

STEEL STEAMER or MOTORSHIP.

Received at London Office 14 APR 1931

State if Report has been sent on the Freeboard of the Vessel *Yes*State if Report is sent on the Machinery of the Vessel *Yes*

Date of completion of report

11th April 1931

Port of

Malmö

No.

1026

Survey held at

Malmö

Date First Survey 16th Aug. 1930

Last Survey

4th April

1931

On the

Finland Motor Tanker "FALKEFJELL"

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

Full scantling, Longitudinal framing, Bracketless system State Type of Erection Pops, bridge & jole

TONNAGE under Tonnage Deck...

2338.35

CLASS 100A1

State if with freeboard as condition of Class

No

Built at

Malmö

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 460.0

Breadth (greatest moulded)

B 59.5

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

D 34.58

1st Longitudinal Number (L x D)

= 15562

2nd Number L x (B + D)

= 42932

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

13.3

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

13.3

Do. Long Bridge to top of keel

Draught Moulded

26'-0"

Launched

31-1-1931

Yard No. 168

Builders

Hockmors Mek. Verkst. A.-B.

Owners

Akties. Falkefjell

Managers

Olsson & Ugelstad

Residence

Oslo

Port of Registry

Oslo

If surveyed while building, afloat, ^{AND} or in dry dock

Yes

FRAMES, DOUBLE BOTTOM AND BEAMS.

	8 M.M. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		8 M.M. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	Longitudinal		Bracket Floors, Frame		
" " from $\frac{3}{4}$ length to Collision bulkhead	Framing		" " Reversed Frame		
" " in peaks	24		" " Vertical Struts		
" " " DB under motor room	30		Centre Girder, depth and thickness amidships	60	54-46
" " " Sup. tanks fwd.	27		" " top Angles	90	90 13
SIDE FRAMING.			" " bottom Angles	130	130 14
Frame Amidships, Angle, [or [	See Rpt. 1*		Side Girders, No. each side and thickness	3	42
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	54	
Reversed Frame Amidships, Angle			" " Vertical Angle to Tank side		
" " Extends up to			" " Bracket abaft $\frac{1}{4}$ len. from stem		
Depth of Framing Girder			" " Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween Decks, Angle, [or [			" " Bracket forward $\frac{1}{4}$ len. from stem		
" " Second 'tween Decks, Angle, [or [			" " 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 [or [	230 90 115	sup. plan	Tank Side Brackets, height above base line at toe of Frame and thickness		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	See Rpt. 1*		INNER BOTTOM PLATING, Motor Room		
State if Frame Joggled			Breadth and thickness of Middle Line Strake	82 1/2	52
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	As per approved plan		Thickness of remainder in Hold		52
STRENGTHENING OF BOTTOM FORWARD. State Particulars			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	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships		
Height of Brackets at side above base line at toe of frame			" " in Wells, Angle, [or [
Middle Line Keelson, on Floors, Angles, [or [			" " in way of Bridge, Angle, [or [
" " Through Plate or Intercoastal Plate			Spacing		
" " Foundation Plate on Floors			Second Deck, amidships, Angle, [or [
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side			Third Deck, amidships, Angle, [or [
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Fourth Deck, amidships, Angle, [or [
DOUBLE BOTTOM. In motor space			Spacing		
Solid Floors, thickness and spacing	42 30		Poop Deck, Angle, [or [
" " Are Frame and Reversed Frame joggled?	Yes		Spacing		
Bracket Floors, breadth and thickness at middle line			Bridge Deck, Angle, [or [
" " breadth and thickness at margin plate			Spacing		
			Forecastle Deck, Angle, [or [
			Spacing		

PILLARS AND DECKS.

