

STEEL STEAMER or MOTORSHIP.

Received at London Office

7 - AUG 1928

State if Report has been sent on the Freeboard of the Vessel ☒ ESState if Report is sent on the Machinery of the Vessel ☒ ES

Date of completion of report

JULY 24TH

Port of

COPENHAGEN

No.

7781

Survey held at NAKSKOV - COPENHAGEN

Date First Survey

DEC 9TH 1927

Last Survey

JULY 15TH

1928

On the

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

TWIN SCREW MOTORSHIP "HILDA KNUDSEN"

MOTORS FITTED AFT

State Type

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

FULL SCANTLING LONGITUDINAL SYSTEM TANKER CARRYING PETROLEUM IN BULK

State Type of Erections

POOP BRIDGE & FOLE

TONNAGE under Tonnage Deck...

8457.07

CLASS

100. A.L.

State if with freeboard as condition of Class

No

Built at

NAKSKOV

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

8457.07

Gross Tonnage

9177.78

Register Tonnage

5481.66

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 470'0"

Breadth (greatest moulded)

B 64'3"

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

D 35'4"

1st Longitudinal Number (L x D)

= 16605

2nd Numeral L x (B + D)

= 46802

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

13.3

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

Do. Long Bridge to top of keel

Draught Moulded

26'11 3/4"

Launched 25TH FEB 28

Yard No. 32

Builders NAKSSKOV, SKIBSVERFT

Owners KNUD KNUDSEN

Managers

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

Residence HAUGESUND

Port of Registry HAUGESUND

If surveyed while building, afloat, or in dry dock

WHILE BUILDING AFLOAT & IN DRY DOCK.

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.
LONGITUDINAL FRAMING.			Bracket Floors, Frame	✓	
AMES, Spacing amidships			Reversed Frame	✓	
IN DEEP TANK FORWARD.			Vertical Struts	✓	
from 1/2 length to Collision bulkhead	28 1/2		UNDER MOTORS.		
FORE PEAK.	25 1/2		Centre Girder, depth and thickness amidships	66 50	
AFTER PEAK.	25 1/2		top Angles DOUBLE	3 1/2 3 1/2 54	
IN WAY OF DOUBLE BOTTOM.	27		bottom Angles DOUBLE	5 5 64	
DE FRAMING.			Side Girders, No. each side and thickness	2 44	
Frame Amidships, Angle, [or [Margin Plate depth (excl. of flange) and thickness	HORIZONTAL.	
Extends up to			Vertical Angle to Tank side		
Reversed Frame Amidships, Angle			Bracket abaft 1/2 len. from stem		
Extends up to			Vertical Angle to Tank side		
Depth of Framing Girder			Bracket forward 1/2 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, [or [Gussets, spacing and scantling abaft 1/2 len. from stem		
Second 'tween Decks, Angle, [or [Gussets, spacing and scantling forward 1/2 len. from stem		
Third			Tank Side Brackets, height above base line at toe of Frame and thickness		
Framing in Peaks, Angle, [B.A.	9 1/2 3 1/2 40		INNER BOTTOM PLATING. UNDER MOTORS.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	54		Breadth and thickness of Middle Line Strake	61 60	
State if Frame Joggled	No.		Thickness of remainder	53	
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	WEB FRAMES & STRINGERS.		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?	✓	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	SHELL THICKNESS AND CLOSE SPACED GIRDERS.		BEAMS.		
DOUBLE BOTTOM. IN DEEP TANK FORWARD.			Uppermost Continuous Deck, amidships		
Floors, Depth and thickness at mid-line in	39 42		in Wells, Angle, [or [
Height of Brackets at side above base line at toe of frame			in way of Bridge, Angle, [or [
Middle Line Keelson, on Floors, Angles, [or [BULKHEAD.		Spacing		
Through Plate or Intercoastal Plate	55 46		Second Deck, amidships, Angle, [or [
Foundation Plate on Floors			Spacing		
Flat Plate Keel Angles	4 4 59		Third Deck, amidships, Angle, [or [
Side Keelsons, No. each side			Spacing		
thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, [or [
Angles			Spacing		
DOUBLE BOTTOM. UNDER MOTORS			Poop Deck, Angle, [or [
Solid Floors, thickness and spacing	45 27		Spacing		
Are Frame and Reversed Frame joggled?	✓ ES.		Bridge Deck, Angle, [or [
Bracket Floors, breadth and thickness at middle line			Spacing		
breadth and thickness at margin plate			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 <i>One in Fore Hold.</i>			Stringer Plate, breadth and thickness in way of Bridge	✓	
" in 'tween Decks, Size and Spacing.....	<i>7" 40 SPACED AS PER PLAN.</i>		Thickness of Plating abreast Deck openings in way of Wells	✓	<i>48</i>
" " " " "			Thickness of Plating abreast Deck openings in way of Bridge	✓	
" in Holds <i>FORE HOLD,</i>	<i>12" 50 ON 88 11" 48 ON 72.</i>		Thickness of Plating within line of openings...	✓	
" " " " "			If Sheathed, material and thickness	<i>NO SHEATHING.</i>	
Centre Line Bulkhead. <i>11" 32" 46" AT BOTTOM, 36" SPACED.</i>			Third Deck.		
Stiffeners and Spacing.....	<i>2" 3" 32" AT TOP</i>		Stringer Plate, breadth and thickness.....		
Plating, thickness of	<i>50" AT BOTTOM TO 39" AT TOP. 46" AT UPPER DECK.</i>		If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	<i>66" 74" 65" 74"</i>		If Plated, state thickness		
" " " " in way of Bridge	<i>66" 80" 65" 74"</i>		Poop Deck.		
" " " " "Top.	<i>67" 73" 65" 89"</i>		Stringer Plate, breadth and thickness	<i>38 1/2 34</i>	
" Angle in Wells	<i>6 6 74</i>		Plating, Sheathing, material and thickness	<i>28 5 1/2 2 1/2 SHEATHING</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>66"</i>		Bridge Deck.		
Thickness of Plating abreast Deck openings in way of Bridge	✓		Stringer Plate, breadth and thickness.....	<i>43 44</i>	
Thickness of Plating within line of openings...	✓		Plating, Sheathing, material and thickness	<i>28 5 1/2 2 1/2 SHEATHING</i>	
If Sheathed, material and thickness	<i>NO SHEATHING.</i>		Forecastle Deck.		
Second Deck.			Stringer Plate, breadth and thickness	<i>36 38</i>	
Stringer Plate, breadth and thickness in Wells	<i>48"</i>		Plating, Sheathing, material and thickness	<i>30 5 1/2 2 1/2 SHEATHING.</i>	

