

STEEL STEAMER OR MOTORSHIP.

Received at London Office

20 OCT 1930

State if Report has been sent on the Freeboard of the Vessel *No*State if Report is sent on the Machinery of the Vessel *Yes*Date of completion of report *17.10.30*Port of *Sunderland*No. *30483*Survey held at *Sunderland*Date First Survey *22nd Nov. 1929* Last Survey *11th October 1930.*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single Screw Motor Vessel "VIGDIS" (Machinery aft).*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling. Oil Tanker.*State Type of Erections (Prop, Bridge, Foucable) *Foucable.*TONNAGE under Tonnage Deck... *5667.56*CLASS *100 A1. Cany. Longitudinal framing* (State if with freeboard as condition of Class) *No*Built at *Sunderland*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 412.0*Launched *29.7.30* Yard No. *571*Total *5667.56*Breadth (greatest moulded) *B 56.0*Builders *Joseph L. Thompson & Son Ltd.*Gross Tonnage *6093.55*Depth (at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)) *D 31.75*Owners *HVALFANGERSELSKABET ANTARCTIC A/S AND HVALFANGERSELSKABET PELAGOS A/S.*Register Tonnage *3624.27*1st Longitudinal Number (L x D) *= 13080*Managers *BRUNN & VON DER LIPPE* (Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) *= 36153*Residence *TØNSBERG*

REGISTERED DIMENSIONS.

FEET.

Length *413.10*Framing Depth "d," at middle of length. See Sec. 3 (1d) *✓*Breadth *56.20*Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.98*Port of Registry *TØNSBERG.*Depth *31.80*Do. Long Bridge to top of keel *✓*