		2 M.M. 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>As per approx. plans</i>									
- in 'tween Decks, Size and Spacing.....		<i>Bulk angles.</i>									
<i>E Bulkhead stiff. no. 1-3</i>		<i>230</i>	<i>90</i>	<i>11</i>					<i>.45</i>		
" " " " " 4		<i>250</i>	<i>90</i>	<i>11</i>					<i>.55</i>		
" " " " " 5		<i>250</i>	<i>90</i>	<i>13</i>							
- in Holds " " " 627		<i>280</i>	<i>90</i>	<i>12</i>							
" " " " " 8		<i>280</i>	<i>90</i>	<i>14.5</i>							
" " " " " 9-12		<i>Channels</i>									
		<i>12 x .50</i>	<i>3 1/2 x .50</i>								
Centre Line Bulkhead.											
Stiffeners and Spacing.....		<i>.49</i>	<i>.44</i>	<i>.41</i>							
Plating, thickness of		<i>.38</i>	<i>.39</i>	<i>.44</i>							
STRINGERS AND DECKS.											
Uppermost Continuous Deck.											
Stringer Plate, breadth and thickness in Wells		<i>81 1/2 x .70</i>									
" " " " in way of Bridge		<i>81 1/2 x .81</i>									
" Angle in Wells		<i>150</i>	<i>150</i>	<i>.18</i>							
Thickness of Plating abreast Deck openings in way of Wells		<i>.70</i>	<i>.52</i>	<i>.50</i>							
Thickness of Plating abreast Deck openings in way of Bridge											
Thickness of Plating within line of openings...											
If Sheathed, material and thickness											
Second Deck.											
Stringer Plate, breadth and thickness in Wells...		<i>69 .45</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? No.	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. M.M.	Inches. M.M.		Inches. M.M.	Inches. M.M.		
FLAT PLATE KEEL	53	.99	.82	.84		Double	28	115	Three	28	115	Sh. straps.	
" DBLG. (if any)													
BOTTOM PLATING, No. of of Strakes B-D	73-80 1/2	.65	.69	.52-.70		}	22	90	Four	22	90	Lapped.	
BILGE PLATING, No. of Strakes B	74	.67	.54	.62			22	90	"	22	90	"	
SIDE PLATING, No. of Strakes A-C	51-80	.62	.48	.48-.67			22	80	"	22	90	"	
UPPER DECK, Sheer- strake in Wells.....	66 1/2	.89	.52-.68	.56-.48			25	90	Three	25	100	Sh. straps.	
UPPER DECK, Sheer- strake in Bridge ...	66 1/2	1.04				"	25	90	"	28	115	" "	
STRAKE BELOW Sheer- strake in Wells.....	69 1/4	.80	.56-.68	.50-.48		"	25	90	Four	25	100	Lapped.	
STRAKE BELOW Sheer- strake in Bridge ...				.48		Sh. front.	19	75				
POOP SIDE PLATING .....				.44-.40		Single	19	75	One	19	65	Lapped.
BRIDGE SIDE PLATING ...	19 1/4	.52-.44				"	22	90	Two	22	80	"	
FOREC'TLE SIDE PLATING			.44			"	19	75	One	19	65	"	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	16	See plans
Extending to Upper Deck (Sec. 3 c)	10	(at ship's sides)
" Deck next below	6	" " "
As per Rule	✓	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		M.M.		
STEM	Rolled	254x70-60		
STERN FRAME	Propeller Post Rudder	Cast Steel	As per approx. plans	
RUDDER—A x D		1729 M.		
Speed of Vessel	11 1/2 knots			
RUDDER mainpiece at head	Cast Steel	310		
" " heel				
" how constructed				
" double or single plate coupling, vertical or horizontal		13		

STEEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	Open heart process.
	Entsorgungsbetriebe (Walwerk Oberhausen), Mannesmann-Röhren-Werke (A.G. Schmidt & Co. Düsseldorf), Vöhring & Hahlbrock (Hamburg & R.H. and Horder Vöhring)	
	Has the Steel been tested as required by the Rules?	Yes.

EQUIPMENT No. 44521.												LETTER C+	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.
1578	1st Bower ...	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	Stockless	P. U. D.	Swps 27-11-30 M.B.
1579	2nd „ ...	81	0	25				59	10	0	0	77	"	"	" " "
1580	3rd „ ...	69	1	6				33	10	0	0	65 1/2	"	"	" " "
	Collective weight.	232	0	1								219 1/2			
1581	Stream	22	0	10	5	3	24	22	9	1	14	22	Common Hook.	P. U. D.	Swps 27-11-30 M.B.