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.		
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.	
	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>60</i>	<i>1.02</i>	<i>.80</i>	<i>.80</i>	<i>54" x 1.02" AS APPROVED.</i>	<i>DOUBLE.</i>	<i>1"</i>	<i>3 1/2"</i>	<i>6.</i>	<i>1 1/8"</i>	<i>4 1/2"</i> DOUBLE STRAPS
" DELG. (if any)		✓									
BOTTOM PLATING, No. of Strakes	<i>77 1/2</i>	<i>.72</i>	<i>.58</i>	<i>.58</i>		<i>DOUBLE.</i>	<i>7/8"</i>	<i>3 1/8"</i>	<i>4.</i>	<i>7/8"</i>	<i>3 1/2"</i> LAPPED.
BILGE PLATING, No. of Strakes	<i>75.</i>	<i>.70</i>	<i>.46</i>	<i>.46</i>	<i>48</i>	"	"	"	"	"	"
SIDE PLATING, No. of Strakes	<i>75.</i>	<i>.70</i>	<i>.46</i>	<i>.46</i>	<i>48</i>	"	"	"	"	"	"
UPPER DECK, Sheer-strake in Wells	<i>72</i>	<i>.92</i>	<i>.46</i>	<i>.46</i>	<i>48</i>	"	<i>1"</i>	<i>3 1/2"</i>	<i>6</i>	<i>1 1/8"</i>	<i>4 1/2"</i> DOUBLE STRAPS
UPPER DECK, Sheer-strake in Bridge	<i>72</i>	<i>1.14</i>			<i>72" x 1.06.</i>	"	"	"	"	"	"
STRAKE BELOW Sheer-strake in Wells	<i>72</i>	<i>.83</i>				"	<i>7/8"</i>	<i>3 1/8"</i>	<i>5.</i>	<i>1</i>	<i>4 1/2"</i> <i>calculated</i>
STRAKE BELOW Sheer-strake in Bridge	<i>72</i>	<i>.83</i>				"	"	"	"	"	"
POOP SIDE PLATING				<i>.42</i>		<i>SINGLE</i>	<i>3/4"</i>	<i>3"</i>	<i>2</i>	<i>3/4"</i>	<i>2 5/8"</i> LAPPED
BRIDGE SIDE PLATING		<i>.44</i>				"	"	"	"	"	"
FORECASTLE SIDE PLATING			<i>.44</i>			"	"	"	"	"	"