If surveyed while building, afloat, or in dry dock

Draught Moulded *25'0 1/2**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	✓	
" " <i>In way of fore deep tanks.</i>			" " Reversed Frame	✓	
" " <i>from length to Collision bulkhead.</i>	<i>27</i>		" " Vertical Struts	✓	
" " <i>in peaks after peak.</i>	<i>24</i>		Centre Girder, depth and thickness amidships <i>58 3/8</i>	<i>44</i>	
(<i>Longitudinal framing in fore peak.</i>)			" " top Angles <i>Double</i>	<i>3 1/2 3 1/2</i>	<i>48</i>
SIDE FRAMING.			" " bottom Angles <i>Double</i>	<i>4 4</i>	<i>54</i>
Frame Amidships, Angle, [or]			Side Girders, No. each side and thickness	<i>22.50, one 24.0</i>	
" " Extends up to			Margin Plate depth (each of flange) and thickness	<i>50</i>	<i>Level Tank</i>
Reversed Frame Amidships, Angle	<i>Longitudinal</i>		" " Vertical Angle to Tank side	✓	
" " Extends up to			" " Bracket abaft 1/2 len. from stem	✓	
Depth of Framing Girder	<i>Framing</i>		" " Vertical Angle to Tank side	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Bracket forward 1/2 len. from stem	✓	
" " Second 'tween Decks, Angle, [or]	<i>See attached list.</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
" " Third " " " "			" " Gussets, spacing and scantling forward 1/2 len. from stem	✓	
<i>AFTER</i>			Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
Framing in Peak, Angle, [or]	<i>8 3 40</i>		INNER BOTTOM PLATING, <i>Engine Space.</i>		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	✓		Breadth and thickness of Middle Line, Strike	<i>57 50</i>	
State if Frame Joggled	✓		Thickness of remainder in <i>Engine Space.</i>	<i>1.125 under Engines.</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Transverse & Longitudinal</i>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. <i>space</i> and framing in Bunkers and Boiler Room?	<i>as approved.</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Transverse & Longitudinal</i>		BEAMS.		
SINGLE BOTTOM. <i>In way of fore deep tanks.</i>			Uppermost Continuous Deck, amidships		
Floors, Depth and thickness at mid-line	<i>33 40</i>		" " in Wells, Angle, [or]		
<i>Bottom frames.</i>			" " in way of Bridge, Angle, [or]		
Height of Brackets at side above base line at toe of frame	<i>5 5 40</i>		Spacing		
Middle Line Keelson, on Floors, Angles, [or]	<i>Centre line</i>		Second Deck, amidships, Angle, [or]		
" " Through Plate or Intercoastal Plate	<i>bulkhead</i>		Spacing		<i>Longitudinal</i>
" " Foundation Plate on Floors	<i>as approved.</i>		Third Deck, amidships, Angle, [or]		
" " Flat Plate Keel Angles	<i>4 4 51</i>		Spacing		
Side Keelsons, No. each side	<i>Three</i>		Fourth Deck, amidships, Angle, [or]		
" " thickness of Intercoastal Plate	<i>40</i>		Spacing		
" " Angles	<i>Double 6 3 1/2 50</i>		Poop Deck, Angle, [or]		
DOUBLE BOTTOM. <i>In way of engine space.</i>			Spacing		
Solid Floors, thickness and spacing	<i>44 28 1/2</i>		Bridge Deck, Angle, [or]		
" " Are Frame and Reversed Frame joggled?	<i>3 1/2 3 1/2 42</i>		Spacing		
Bracket Floors, breadth and thickness at middle line	✓		Forecastle Deck, Angle, [or]		
" " breadth and thickness at margin plate	✓		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.....			Stringer Plate, breadth and thickness in way of Bridge <i>Summer Tank</i>	65½	42 61 x 42
Forecastle			Thickness of Plating abreast Deck openings in way of Wells.....	41	
in between Decks, Size and Spacing.....	3 x 2½ as approved		Thickness of Plating abreast Deck openings in way of Bridge.....	✓	
Poop } " " "	Steel bulkheads		Thickness of Plating within line of openings.....	✓	
Bridge } " " "	✓ pillars as approved.		If Sheathed, material and thickness.....	✓	
Fore } " " "	10 x 3½ x 3½ x 44 W. 56 F				
in Hold } " " "	Double channels spaced 9'-0"		Third Deck.		
In Engine Space } " " "	10 x 3½ x 3½ x 50 Double channels as approved.		Stringer Plate, breadth and thickness.....		
Centre Line Bulkhead.	NBS.		If Plated, state thickness.....		
Stiffeners and Spacing.....	10 x 3½ x 44 to 7 x 3 x 41 30" apart & as approved.				
Plating, thickness of.....	50 - 38		Fourth Deck.		
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness.....		
Uppermost Continuous Deck.			If Plated, state thickness.....		
Stringer Plate, breadth and thickness in Wells	58½ 61		Poop Deck.		
" " " " in way of Bridge.....	74 at Bridge ends.		Stringer Plate, breadth and thickness.....	35 36	
" Angle in Wells	6 6 65		Plating, Sheathing, material and thickness.....	30 26 5 sheathed with 2½ P.P. in accorn.	
Thickness of Plating abreast Deck openings in way of Wells.....	✓		Bridge Deck.		
Thickness of Plating abreast Deck openings in way of Bridge.....	51 ✓ 50		Stringer Plate, breadth and thickness.....	55½ 42 40 x 42	
Thickness of Plating within line of openings.....	51 ✓ 50		Plating, Sheathing, material and thickness.....	32 sheathed with 2½ P.P. in way of Plating runs straight out. 36	
If Sheathed, material and thickness.....	✓		Forecastle Deck.		
Second Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	65½ 42 61 x 42		Plating, Sheathing, material and thickness.....	34 5 sheathed with 3½ P.P. under Windlans.	