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.	Statutory.	Breaking.	Supplied.	Per Rule.			Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
2114	150	2 ³ / ₁₆	106 ⁹ / ₁₀	149 ⁷ / ₈	448-1-8						Lead Links.	N. K. A. F.	Pat. 23-12-30. L.W.	SPECIAL FLEX. SW. TOWLINE...	130	5 ¹ / ₄	77.5	130	5 ¹ / ₄
2117	150	2 ³ / ₁₆	106 ⁹ / ₁₀	149 ⁷ / ₈	448-2-12			890 ¹ / ₄	300	2 ³ / ₁₆	"	"	Pat. 13-1-31. L.W.	S.W. HAWSERS & WARPS }	4x100	2 ³ / ₄	15.2	4x100	2 ³ / ₄
	300				890-5-20									HEMP	4x90	7			
		Cir.								Cir.									
Iron Stream Chain or Steel Wire	120	5		52.8										"					

Steering Gear, Steam	Electric Th. B. Thrigge, Odense	Steering Gear, Hand	Th. B. Thrigge, Odense
Boats	4 Lifeboats	Steering Chains, Size and Test	✓
Ceiling in Holds, thickness and material	None fitted	Cargo Battens, thickness, material and spacing	Not fitted
Cargo Hatchways.-(Upper Deck)	Steel Coamings	Thickness of Hatches	Steel Covers
Size of No. 1 Hatchway (Forward)	11'-3" x 11'-0"	No. 2	6'-0" x 4'-0"
No. 3		No. 4	
No. 5		No. 6	
Number of Shifting Beams and/or Fore and Afters	None. Steel cover also for dry cargo hold hatchway.		

KOCKUMS MEKANISKA VERKSTADS
AKTIE-BOLAG

Builder's Signature *G. Melrot*

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 Tankers. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built under special survey in accordance with the approved plans and instructions and all the Rule requirements, as far as applicable, have been complied with.

The workmanship and the materials are both good.

The main and summer tanks, main cofferdams, oil fuel bunker, deep tank forward, oil fuel, lubricating oil and feed water tanks and cofferdams in double bottom under motor space and the peak tanks have been tested as required by the Rules.

The collision bulkhead above fore peak tank top and the weather decks clear of oil tanks and cofferdams have been tested by water from a hose and found tight.

The amount of Entry Fee	£ 182:00	Fees applied for,	
Special Survey Fee....	£ 10870:18	11 th April, 1931	
FREEBOARD.	£ 236:60	Received by me,	
Travelling Expenses, if any	£ 6:00	27.4.1931	

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 *A. Sundén*
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Swedish Office, Malmö Date of issue 21/4/31

Committee's Minute **TUE. 21 APR 1931**

Character assigned **+ 100A1**
Carryg. Petrol. in Bulk

Write into Lloyd's A&CP

Oil Eng. 2 RB. 171 lb.

+ L.M.C. 4.31

C.L.

My



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Lloyd's Register
Foundation

01973

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.)

Plans of the vessel as built 2 in number. i.e. Midships section, Profile & plan are forwarded under separate cover.

The approved plans of this vessel will be forwarded to you after completion of the sister vessels, Rockham Yard Nos. 169 and 170.

Certificates:-

Stern frame, rudder, rudder head and shaft brackets.

Main and auxiliary rudder quadrants, ginnion and ginnion shaft.

2 in all.

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

1st Bower
2nd "
3rd "
Stream

HEADS { 53-0-11. M.B. 4212. 20.11.30.
52-2-7. M.B. 4213. 20.11.30.
44-2-15. M.B. 4214. 20.11.30.
22-0-10. M.B. 4215. 20.11.30.

SHANKS { 28-1-15. M.B. 1054. 20.11.30.
28-9-18. M.B. 1053. 20.11.30.
24-2-19. M.B. 1055. 20.11.30.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 104.5 ft., R.Q.D. ft., Bridge 39.33 ft., Forecastle 40.8 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 Sts. (Stl) Web frames.