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—				
Extending to Upper Deck (Sec. 3 c)	<i>9</i>			
" Deck next below	<i>6</i>			
As per Rule	<i>17</i>			
	Plating Thickness.	STIFFENERS.		
		VERTICAL.	HORIZONTAL.	
		Scantlings, Spacing.	Scantlings, Spacing.	
MIDSHIP BULKH'D, Upper tween decks in SUMMER TANKS.	<i>37 1/2</i>	<i>7.3 34</i>		
" " Second "				
" " Third "				
" " Holds		<i>54-36 WEBS. 20" F</i>	<i>7 1/2 3 1/2 38 36"</i>	
COLLISION " (in Hold)		<i>57-32</i>	<i>7 1/2 3 1/2 46 36"</i>	
AFTER PEAK "		<i>52-34</i>	<i>7 1/2 3 1/2 46 36"</i>	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓			
STEM	<i>FORGING. 10 1/2 x 2 7/8</i>	<i>7 1/2</i>	<i>WITKOWITZ BERGHAUSEN HATTEN</i>	
STERN FRAME { Propeller Post	<i>CAST STEEL. 11" 3 1/2"</i>		<i>BOCHUMER VEREIN GERMANY.</i>	
{ Rudder				
RUDDER—A x D		<i>854</i>		
Speed of Vessel		<i>11 KNOTS.</i>		
RUDDER mainpiece at head	<i>FORGING. 13 7/8"</i>		<i>HOEDER VEREIN GERMANY</i>	
" " heel	<i>10 1/2"</i>			
" how constructed	<i>5 ARMS SHUNK ON - KEYED TO MAIN PIECE</i>			
" double or single plate	<i>SINGLE PLATE 1-16 THICK</i>			
" coupling, vertical or horizontal	<i>HORIZONTAL COUPLING 6 BOLTS 4" DIA.</i>			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
Plates August Thyssen hütte Mulkeins-Dehr.
Profiles Vereinigte Stahlwerke Hoerder Verein,
 Has the Steel been tested as required by the Rules?
Yes.

Lloyd's Register Foundation

EQUIPMENT No. 48153													LETTER 47		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.	Cwts.				
862	1st Bower ...	84	0	22				61	0	0	0	81-1-0	GRUSON STOCKLESS	OTTO GRUSON & CO	MAGDEBURG BUCHAN 13-10-27 K.H. K.H.	
863	2nd " ...	79	2	10				58	10	0	0	81-1-0	GRUSON STOCKLESS.	OTTO GRUSON & CO	MAGDEBURG BUCHAN 13-10-27	
864	3rd " ...	69	0	26				53	7	2	0	69-2-0	"	"	"	
	Collective weight.	233	0	2								232-0-0 1				
865	Stream	23	2	7	6	1	1	23	11	3	14	23-2-0	COMMON	"	"	
													HAWSERS AND WARPS.			

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.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
1581	150	2 1/2	112 1/2	157 1/2	525-1-14				300	2 1/2	STUD LINK.	N.V. HEYERMAN ROTTERDAM.	ROTTERDAM. 28-12-27 P.T. WILLEMS ROTTERDAM. 2-12-27. P.T.W.	TOWLINE	130	6	85	130	6
1646	150	2 1/2	112 1/2	157 1/2	480-2-0									HAWSERS & WARPS	4 OFF	2 1/2	152		
					005-3-14									"	90	3 1/2	26		
														"	4 OFF	8 1/4			
														"	100	8 1/4			
														"	2 OFF	9 1/4			
from Stream Chain or Steel Wire	120	5 1/4		65					120	5 1/4	STEEL WIRE.								