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>YO.</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	<i>51½</i>	<i>.92</i>	<i>.70</i>	<i>.70</i>		<i>Double</i>	<i>1</i>	<i>4</i>	<i>5R to 3R</i>	<i>1</i>	<i>4½</i> <i>3½</i>	<i>Lapped</i>
" Base (if any)	<i>2262½</i>	<i>.60</i>	<i>.62</i>	<i>.48</i>		<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
	<i>1265½</i>	<i>.60</i>	<i>.62</i>	<i>.48</i>								
	<i>1262½</i>	<i>.60</i>	<i>.48</i>	<i>.48</i>								
BOTTOM PLATING, No. of Strakes <i>FIVE</i>	<i>1265½</i>	<i>.60</i>	<i>.48</i>	<i>.48</i>		<i>Double</i>	<i>7⁄8</i>	<i>3½</i>	<i>4R to 3R</i>	<i>7⁄8</i>	<i>3½</i> <i>3½</i>	<i>—</i>
BILGE PLATING, No. of Strakes <i>ONE</i>	<i>64</i>	<i>.60</i>	<i>.48</i>	<i>.48</i>		<i>—</i>	<i>"</i>	<i>"</i>	<i>—</i>	<i>"</i>	<i>"</i>	<i>—</i>
	<i>69½</i>											
SIDE PLATING, No. of Strakes <i>THREE</i>	<i>73½</i>	<i>.58</i>	<i>.46</i>	<i>.46</i>		<i>—</i>	<i>" 1⁄8</i>	<i>" 1⁄2</i>	<i>3R full L</i>	<i>"</i>	<i>3½</i>	<i>—</i>
	<i>79½</i>					<i>—</i>	<i>1 1⁄8</i>	<i>4½</i>	<i>5R</i>	<i>1 1⁄8</i>	<i>5 1⁄6</i>	<i>—</i>
		<i>.98</i>	<i>AT BRIDGE ENDS.</i>			<i>—</i>	<i>1 7⁄8</i>	<i>4 3⁄2</i>	<i>4R to 3R</i>	<i>1 7⁄8</i>	<i>4 3⁄8</i>	<i>—</i>
UPPER DECK, Sheer-strake <i>in Wells</i>	<i>64</i>	<i>.84</i>	<i>.46</i>	<i>.46</i>		<i>—</i>						
UPPER DECK, Sheer-strake <i>in Bridge</i> ...	<i>64</i>	<i>.84</i>	<i>✓</i>	<i>✓</i>		<i>—</i>	<i>1</i>	<i>4</i>	<i>5R</i>	<i>1 1⁄8</i>	<i>5 1⁄6</i>	<i>—</i>
STRAKE BELOW Sheer-strake <i>in Wells</i>	<i>67</i>	<i>.70</i>	<i>.46</i>	<i>.46</i>		<i>Double</i>	<i>7⁄8</i>	<i>3½</i>	<i>4R to 3R</i>	<i>7⁄8</i>	<i>3½</i> <i>3½</i>	<i>—</i>
STRAKE BELOW Sheer-strake <i>in Bridge</i> ...	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>		<i>✓</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>✓</i>
POOP SIDE PLATING	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>.38</i>		<i>Double & Single</i>	<i>3⁄4</i>	<i>3</i>	<i>2R</i>	<i>3⁄4</i>	<i>2 5⁄8</i>	<i>—</i>
BRIDGE SIDE PLATING ...	<i>✓</i>	<i>.42</i>	<i>✓</i>	<i>✓</i>		<i>Single</i>	<i>3⁄4</i>	<i>"</i>	<i>2R</i>	<i>3⁄4</i>	<i>"</i>	<i>—</i>
							<i>3⁄4</i>	<i>"</i>	<i>2R</i>	<i>3⁄4</i>	<i>"</i>	<i>—</i>
FOREO'TLE SIDE PLATING	<i>✓</i>	<i>✓</i>	<i>.42</i>	<i>✓</i>		<i>—</i>	<i>4</i>	<i>"</i>	<i>2R</i>	<i>4</i>	<i>"</i>	<i>—</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c).....10

Deck next below 5th upper & 2nd deck.

As per Rule 15 & as approved.

FORGINGS and CASTINGS.

	Cast or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	<i>Roll'd Steel Bar</i>	<i>10x2 1/2</i>	<i>H. Beardmore & Co.</i>	
STERN FRAME {	Propeller Post	<i>low 10 1/2 x 8</i>	<i>Sunderland</i>	
	Rudder "	<i>Forging 9 x 8</i>	<i>Forge</i>	
RUDDER—A x D		<i>498.4</i>		
Speed of Vessel	<i>8. m.</i>	<i>11 knots.</i>	<i>Engineering</i>	
RUDDER mainpiece at head	<i>Eng'd Steel</i>	<i>11 1/4</i>	<i>Co. Ltd.</i>	
" " heel		<i>8 1/2</i>	<i>8 3/8</i>	
" how constructed	<i>Forged with arms, shank on.</i>			
" double or single plate	<i>Single plate 1/10</i>			
" coupling, vertical or	<i>Tactical</i>			
" horizontal				

STIFFENERS.