Official No. ; Signal Letters LJST

Is bottom of Vessel coated with cement No if not give

particulars of composition Cement in grates, feed water tank and in well at After end of motor room.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, Lubr. oil tank		28	Fore peak tank,	24	148
Double bottom, under Engines and Boilers, Feed w. tank		78	After peak tank,	26	241
Double bottom, if under Engines only,	65		Deep tank, aft, Oil fuel bunkers.	10	414 & 61
Double bottom, if under Boilers only, Oil fuel tank		136	Deep tank, forward,	36	540
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom		242	(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. 58

Date 18th Sept. 1929.

Dates of Surveys held while building

16/8, 18/8, 19/8, 21/8, 23/8, 25/8, 27/8, 29/8, 31/8, 1/9, 3/9, 5/9, 7/9, 9/9, 11/9, 13/9, 15/9, 17/9, 19/9, 21/9, 23/9, 25/9, 27/9, 29/9, 31/9, 1/10, 3/10, 5/10, 7/10, 9/10, 11/10, 13/10, 15/10, 17/10, 19/10, 21/10, 23/10, 25/10, 27/10, 29/10, 31/10, 1/11, 3/11, 5/11, 7/11, 9/11, 11/11, 13/11, 15/11, 17/11, 19/11, 21/11, 23/11, 25/11, 27/11, 29/11, 31/11, 1/12, 3/12, 5/12, 7/12, 9/12, 11/12, 13/12, 15/12, 17/12, 19/12, 21/12, 23/12, 25/12, 27/12, 29/12, 31/12, 1/13, 3/13, 5/13, 7/13, 9/13, 11/13, 13/13, 15/13, 17/13, 19/13, 21/13, 23/13, 25/13, 27/13, 29/13, 31/13, 1/14, 3/14, 5/14, 7/14, 9/14, 11/14, 13/14, 15/14, 17/14, 19/14, 21/14, 23/14, 25/14, 27/14, 29/14, 31/14, 1/15, 3/15, 5/15, 7/15, 9/15, 11/15, 13/15, 15/15, 17/15, 19/15, 21/15, 23/15, 25/15, 27/15, 29/15, 31/15, 1/16, 3/16, 5/16, 7/16, 9/16, 11/16, 13/16, 15/16, 17/16, 19/16, 21/16, 23/16, 25/16, 27/16, 29/16, 31/16, 1/17, 3/17, 5/17, 7/17, 9/17, 11/17, 13/17, 15/17, 17/17, 19/17, 21/17, 23/17, 25/17, 27/17, 29/17, 31/17, 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PARTICULARS OF LONGITUDINAL FRAMING. M/S "FALKEFJELL"

