

STEEL ~~STEAMER~~ MOTORSHIP.

26 MAY 1930

Received at London Office

State if Report has been sent on the Freeboard of the Vessel. noState if Report is sent on the Machinery of the Vessel. yesDate of completion of report 17th May 1930Port of Newcastle-on-TyneNo. 85779Survey held at Newcastle-on-Tyne Date First Survey 9 July 1929Last Survey 15 May 1930On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single screw "EVINA" (machinery fitted aft)State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full scantlingState Type of Erections DisconnectedTONNAGE under Tonnage Deck... 5402.25 CLASS 100A1 State if with freeboard as condition of Class noBuilt at Walker-on-Tyne

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 395.0Launched 28th Feb. 1930 Yard No. 1060

Total

Breadth (greatest moulded) B 54.75Builders Sir W. G. Armstrong Whitworth & Co. (Shipbuilders) LtdGross Tonnage 6121.09Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 32.0Owners Hansen-Langer Rederi A/SRegister Tonnage 3570.11st Longitudinal Number (L x D) = 12640

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

2nd Numeral L x (B + D) = 34266Residence Kristiansand

REGISTERED DIMENSIONS. FEET.

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

Length 396.2Proportions—Depth to Length—Uppermost continuous deck to top of keel 12.34Breadth 55.1

Do. Long Bridge to top of keel

Depth 32.3Draught Moulded 25'-8⁵/₈"If surveyed while building afloat, for in dry dockyes

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	<u>Longitudinal</u>		Bracket Floors, Frame	-	
" " from $\frac{1}{2}$ length to Collision bulkhead	<u>25$\frac{1}{2}$</u>		" " Reversed Frame	-	
" " in peaks	<u>24</u>		" " Vertical Struts	-	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<u>Centre line th^d</u>	
Frame Amidships, Angle, \square or Γ	<u>Longitudinal</u>		" " top Angles	-	
" " Extends up to			" " bottom Angles	-	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<u>as per eng. seating plan</u>	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, \square or Γ			" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem		
" " Second 'tween Decks, Angle, \square or Γ			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		
" " Third " " " "			" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem		
Framing in Peaks, Angle, \square or Γ	<u>7$\frac{1}{2}$ 3$\frac{1}{2}$ 46</u>		Tank Side Brackets, height above base line at toe of Frame and thickness		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>$\frac{7}{8}$ spaced 5$\frac{1}{4}$</u>		INNER BOTTOM PLATING.		
State if Frame Joggled			Breadth and thickness of Middle Line Strake	<u>50$\frac{1}{2}$ as per eng. seat plan</u>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<u>Long framing</u>		Thickness of remainder in Holds	-	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<u>3$\frac{1}{2}$ trunks bottom plating midship thickness double frames</u>		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?	-	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, \square or Γ	<u>Longitudinal</u>	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, \square or Γ	-	
Middle Line Keelson, on Floors, Angles, \square or Γ			Spacing	-	
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, \square or Γ	<u>Longitudinal</u>	
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, \square or Γ		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, \square or Γ		
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, \square or Γ	<u>7$\frac{1}{2}$ 3 42</u>	
Solid Floors, thickness and spacing	<u>underequines 40 every space</u>		Spacing	<u>every frame</u>	
" " Are Frame and Reversed Frame joggled?	<u>yes</u>		Bridge Deck, Angle, \square or Γ	<u>7$\frac{1}{2}$ 3 44</u>	
Bracket Floors, breadth and thickness at middle line	-		Spacing	<u>alt frame</u>	
" " breadth and thickness at margin plate	-		Forecastle Deck, Angle, \square or Γ	<u>7 3 37</u>	
			Spacing	<u>every frame</u>	

