th</sup>, 27<sup>th</sup>, 28<sup>th</sup>, 29<sup>th</sup>, 30<sup>th</sup>, 31<sup>st</sup>. Nov/29. 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup>, 22<sup>nd</sup>, 23<sup>rd</sup>, 24<sup>th</sup>, 25<sup>th</sup>, 26<sup>th</sup>, 27<sup>th</sup>, 28<sup>th</sup>, 29<sup>th</sup>, 30<sup>th</sup>, 31<sup>st</sup>. Dec/29. 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup>, 22<sup>nd</sup>, 23<sup>rd</sup>, 24<sup>th</sup>, 25<sup>th</sup>, 26<sup>th</sup>, 27<sup>th</sup>, 28<sup>th</sup>, 29<sup>th</sup>, 30<sup>th</sup>, 31<sup>st</sup>. Total No. of Visits 151.



## 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.
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Rivets in Brackets to Bulkheads.
ATHELCROWN															
of S.B. Co. No. 137.															
of 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16															
Bridge 'tween Decks ...	7	3 1/2	40				7	3 1/2	40				7/8	5 1/4	
from Uppermost Continuous No. 1	8 1/2	3 1/2	44	8 1/2	3 1/2	44	8 1/2	3 1/2	44	8 1/2	3 1/2	44	7/8	5 1/4	9 7/8 To LONG 10 7/8 To B.H.O.S.
" 2	8 1/2	3 1/2	44	8 1/2	3 1/2	44	8 1/2	3 1/2	44	8 1/2	3 1/2	44	"	"	
" 3	8 1/2	3 1/2	44	8 1/2	3 1/2	44	8 1/2	3 1/2	44	8 1/2	3 1/2	44	"	"	9-7/8 Riv
B.A. N.B.S. " 4	9	3 1/2	43	9	3 1/2	43	9	3 1/2	43	9	3 1/2	43	"	"	each way
" " " 5	9	3 1/2	48	9	3 1/2	48	9	3 1/2	48	9	3 1/2	48	"	"	
" " " 6	10	3 1/2	47	10	3 1/2	47	10	3 1/2	47	10	3 1/2	47	"	"	11 Rivets
" " " 7	10	3 1/2	52	10	3 1/2	52	10	3 1/2	52	10	3 1/2	52	"	"	each side
" " " 8	11	3 1/2	48	11	3 1/2	48	11	3 1/2	48	11	3 1/2	48	"	"	of Transverses
" " " 9	11	3 1/2	48	11	3 1/2	48	11	3 1/2	48	11	3 1/2	48	"	"	Bulkheads
" " " 10	11	3 1/2	50	11	3 1/2	50	11	3 1/2	50	11	3 1/2	50	"	"	7/8 Riv.
" " " 11	11	3 1/2	54	11	3 1/2	54	11	3 1/2	54	11	3 1/2	54	"	"	3 1/2" apart
" " " 12	12	3 1/2	51	12	3 1/2	51	12	3 1/2	51	12	3 1/2	51	"	"	
Channel " 13	17 1/2	48	44	17 1/2	48	44	17 1/2	48	44	17 1/2	48	44	7/8	5 1/4	20 7/8 To LONG 24 7/8 To B.H.O.S.
" 14															- 80 -
" 15															
" 16															
Amidships	30			30			30			30					
At Ends															
Tank Top Longitudinals															
Bottom	17 1/2	54	44	17 1/2	54	44	17 1/2	54	44	17 1/2	54	44	7/8	5 1/4	11 Rivets each side of Trans & B.H.O.S. 7/8 Rivets 3 1/8" apart.
Amidships	30			30			30			30					Brackets 20-7/8 To LONG 18 1/2 To B.H.O.S.
At Ends															
Transverses.															
Depth and Thickness	21-30		38				21-30		38						
Face Angles	Flanged 3			Flanged 3			Flanged 3								
Lugs to Shell	3 1/2	3 1/2	38	3 1/2	3 1/2	38	3 1/2	3 1/2	38	3 1/2	3 1/2	38	7/8	4 3/8	
Depth and Thickness	41-45		44	41-45		44	41-45		44	41-45		44			
Face Angles	6	3 1/2	44	6	3 1/2	44	6	3 1/2	44	6	3 1/2	44	7/8	5 1/4	
Lugs to Shell	6	6	44	6	6	44	6	6	44	6	6	44	7/8	4	2 Rows.
Depth and Thickness	36		48	60		50	36		48	60		50			
Face Angles	6	3 1/2	40	7	3 1/2	74	6	3 1/2	40	7	3 1/2	68			
Lugs to Shell	6	6	48	6	6	50	6	6	48	6	6	50	7/8	4 3/8	2 Rows.
Back Bars	3 1/2	3 1/2	48	3 1/2	3 1/2	50	3 1/2	3 1/2	48	3 1/2	3 1/2	50			
Brackets	From toe of transverse			Side 6'3", Centre 7'0"											
of Transverse Frames	11-3, 9-3, 11-3			in No. 1, 3, 5, 7, 9, 11 Tanks											
State if joggled or liners.	10-7, 10-7			in No. 2, 4, 6, 8, 10 Tanks											
Bridge Deck	6	3	36	6	3	36	6	3	36	6	3	36			
Upper	7 1/2	3 1/2	43	7 1/2	3 1/2	43	7 1/2	3 1/2	43	7 1/2	3 1/2	43			
Second	9 1/2	3 1/2	45	9 1/2	3 1/2	45	9 1/2	3 1/2	45	9 1/2	3 1/2	45			
Third	9 1/2	3 1/2	43	9 1/2	3 1/2	43	9 1/2	3 1/2	43	9 1/2	3 1/2	43			
Transverse Beams	11x38			11x38			11x38			11x38					
Angles	6x3 1/2x58			6x3 1/2x58			6x3 1/2x58			6x3 1/2x58					
Plate	18x40			18x40			18x40			18x40					
Flange	5			5			5			5					
WINGS	19x40			19x40			19x40			19x40					
Top	6x3 1/2x54			6x3 1/2x54			6x3 1/2x54			6x3 1/2x54					
Bottom	33x44			33x44			33x44			33x44					
Top	6x3 1/2x54			6x3 1/2x54			6x3 1/2x54			6x3 1/2x54					
Bottom	12x38			12x38			12x38			12x38					

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.

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