Steering Gear, ~~Steam~~ ELECTRIC HYDRAULIC 4 1/2" 10" STROKE HASTIE & CO GREENOCK. Steering Gear, Hand WITH WORM GEAR & QUADRANT HASTIE & CO
2 OFF. 24'-0"-7'-3"-3'-0" LIFEBOATS
Boats 2 - 20'-0"-6'-6"-2'-6" - Steering Chains, Size and Test
1 OFF 18'-0"-5'-9"-2'-4" DINAGY.
Ceiling in Holds, thickness and material 2 1/2" PINE. Cargo Battens, thickness, material and spacing 6" 2 PINE 9" APART.
Cargo Hatchways. (Upper Deck) 10 OFF OILTIGHT. 6'-0"-3'-6"-2'-8" Thickness of Hatches 4 1/4" No 1 HATCH. 2 1/2" PINE.
SUMMER TANKS 6'-0"-3'-6"-2'-8"
Size of No. 1 Hatchway (Forward) 14'-0"-12'-0" No. 2 No. 3 No. 4 No. 5 No. 6
Number of Shifting Beams and/or Fore and Afters No 1 HATCH. 2 OFF. 7 1/2" PLATE 11'-3" 11" ANGLES 7'-5"-7'-5"-10'-11".

Builder's Signature **AKTIESELSKABET NAKSKOV SKIBSVERFT**
H. P. J. Jørgensen

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel (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 Secretanys letters approved plans, and as required by the Societies rules
The workmanship is good and in my opinion satisfactory
The vessel is intended to carry petroleum in bulk; All the Oil tanks, Oil fuel and lubricating oil tanks cofferdams and peak tanks have been tested as required by the Rules & found tight
The decks clear of the Oil tanks have been tested with water from a hose & found tight

The amount of Entry Fee KR 200.00 Fees applied for 4. 8. 19 28
Special Survey Fee.... KR 11723.31 Received by me, 1810.75 - 27.8 28 Ellb.
FREEBOARD. 273.00
Travelling Expenses, if any £ 2081.05
LATE FEE 30.00
State whether the Vessel has been built under Special Survey YES
Certificate to be sent to Copenhagen. Date of issue 15/8/28

I am of opinion the Vessel should be Classed + 100 A.I. SYSTEM, LONGITUDINAL
CARRYING PETROLEUM IN BULK, LLOYD'S A.S.C.P.
ELECTRIC LIGHT MACHINERY RET WIRELESS.
Subject to a lower anchor of the correct weight & test being placed on board as stated.
Signature Cyrt B. Soover
Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character assigned + 100 A.I. carrying Petroleum in Bulk
Subject
Lloyd's A.S.C.P.
+ L.M.C. y. 28 Oil Engines
Cl.
28 B 150 b.
Wide open

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 first Bower Anchor was lost on the way from Narskov to Copenhagen, and a temporary anchor was placed on board at Copenhagen. The builders stated that a new anchor of the correct weight & test will be placed on the vessel out East at the first opportunity. The Certificate of the lost anchor is now forwarded for cancellation. The marking of the temporary anchor is as follows.

Cy No 871 76.0.25 57.0.0.0 Stockers Otto Gruson 1893.1.28 M.
Head. 51.1.15 M.B. N°5103 29th Dec. 27

This arrangement in my opinion is satisfactory & merits the favourable consideration of the Committee.

The following approved plans are now sent. 10 in all.

Midship Section.
Profile & Deck plans.
Stern Post and Rudder.
Propeller Shaft Brackets.
Motor Seating.
Fore End Sections.
After End Sections.
Bracket Details.
Laming in After Peak.
Bracket Attachments to Centre Line Bulkhead.

The following certificates are now sent. 4 in all.

Propeller Brackets.
Stern Post.
Rudder.
Liller.

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	55.0.21	M.B.	N°3356	14-9-27.
	2nd "	50.3.5	M.B.	N°3358	14-9-27.
	3rd "	44.2.8	M.B.	N°3355	14-9-27.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 100 ft., R.Q.D. ✓ ft., Bridge 30.5 ft., Forecastle 47 (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 D^{rs} (56) & Web Frames Longitudinal Framing.

Official No. ; Signal Letters L.G.Q.K.