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.....	-								
„ in 'tween Decks, Size and Spacing.....									
„ „ „ „ „ Centre line									
„ in Holds „ „ Bulkhead									
„ „ „ „ „									
Centre Line Bulkhead.									
Stiffeners and Spacing <i>16 1/2 x 3 x 38 1/2</i>	<i>9 1/2</i>	<i>3 1/2</i>	<i>49</i>	<i>spaced 30"</i>					
Plating, thickness of	<i>41</i>	<i>-</i>	<i>50</i>						
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells	<i>57</i>	<i>58</i>							
„ „ „ „ in way of Bridge	<i>-</i>								
„ Angle in Wells	<i>6</i>	<i>6</i>	<i>60</i>						
Thickness of Plating abreast Deck openings in way of Wells		<i>47</i>							
Thickness of Plating abreast Deck openings in way of Bridge	<i>-</i>								
Thickness of Plating within line of openings		<i>47</i>							
If Sheathed, material and thickness	<i>-</i>								
Second Deck.									
Stringer Plate, breadth and thickness in Wells	<i>72</i>	<i>42</i>							
Stringer Plate, breadth and thickness in way of Bridge									
Thickness of Plating abreast Deck openings in way of Wells									
Thickness of Plating abreast Deck openings in way of Bridge									
Thickness of Plating within line of openings									
If Sheathed, material and thickness									
Third Deck.									
Stringer Plate, breadth and thickness									
If Plated, state thickness									
Fourth Deck.									
Stringer Plate, breadth and thickness									
If Plated, state thickness									
Poop Deck.									
Stringer Plate, breadth and thickness	<i>36</i>	<i>34</i>							
Plating, Sheathing, material and thickness	<i>26 with 2 1/2" wood sheathing</i>								
Bridge Deck.									
Stringer Plate, breadth and thickness	<i>40</i>	<i>40</i>							
Plating, Sheathing, material and thickness		<i>34</i>							
Forecastle Deck.									
Stringer Plate, breadth and thickness	<i>42</i>	<i>36</i>							
Plating, Sheathing, material and thickness		<i>34</i>							

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?		RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.	No. of Rows of Rivets.	RIVETS.	STRAPPED OR LAPPED.	
	Inches.	Inches.	Inches.	Inches.			Diam.	Spacing cr. to cr.	Diam.	Spacing cr. to cr.	
FLAT PLATE KEEL	<i>50 1/2</i>	<i>90</i>	<i>69</i>	<i>69</i>		<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>5</i>	<i>1</i>	<i>3 3/4</i> Lapped
„ DBLG. (if any)											
BOTTOM PLATING, No. of Strakes	<i>4</i>	<i>60</i>	<i>48</i>	<i>50</i>		<i>-</i>	<i>1</i>	<i>1</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2</i> <i>-</i>
BILGE PLATING, No. of Strakes	<i>1</i>	<i>60</i>	<i>48</i>	<i>50</i>		<i>-</i>	<i>1</i>	<i>1</i>	<i>4</i>	<i>1</i>	<i>1</i> <i>-</i>
SIDE PLATING, No. of Strakes	<i>4</i>	<i>57</i>	<i>45</i>	<i>45</i>		<i>-</i>	<i>1</i>	<i>1</i>	<i>3</i>	<i>1</i>	<i>3 1/8</i> <i>-</i>
UPPER DECK, Sheer-strake in Wells	<i>60</i>	<i>75</i>	<i>53</i>	<i>45</i>		<i>-</i>	<i>1</i>	<i>1</i>	<i>4</i>	<i>1</i>	<i>4</i> <i>-</i>
UPPER DECK, Sheer-strake in Bridge	<i>1</i>	<i>90</i>				<i>-</i>	<i>1</i>	<i>4</i>	<i>5</i>	<i>1</i>	<i>4 1/2</i> <i>-</i>
STRAKE BELOW Sheer-strake in Wells		<i>66</i>	<i>45</i>	<i>45</i>		<i>-</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2</i> <i>-</i>
STRAKE BELOW Sheer-strake in Bridge			<i>A.B and C strakes midship thickness to collision bulkhead</i>			<i>Single</i>	<i>7/8</i>	<i>3 1/2</i>	<i>2</i>	<i>3/4</i>	<i>2 5/8</i> <i>-</i>
POOP SIDE PLATING			<i>38</i>								
BRIDGE SIDE PLATING	<i>44</i>				<i>+ .03</i>	<i>-</i>	<i>1</i>	<i>1</i>	<i>2</i>	<i>1</i>	<i>1</i> <i>-</i>
FORECASTLE SIDE PLATING		<i>41</i>				<i>-</i>	<i>3/4</i>	<i>3</i>	<i>1</i>	<i>1</i>	<i>1</i> <i>-</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>5</i>
As per Rule	<i>14 as approved.</i>

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	<i>34</i>	<i>6 1/2 x 3 1/2</i>	<i>44</i>	<i>30</i>	<i>-</i>
„ „ Second „	<i>-</i>				
„ „ Third „	<i>-</i>				
„ „ Holds	<i>50-37</i>	<i>4 webs</i>	<i>9 1/2 x 3 1/2</i>	<i>46</i>	<i>30</i>
COLLISION „ (in Hold)	<i>46-34</i>	<i>1 web</i>	<i>8 1/2 x 4 1/2</i>	<i>44</i>	<i>24</i>
AFTER PEAK „	<i>46-30</i>		<i>8 1/2 x 3 1/2</i>	<i>44</i>	<i>24</i>