		Plating Thickness.	VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
<i>Summer Tank</i>						
MIDSHIP BULKHD,	Upper tween decks	.36	$6\frac{1}{2} \times 3 \times 36$	33	✓	✓
"	" <i>Second</i> "	✓	✓	✓	✓	✓
"	" <i>Third</i> "	✓	✓	✓	NBS.	
"	Holds	50-34	(as approved) $2\frac{1}{2} \times 34 \times 42$	✓	$10.3\frac{1}{2} \times 40$ $6\frac{1}{2} \times 3 \times 34$	30
COLLISION	(in Hold)	56-28	$7\frac{1}{2} \times 3 \times 40$	30	$8.3 \times 46-40$	30
AFTER PEAK	"	50-30	$7\frac{1}{2} \times 3 \times 36$	30	machinery flat.	

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth Process.
Bolehow Vaughan & Co; Consett Iron Co; Norman Long & Co; Pease & Partners
Ld.

Has the Steel been tested as required by the Rules? *Yes.*

EQUIPMENT No 37563										LETTER Z	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.				
33210	1st Bower ...	64	0	21	Stockless			50	12	2	0	63 $\frac{3}{4}$	Byn Improved Stockless	Not stated	Std. 16.7.30, Butler.
33292	2nd „ ...	63	1	0	—	—	—	50	2	2	0	63 $\frac{3}{4}$	—	—	—, 15.8.30, —
33241	3rd „ ...	55	0	7	—	—	—	45	9	0	7	54 $\frac{1}{2}$	—	—	—, 28.7.30, —
	Collective weight.	182	2	0								182			
33060	Stream	17	3	7	4	2	21	18	18	0	14	17 $\frac{1}{2}$	Rodgers	—	Std. 13.5.30, Butler.

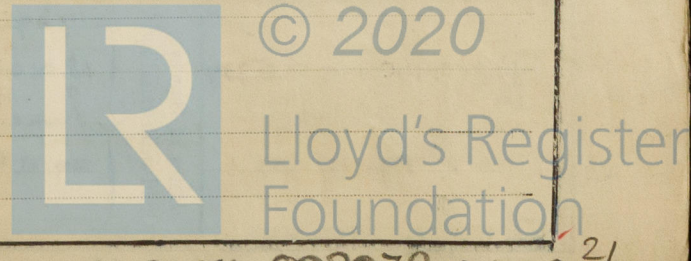
CHAIN CABLES.												HAWSERS AND WARPS.							
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Length.	Diam.	Statu- tory.	Break- ing.	Supplied.		Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
16946	270	2 1/4	9 1/8	127 1/2	687	2	21	682 1/4	270	2 1/4	Stud	Not stated	Std, 27.6.30, Butler.	TOWLINE...	120	5	52.8	120	5
														HAWSERS & WARPS	2290	8	52.8	2290	8
														"	2290	7	--	2290	7
Iron Stream Chain Steel Wire	90	4 3/4	✓	47	✓			✓	90	4 3/4				"	✓	✓	✓	✓	✓

Steering Gear, Steam *Electric. Donkin & Co.* *Secondary means by blocks & tackle operated from after winch.*
Boats *2 lifeboats 26.0 & one 29.18.0.* Steering Chains, Size and Test ☒ Windlass *Steam, Clarke Chapman.*
Ceiling in Holds, thickness and material ☒ Cargo Battens, thickness, material and spacing ☒
Cargo Hatchways. (Upper Deck) *Steel plates & angles.* Thickness of Hatches ☒
Size of No. 1 Hatchway (Forward) *9'0" x 14'0"* No. 2 ☒ No. 3 ☒ No. 4 ☒ No. 5 ☒ No. 6 ☒
Number of Shifting Beams and for Fore and Afters *Cargo Oil Tank Hatches.* { *14-6'0" x 6'0" 9 x 3 1/2 x 508. A. Coaming* } *Cum 2 tanks.*
2-6'0" x 4'0" " " " " " " *8-6'0" x 3'0" " " " " " "* *Summer Tanks.*
JOSEPH L. THOMPSON & SONS, LIMITED.
Builder's Signature *J. L. Thompson*