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.			Diam.		Inches.	
	M.M.			M.M.			M.M.			M.M.			H.M.		H.M.	
Framing of L AND C or E	M.M. FOR L INS. FOR C			BULB ANGLES.			M.M. FOR L INS. FOR C			BULB ANGLES.			CLEAR OF 10 RIV. DOUBLINGS		FOR 6 RIV. BHD'S.	
Frames in Bridge 'tween Decks ...	165	75	9.5	165x75x9.5	POOP	FCLE.	165	75	9.5	165x75x9.5	POOP	FCLE.	22	135	66	88
Frames from Uppermost Continuous Deck	230	90	11	180x90x9.5	A.	FCLE.	230	90	11	180x90x9.5	A.	FCLE.	"	"	"	"
" 2	230	90	11	180x90x9.5	A.	FCLE.	230	90	11	180x90x9.5	A.	FCLE.	"	"	"	"
" 3	250	90	12.5	180x90x10	A.	FCLE.	250	90	12.5	180x90x10	A.	FCLE.	"	"	"	88
" 4	280	90	12	180x90x11	A.	FCLE.	280	90	12	180x90x11	A.	FCLE.	"	"	"	"
" 5	280	90	12.5	200x90x10.5	A.	FCLE.	280	90	12.5	200x90x10.5	A.	FCLE.	"	"	100	"
" 6	12x50-3 1/2x50			200x90x10	A.	FCLE.	12x50-3 1/2x50			200x90x10	A.	FCLE.	"	"	"	"
" 7	12x50-3 1/2x50			230x90x11	A.	FCLE.	12x50-3 1/2x50			230x90x11	A.	FCLE.	"	"	"	"
" 8	12x51-3 1/2x60			230x90x12.5	A.	FCLE.	12x51-3 1/2x60			230x90x12.5	A.	FCLE.	"	"	"	88
" 9	15x44-4x62			250x90x11	A.	FCLE.	15x44-4x62			250x90x11	A.	FCLE.	"	"	77	"
" 10	15x44-4x62			250x90x12	A.	FCLE.	15x44-4x62			250x90x12	A.	FCLE.	"	"	"	"
" 11	15x44-4x62			280x90x12	A.	FCLE.	15x44-4x62			280x90x12	A.	FCLE.	"	"	"	"
" 12	17x48-4x68			250x90x12	A.	FCLE.	17x48-4x68			250x90x12	A.	FCLE.	"	"	"	"
" 13	17x68-4x68			250x90x11	A.	FCLE.	17x68-4x68			250x90x11	A.	FCLE.	"	"	"	88
" 14	17x58-4x68			250x90x11	A.	FCLE.	17x58-4x68			250x90x11	A.	FCLE.	"	"	"	"
" 15	17x48-4x68			250x90x11	A.	FCLE.	17x48-4x68			250x90x11	A.	FCLE.	"	"	"	"
" 16	15x57-4x62			250x90x11	A.	FCLE.	15x57-4x62			250x90x11	A.	FCLE.	"	"	"	"
SEE ABOVE																
Spacing of Longitudinal Frames	Amidships			At Ends			Amidships			At Ends			22		100	
DEEP Double Bottoms	Tank Top Longitudinals			F.P.T. TOP			Tank Top Longitudinals			F.P.T. TOP			200		90	
	Bottom			Bottom			Bottom			Bottom			180		90	
Spacing of Longitudinals	Amidships			At Ends			Amidships			At Ends			30"		30"	
Transverses.	INS. FOR PL. M.M. FOR L			INS. FOR PL. M.M. FOR L			INS. FOR PL. M.M. FOR L			INS. FOR PL. M.M. FOR L			Rivets in Lugs to Shell		Diam.	
	M.M.			M.M.			M.M.			M.M.			H.M.		H.M.	
	Depth and Thickness			Depth and Thickness			Depth and Thickness			Depth and Thickness			19		85	
	Face Angles			Face Angles			Face Angles			Face Angles			22		100	
In Bridge 'tween Decks	90x90x9.5			75x75x9.5			90x90x9.5			75x75x9.5			30-24x40		24x40	
In Upper 'tween Decks	36-28x40			90x90x10			90x90x10			90x90x10			22		135	
In Hold.	90x90x10			3" FLANGE F.			90x90x10			3" FLANGE F.			22		100	
Back Bars	90x90x10			90x90x10			90x90x10			90x90x10			22		135	
Brackets	90x90x10			90x90x10			90x90x10			90x90x10			22		135	
Spacing of Transverse Frames	8'-7 1/2"-12'-3"-8'-7 1/2"			6'-9"-9'-0"-11'-5"			8'-7 1/2"-12'-3"-8'-7 1/2"			6'-9"-9'-0"-11'-5"			10'-0"-7'-6"		10'-0"-7'-6"	
Longitudinal Beams of L, L or E	150			150x75x8			150			150x75x8			37 1/2"		37 1/2"	
	230			165x75x9			230			165x75x9			30"-30 3/8"		30"-30 3/8"	
	200			165x75x9.5			200			165x75x9.5			30"-34"		30"-34"	
	230			165x75x9			230			165x75x9			32 1/2"-36"		32 1/2"-36"	
Bridge Deck	150			150x75x8			150			150x75x8			10x38		10x38	
Upper	230			165x75x9			230			165x75x9			19x40		19x40	
Second POOP FCLE.	200			165x75x9.5			200			165x75x9.5			13x40		13x40	
Third	230			165x75x9			230			165x75x9			26x42		26x42	
Double bottom, under Engines and Boilers, etc.	150			150x75x8			150			150x75x8			10x38		10x38	
Double bottom, if under Engines only,	230			165x75x9			230			165x75x9			10x38		10x38	

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.