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		<i>-</i>		
STEM		<i>10 x 2 7/8</i>		
STERN FRAME	Propeller Post	<i>Casting 10 1/2 x 7 3/8</i>	<i>Darlington</i>	
	Rudder	<i>9 x 7 3/8</i>	<i>Forge</i>	
RUDDER—A x D		<i>Butin rudder</i>		
Speed of Vessel	<i>10 3/4 knots</i>			
RUDDER mainpiece at head	<i>Forging</i>	<i>9 1/4</i>	<i>Witherby</i>	
„ „ heel	<i>1</i>	<i>9 1/4</i>	<i>Burgan</i>	<i>all plans</i>
„ how constructed		<i>Balanced reaction</i>		
„ double or single plate		<i>Single</i>		
„ coupling, vertical or horizontal		<i>Vertical</i>		

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	<i>Dorman Long, Cargo Fleet, Appleby Iron Co, South Durham, Consett.</i>
	Has the Steel been tested as required by the Rules?	<i>Yes.</i>

EQUIPMENT No. 35874												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.				
63192	1st Bower ...	64	2	21	-	-	-	50	17	2	0	63 ³ / ₄	Byer's stockless	Taylor & Son	T. 23/1/30 W.A. Drysdale
63101	2nd „ ...	63	3	7	-	-	-	50	7	2	0	63 ³ / ₄	„	„	T 6/1/30
62993	3rd „ ...	55	0	7	-	-	-	45	7	2	0	54 ¹ / ₂	„	„	T 10/12/29
	Collective weight.	183	2	7								182			
45159	Stream	17	2	14	4	2	0	18	14	1	14	17 ¹ / ₂	Rodgers	-	CH 25/2/30 S.C. Paul

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.	
44145	270	2 1/4	91 1/8	12 7/8	688-0-14	682 1/4	270	2 1/4	Steel link	Hendrick & Mole	CH 25/2/30 S.C. Paul	TOWLINE..	120	5	73	120	5	
												HAWSERS & WARPS	2-90	3 1/4	22	2-90	2 3/4	
												"	2-90	3	18	2-90	2 1/2	
												"	2-90	8	manilla			
												"	2-90	7	-do-			

Steering Gear, ~~Steam~~ Electric Donkin 46".
Steering Gear, Hand Blocks and Tackles
With upb. Rms. 17271.

Boats 2 @ 25'-0" and one @ 18'-0"
Steering Chains, Size and Test
Windlass Emerson Walker

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

Cargo Hatchways.-(Upper Deck) Steel plates and angles
Thickness of Hatches Steel covers.

Size of No. 1 Hatchway (Forward) 10'-0" x 10'-0" No. 2 and No. 3 oiltight No. 4 hatches No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters

For
SIR W. G. ARMSTRONG, WHITWORTH & Co. (SHIPBUILDERS), LTD.
James Stewart
MANAGING DIRECTOR.

Builder's Signature

GENERAL DECLARATION This vessel has been built in accordance with the approved plans, and the Secretary's Letters, as well as with the Printed Rules. The materials and workmanship are good. All the oil tanks, cofferdams, bunkers, peak, deep & double bottom tanks have been tested as required by the Rules. The weather decks and watertight bulkheads above tanks have been satisfactorily tested. The approved plans have been retained in this office for dealing with duplicate vessels excepting the midship section (not showing the alteration to the expansion trunk) and profile & deck plans, which are forwarded for your guidance, kindly return these in due course; Copies of these plans of the vessel as built will follow. 4 forging & casting certificates enclosed.

The amount of Entry Fee £ 10 : 0 : 0
Special Survey Fee.... £ 529 : 10 : 9
Travelling Expenses, if any £ : :

Fees applied for, 24 MAY 1930
Received by me, 2.6.19

I am of opinion the Vessel should be Classed +100A1 "Carrying petroleum in bulk"

State whether the Vessel has been built under Special Survey yes
Signature J. Macdonald.
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Newcastle-on-Tyne
Date of issue 5/6/30

Committee's Minute
Character assigned +100A1 Carrying Petroleum in Bulk

Lloyd's A & CP + L MC 5:30 Oil Engines Co.
25/3 180lbs

Mide Sts
Gls. Dr. 6/30

TUE 3 JUN 1930

The Surveyor is requested not to write on or below the Committee's Minute.

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.)