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 is an Oil Tanker propelled by Doxford's Opposed Piston Oil Engine with auxiliary Donkey Boilers fitted for burning Oil Fuel F.P. 150°F. & the requirements in accordance with Section 26 of the Rules fully complied with, supplied from Oil fuel bunkers forward of Engine Room & storage tanks in Engine Room. The vessel has been constructed in accordance with the approved plans, the Rules, & the Secretary's Letters.
The materials & workmanship are good. The cargo Tanks, cofferdams, Oil fuel bunkers, deep tank, peak Tanks, double bottom Tanks, bulkheads & decks, have been satisfactorily water tested as required by the Rules.
The windlass, steering engine, steering gear & pumps, have been tried under working conditions & found satisfactory.

The amount of Entry Fee £ 10: : : Fees applied for, *18 Oct 1930*
Special Survey Fee.... £ 528: 10: 6 Received by me, *10 Oct 1930*
Travelling Expenses, if any £ : : : *Yes*
State whether the Vessel has been built under Special Survey *Yes*
H.M. Certificate to be sent to *SUNDERLAND* Date of issue *28/10/30*
I am of opinion the Vessel should be Classed *100A1*
Carrying Petroleum in Bulk longitudinal framing.
Signature *James Dickie*
Surveyor to Lloyd's Register of Shipping.

Committee's Minute *TUE. 28 OCT 1930*
Character assigned *+ 100A1*
Carryg. Petrol. in Bulk
+ L.M.C. 10.30 C.L.
Lloyd's A & C
Oil Eng. 20B. 150lb.
Write S.A.
Int.
W. H.



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, viz:—

Midship Section, Profile & Decks, Fore End Transverses, Arrangement of Fore Peak Bulkhead & Transverses in Fore Peak, Amended Arrangement of Fore Peak, Amended Arrangement of Fore End, After End Transverses, Casings, Poop Front, Hatch to Fore Hold, Details of Longitudinal Trackets, Amended Fore Bars on Transverse Bulkhead Webs, Upper Deck showing Alterations to Hatches, Details of Fastening on Oil tight Hatches, Equivalent Sections & Amendments, Rudder & Pumping Arrangement, & Ventilators to Oil Tanks & Trimming Hatch on Second Deck.

Forging Reports of Stern Frame, Rudder, & Quadrant are also enclosed, together with Midship Section & Profile & Decks as built.

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

1st Bower	39.2.21; J.Q; 442; 26.6.30.
2nd "	39.2.14; J.L; 254; 24.7.30.
3rd "	34.3.14; J.Q; 445; 26.6.30.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 99.75 ft., R.Q.D. ✓ ft., Bridge 32.0 ft., Forecastle 37.25 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 (S.H.) web frames & longitudinal framing.

Official No. ✓ : Signal Letter ✓

Is bottom of Vessel coated with cement No if not give

particulars of composition except in peaks & feed water tanks in engine room where Portland cement is fitted.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.		Water Capacity.	Where Fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft, (UNDER ENGINES)	33.25	125		Fore peak tank,	23.0	87	
Double bottom, under Engines and Boilers, FEED WATER	19.00	22		After peak tank,	14.0	114	
Double bottom, if under Engines only,	✓	✓		Deep tank, aft,	✓	✓	
Double bottom, if under Boilers only,	✓	✓		Deep tank, forward,	36.0	358	
Double bottom, forward,	✓	✓		Other tanks, if fitted,	✓	✓	
Total capacity of double bottom		147		(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. 5739