Is bottom of Vessel coated with cement *Yes* if not *No*

particulars of composition in the Fore & After peak tanks. Only (Cement washed)

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, UNDER ENGINES	19'-9"	42.6	Fore peak tank,	29'-11 1/2"	203
Double bottom, under Engines and Boilers,	6'-9"	23.6	After peak tank,	19'-1"	95
Double bottom, if under Engines only,	40'-6"	220.2	Deep tank, aft,	12'-0"	66.4
Double bottom, if under Boilers only,			Deep tank, forward,	38'-0"	42.0
Double bottom, forward,			Other tanks, if fitted, (If necessary, furnish further information by sketch.)		
Total capacity of double bottom		286.4	Total.		1388

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

Order for Special Survey No. 18

Date 2nd MAY 1927

Dates of Surveys held while building

1926 7/2, 1927 26/1, 4/3, 31/3, 26/4, 28/4, 15/7, 22/7, 22/7, 27/7, 4/8, 12/8, 16/8, 26/8, 6/9, 16/9, 16/9, 22/9, 30/9, 6/10, 11/10, 14/10, 21/10, 27/10, 28/10, 11/11, 8/11, 17/11, 24/11, 3/12, 6/12, 7/12, 9/12, 3, 1928 13/1, 16/1, 19/1, 20/1, 24/1, 25/1, 28/1, 2/2, 16/2, 20/2, 21/2, 23/2, 15/2, 4, 23/5, 30/5, 8/6, 14/6, 3/7, 9/7, 10/7, 11/7, 12/7, 15/7.

Total No. of Visits 58

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.	Diameter.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.		Inches.			
aming of Δ , \square or ∇		7/4	7/4	7/4															
anes in Bridge 'tween Decks ...																			
anes from Uppermost Continuous Deck		No. 1	220	85	10.5	✓			8 1/2	3 1/2	40	✓					9 1/2 F 7/8		
		" 2	"	"	"	✓			"	"	"	✓					11 1/2 B. 7/8		
		" 3	"	"	"	✓			"	"	"	✓							
		" 4	240	90	11.5	✓			9 1/2	3 1/2	40	✓					10. 7/8		
		" 5	240	90	12	✓			9 1/2	3 1/2	47	✓							
		" 6	250	90	12	✓			10	3 1/2	45	✓					11 7/8		
		" 7	270	90	11	✓			10 1/2	3 1/2	44	✓							
		" 8	270	90	13	✓			10 1/2	3 1/2	48	✓					11 7/8		
		" 9	280	90	11	✓			11	3 1/2	44	✓							
		" 10	300	95	15.5	✓			12	3 1/2	62	✓					12 1/2 F 7/8		
		" 11																	
		" 12																	
		" 13																	
		" 14																	
		" 15																	
		" 16																	
acing of		Amidships	36"			✓													
agitudinal Frames			At Ends	36"			✓												
able		Tank Top Longitudinals																	
oms		Bottom																	
ing of Longitudinals		Amidships	15' 4 3/4 x 4' 4" 6 1/2						15' 4 3/4 x 4' 4" 6 1/2										
		At Ends...	36"			✓													
			36"			✓													
Transverses.																			
Bridge		Depth and Thickness	15 38			✓													
een Decks		Face Angles	90 90 10			✓													
		Lugs to Shell	90 90 10			✓													
In		Depth and Thickness	19 1/2 40			✓													
er 'tween		Face Angles	90 90 10.5			✓													
Decks.		Lugs to Shell	90 90 10.5			✓													
		Depth and Thickness	36 48			✓			36 48	✓									
		Face Angles	150 90 12.5			✓			6 3 1/2 50	✓									
47 n Hold.		Lugs to Shell	150 150 12			✓			6 6 48	✓									
		Brackets	48			✓													
ing of Transverse Frames			9' 10" 7' 10" 9' 10"			✓													
			LUGS TO SHELL JAGGED.			✓													
agitudinal		Bridge Deck	150 70 8			✓			6 3 32	✓									
ams of		Upper	190 85 9.5			✓			7 1/2 3 38	✓									
L or C		Second	200 75 10			✓			8 3 38	✓									
		Third				✓													
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The particulars of framing in peaks (if ordinary), Floors, Centre Girders, 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.