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

1st Bower *42 mts 1qr. Olbo K.H. RP-10112 21/10/29.*
2nd „ *42 " 1 " 25 " M.A.B RP-4475 27/11/29.*
3rd „ *36 " 3 " 14 " J.P. RP-390 23/8/29.*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *96.75* ft., R.Q.D. — ft., Bridge *29.08* ft., Forecastle *35.75* ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *not joined*

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *2 DKS (stl)*

Official No. _____; Signal Letters _____

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

particulars of composition

outside oil compartments.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <i>Seed water</i>	<i>30.75</i>	<i>62</i>	Fore peak tank,	<i>22.3</i>	<i>135</i>
Double bottom, under Engines and Boilers,			After peak tank,	<i>22.0</i>	<i>121</i>
Double bottom, if under Engines only,	<i>25.5</i>	<i>109</i>	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	<i>34.0</i>	<i>347</i>
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom		<i>171</i>	(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. *5350*

Date *3.7.29*




Dates of Surveys held while building

1929 July 9. 16. 22. 24. Aug. 2. 6. 13. 14. 15. 16. 20. 29. Sep. 5. 9. 11. 12. 13. 16. 19. 25. 30. Oct. 4. 14. 15. 16. 17. 18. 22. 25. 30. 31. Nov. 1. 5. 6. 7. 12. 18. 25. 26. 29. Dec. 4. 6. 11. 12. 17. 18. 27. 30. 1930 Jan. 6. 7. 8. 9. 10. 13. 14. 15. 16. 17. 20. 21. 22. 23. 24. 27. 28. 29. 30. 31. Feb. 3. 4. 6. 7. 11. 20. 26. 27. 28. Mar. 21. 25. 28. 31. Apr. 7. 14. 29. May 15.

Total No. of Visits *85*

Rpt. 1*.

M.V. "EVINA" Newcastle-on-Tyne No. 85779
PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS. (aft)			AMIDSHIPS.			ENDS. (aft)			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.	Spang.	Inches.	Number.	Diameter.		
													Ins.	Ins.			Inches.		
aming of 																			
mes in Bridge 'tween Decks ...		Transverse																	
mes from Uppermost Continuous Deck No. 1		7½	3½	.36	6½	3½	.36	7½	3½	.36	6½	3½	.36	7/8	5¼		8	7/8	
" 2		"	"	"	"	"	"	"	"	"	"	"	"	"		"	"		
" 3		"	"	"	2 nd Deck			"	"	"	2 nd Deck			"	"		"	"	
" 4		8	3½	.44	7	3½	.46	8	3½	.44	7	3½	.42	"	"		"	"	
" 5		8½	"	.42	7½	"	.40	8½	"	.42	7	"	.48	"	"		"	"	
" 6		9	"	.42	8	"	.40	9	"	.42	7½	"	.46	"	"	9@ 3 15/16	9	"	
" 7		9	"	.46	8½	"	.40	9	"	.46	8	"	.46	"	"	"	"	"	
" 8		9½	"	.42	9	"	.42	9½	"	.42	8½	"	.46	"	"	"	10	"	
" 9		9½	"	.50	9	"	.50	9½	"	.50	9	"	.46	"	"	"	"	"	
" 10		10	"	.46	9½	"	.48	10	"	.46	9	"	.52	"	"	3 1/16	"	"	
" 11		12	"	.46	9½	"	.48	11½	"	.50	9½	"	.48	"	"	"	11	"	
" 12		12 x 3½ x 3½ = 54/60			10	"	.48	12 x 3½ x 3½ = 54/60			10	"	.48	"	"	"	16	"	
" 13																			
" 14																			
" 15																			
" 16																			
acing of longitudinal frames		Amidships 30						30											
		At Ends									30								
ble oms or 		Tank Top Longitudinals																	
		Bottom																	
ng of Longitudinals		Amidships																	
		At Ends...																	
Transverses.																			
Bridge		Depth and Thickness																	
on Decks		Face Angles																	
		Lugs to Shell*																	
In		Depth and Thickness																	
r 'tween		Face Angles Single																	
Decks.		Lugs to Shell joggled																	
Single		Depth and Thickness																	
		Face Angles																	
Hold.		Lugs to Shell joggled																	
		" " Back Bars																	
		Brackets																	
ng of Transverse Frames		As approved																	
State if joggled or liners.																			
itudinal		Bridge Deck																	
ms of 		Upper																	
		Second																	
		Third																	
		Spacing.																	
		In Ships.																	
		As approved.																	
		Plate. Angles.																	
		Plate. Angles.																	
		17 x 40 5 flange																	
		20 x 40 6 x 3½ x 51																	
		20 x 40 6 x 3½ x 52																	

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.

High Pressure Air Receivers, No. 3 @ 1000 lb.

Cubic capacity of each 28 cft.

Internal diameter 540 7/8

thickness 28 7/16

0093 3/13

Lloyd's Register