Date 19. 10. 29

Dates of Surveys held while building

1929. Nov. 22, 26, 29. Dec. 3, 6, 12, 18, 23, 30. 1930. Jan. 6, 10, 15, 16, 21, 22, 28, 31. Feb. 7, 11, 13
18, 21, 24, 26. Mar. 4, 7, 11, 13, 18, 22, 25, 27. Apr. 2, 3, 11, 16, 24, 29. May 2, 5, 6, 8, 12, 15, 19, 22, 27, 30
June 2, 4, 6, 11, 13, 16, 18, 19, 22, 23, 30. July 4, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 21, 22, 23, 24, 25, 28
29, 31. Aug. 1, 6, 8, 11, 14, 21, 28. Sep. 5, 16, 22, 23, 26. Oct. 2, 6, 9, 10, 11

Total No. of Visits 96

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.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Inches.	Number.	Diameter.		
Framing of AND []																			
Frames in Bridge 'tween Decks		6	3	.36	(FORECASTLE & POOP)			6	3	.36	(FORECASTLE & POOP)			$\frac{3}{4}$	$\frac{1}{2}$	6 diam.	✓	✓	
Frames from Uppermost Continuous Deck No. 1		8	$3\frac{1}{2}$	.38	6 $\frac{1}{2}$	$3\frac{1}{2}$	.40F	7 $\frac{1}{2}$	$3\frac{1}{2}$	.38	6 $\frac{1}{2}$	$3\frac{1}{2}$	.40A	$\frac{7}{8}$	$\frac{1}{2}$	6 diam.	8	$\frac{7}{8}$
" 2		8	$3\frac{1}{2}$	.38	6 $\frac{1}{2}$	$3\frac{1}{2}$	.40F	7 $\frac{1}{2}$	$3\frac{1}{2}$	.38	6 $\frac{1}{2}$	$3\frac{1}{2}$	.40F	"	"	"	8	$\frac{7}{8}$
" 3		8	$3\frac{1}{2}$	.36	7	$3\frac{1}{2}$	.40A	7 $\frac{1}{2}$	$3\frac{1}{2}$	.42	7	$3\frac{1}{2}$	.40A	"	"	"	10	$\frac{7}{8}$
" 4		8	$3\frac{1}{2}$	.46	8	$3\frac{1}{2}$	.38F	8 $\frac{1}{2}$	$3\frac{1}{2}$	.38	8	$3\frac{1}{2}$	.42A	"	"	"	9	$\frac{7}{8}$
" 5		9	$3\frac{1}{2}$	.42	8	$3\frac{1}{2}$	.41F	9	$3\frac{1}{2}$	.44	8	$3\frac{1}{2}$	.41F	"	"	"	9	$\frac{7}{8}$
" 6		10	$3\frac{1}{2}$	.40	9	$3\frac{1}{2}$	.46F	9 $\frac{1}{2}$	$3\frac{1}{2}$	.43	9	$3\frac{1}{2}$	.46A	$\frac{7}{8}$	$\frac{1}{2}$	4 for 10 rivets	10	$\frac{7}{8}$
" 7		10	$3\frac{1}{2}$	.40	9	$3\frac{1}{2}$	.38F	10	$3\frac{1}{2}$	.40	9	$3\frac{1}{2}$	.38F	"	"	"	10	$\frac{7}{8}$
" 8		10	$3\frac{1}{2}$	.42	9	$3\frac{1}{2}$	.42F	10	$3\frac{1}{2}$	.47	9	$3\frac{1}{2}$	.42F	"	"	"	10	$\frac{7}{8}$
" 9		10	$3\frac{1}{2}$	.46	10	$3\frac{1}{2}$	.40F	10	$3\frac{1}{2}$	.53	10	$3\frac{1}{2}$	.40F	"	"	"	10	$\frac{7}{8}$
" 10		10	$3\frac{1}{2}$	.51	10A-10	$3\frac{1}{2}$	.44A	10 $\frac{1}{2}$	$3\frac{1}{2}$	.47	10A-10	$3\frac{1}{2}$	.50A	$\frac{7}{8}$	$\frac{1}{2}$	3 $\frac{1}{2}$ for 10 rivets	11	$\frac{7}{8}$
" 11		12	$3\frac{1}{2}$	.46	10B-10	$3\frac{1}{2}$	.42F	12	$3\frac{1}{2}$	.55	10B-10	$3\frac{1}{2}$	.40F	"	"	"	14	$\frac{7}{8}$
" 12					Transverse framing						Transverse framing			"	"	"	16	$\frac{7}{8}$	
" 13					in after peak & bottom						in after peak & bottom			"	"	"	12	$\frac{7}{8}$	
" 14		15x4x4	$\frac{41}{62}$		Single bottom			15x4x4	$\frac{41}{62}$		Single bottom			"	"	"			
" 15					forward. Double						forward. Double			"	"	"			
" 16					bottom aft.						bottom aft.			"	"	"			
Spacing of Longitudinal Frames		Amidships	30					30											
		At Ends	✓				30x27"	✓					30"						
Double Bottoms		Tank Top Longitudinals			Transverse framing in way of Engines aft.														
[] or []		Bottom																	
Spacing of Longitudinals		Amidships																	
		At Ends...																	
Transverses.																			
In Bridge 'tween Decks		Depth and Thickness	✓	15	.36	✓	15	.36	✓	15	.36	✓	15	.36	✓	✓			
		Face Angles	$3\frac{1}{2}$	$3\frac{1}{2}$	.36	$3\frac{1}{2}$	$3\frac{1}{2}$	.36	$3\frac{1}{2}$	$3\frac{1}{2}$	.36	$3\frac{1}{2}$	$3\frac{1}{2}$	.36	✓	✓		
		Lugs to Shell	$3\frac{1}{2}$	$3\frac{1}{2}$	.36	$3\frac{1}{2}$	$3\frac{1}{2}$	.36	$3\frac{1}{2}$	$3\frac{1}{2}$	.36	$3\frac{1}{2}$	$3\frac{1}{2}$	.36	$\frac{3}{4}$	$\frac{3}{4}$		
In Upper 'tween Decks.		Depth and Thickness	✓	18	.40	✓	22-19	.40A	✓	18	.40	✓	22-19	.40A	✓	✓			
		Face Angles	$3\frac{1}{2}$	$3\frac{1}{2}$	.42	$3\frac{1}{2}$	$3\frac{1}{2}$	.40	$3\frac{1}{2}$	$3\frac{1}{2}$	.42	$3\frac{1}{2}$	$3\frac{1}{2}$	.40	✓	✓		
		Lugs to Shell	$3\frac{1}{2}$	$3\frac{1}{2}$	.40	$3\frac{1}{2}$	$3\frac{1}{2}$	.40	$3\frac{1}{2}$	$3\frac{1}{2}$	.40	$3\frac{1}{2}$	$3\frac{1}{2}$	.40	$\frac{7}{8}$	4		
In Hold.		Depth and Thickness	✓	32	.46	✓	30	.46A	✓	32	.46	✓	30	.46A	✓	✓			
		Face Angles	6	$3\frac{1}{2}$	.58	6	$3\frac{1}{2}$	.54A	6	$3\frac{1}{2}$	.58	6	$3\frac{1}{2}$	.54A	✓	✓		
		Lugs to Shell	6	6	.46	6	6	.46	6	6	.46	6	6	.46	$\frac{7}{8}$	4			
		Back Bars																	
		Brackets																	
Spacing of Transverse Frames																			
Longitudinal Beams of []		FORECASTLE DR.	6	3	.34	6	3	.36	6	3	.36	6	3	.36					
		Bridge Deck	7 $\frac{1}{2}$	3	.38	7 $\frac{1}{2}$	3	.38	7 $\frac{1}{2}$	3	.38	7 $\frac{1}{2}$	3	.38					
		Upper	7	3	.36	7	3	.36	7	3	.36	7	3	.36					
		Second	7 $\frac{1}{2}$	3	.39	7 $\frac{1}{2}$	3	.39	7 $\frac{1}{2}$	3	.39	7 $\frac{1}{2}$	3	.39					
		POOP	✓			5 $\frac{1}{2}$	3	.34	✓	5 $\frac{1}{2}$	3	.34	✓						
		Third																	

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.