

## STEEL STEAMER OR MOTORSHIP.

Received at London Office.

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 **3<sup>RD</sup> JUNE 1947**Port of **NEWCASTLE-ON-TYNE**No. **104516**Survey held at **HEBBURN-ON-TYNE**Date First Survey **11<sup>TH</sup> FEBRUARY, 1946**Last Survey **28<sup>TH</sup> MAY, 1947**On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) **MOTOR TANKER "LAMPAANIA" (MACHY. AFT. SING. SC.)**State Type (Full Scantling, Complete Superstructure with or without Tonnage Opening) **FULL SCANTLING**State Type of Erections **POOP, BRIDGE AND FORECASTLE**TONNAGE under Tonnage Deck ... **5496.97**CLASS **CARRYING PETROLEUM IN BULK** (State if with freeboard as condition of Class) **No.**Built at **HEBBURN-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 425.00**Launched **7<sup>TH</sup> JAN. 1947** Yard No **690**Breadth (greatest moulded) **B 54.25**Builders **R. W. HANCOCK LESLIE & CO. LD**Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 31.00**Owners **ANGLO-SAXON PETROLEUM CO. LD.**1st Longitudinal Number (L x D) **13175**Managers **—**  
(Where necessary to be entered in Reg. Book)2nd Numeral L x (B + D) **36231**Residence **—**Framing Depth "d," at middle of length. See Sec. 3 (1d) **13.7**Port of Registry **LONDON**Proportions—Depth to Length—Uppermost continuous deck to top of keel **13.7**

If surveyed while building, afloat, or in dry dock

Do. Long Bridge to top of keel **25.5****BUILDING AFLOAT AND IN DRY DOCK.**Draught Moulded **25.5**

## 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 <b>FORD CFDM.</b>	<b>37 1/4</b>		Bracket Floors, Frame		
" " from 1/2 length amidships to Collision bulkhead	<b>27</b>		" " Reversed Frame		
" " IN MACHY. SPACE CROSS BUNKER	<b>26 1/2</b>		" " Vertical Struts		
" " in peaks	<b>30 1/2</b>		Centre Girder, depth and thickness amidship <b>60 x 54 - 44</b>		
SIDE FRAMING.			" " top Angles <b>NONE WELDED</b>		
Frame Amidships, Angle, E or F <b>FORD DEEP TANK.</b>	<b>9 3 1/2 40</b>	SEE ALSO REPORT 1* HEREWITH	" " bottom Angles <b>DOUBLE</b>	<b>4 4 57/83</b>	
" " Extends up to <b>UPPER DECK.</b>	<b>9 3 1/2 37 1/2</b>		Side Girders, No. each side and thickness	<b>2 @ .60</b>	
Reversed Frame Amidships, Angle <b>IN MACHY. SPACE</b>	<b>9 3 1/2 37 1/2</b>		Margin Plate depth (excl. of flange) and thickness <b>NO. BILGE</b>	<b>1 @ .50</b>	
" " Extends up to <b>ALTERNATELY.</b>	<b>DOOP 9 UPPER DR.</b>		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<b>1 @ .40</b>	
Depth of Framing Girder	<b>—</b>		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area		
Frames in Uppermost Continuous 'tween Decks, Angle, E or F <b>POOP</b>	<b>9 3 1/2 37 1/2</b>		" " Gussets, spacing and scantling abaft 1/2 len. from stem		
" " Second 'tween Decks, Angle, E or F <b>ALTERNATE</b>	<b>10 3 36</b>		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
" " Third	<b>—</b>		Tank Side Brackets, height above base line at toe of Frame and thickness	<b>36 x 44</b>	
" " from 1/2 len. for'd. to 15% len. from Stem <b>FORD</b>	<b>AS ABOVE</b>		INNER BOTTOM PLATING UNDER ENGINES		
" " in Peaks, Angle or F <b>AFT.</b>	<b>8 3 35</b>		Breadth and thickness of Middle Line Strake	<b>1 1/8</b>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<b>7/8 @ 4 3/8</b>		Thickness of remainder in Hold <b>MACHY SPACE</b>	<b>.51</b>	
State if Frame Joggled	<b>YES</b>		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?	<b>YES</b>	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<b>YES</b>		BEAMS.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<b>YES</b>		Uppermost Continuous Deck, amidships in <b>UNDER FLE.</b>	<b>7 3 40/33</b>	
SINGLE BOTTOM.			" " in way of Bridge, Angle, E or F <b>POOP</b>	<b>7 3 40/33</b>	
Floors, Depth and thickness at mid-line in Holds			" " Spacing <b>FORD</b>	<b>27 &amp; 24</b>	
Height of Brackets at side above base line at toe of frame			" " <b>AFT.</b>	<b>26 1/4 &amp; 24</b>	
Middle Line Keelson, on Floors, Angles, E or F			Second Deck, amidships, Angle, E or F <b>AFT.</b>	<b>6 3 36</b>	
" " Through Plate or Inter-costal Plate			" " Spacing <b>26 1/4 &amp; 24</b>		
" " Foundation Plate on Floors			Third Deck, amidships, Angle, E or F <b>FORD (PEAK TANK TOP)</b>	<b>8 3 35</b>	
" " Flat Plate Keel Angles			" " Spacing <b>24</b>		
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, E or F		
" " thickness of Inter-costal Plate			" " Spacing	<b>7 3 33</b>	
" " Angles			Poop Deck, Angle, E or F	<b>6 3 33</b>	
DOUBLE BOTTOM. IN MACHY SPACE.			" " Spacing <b>24 &amp; 26 1/4</b>		
Solid Floors, thickness and spacing <b>EVERY FRAME.</b>	<b>42 &amp; 50</b>		Bridge Deck, Angle, E or F	<b>7 3 33</b>	
" " Are Frame and Reversed Frame joggled? <b>(NO REV. FRAME)</b>	<b>YES</b>		" " Spacing <b>31 3/4</b>		
Bracket Floors, breadth and thickness at middle line	<b>NONE</b>		Forecastle Deck, Angle, E or F	<b>8 3 35</b>	
" " breadth and thickness at margin plate			" " Spacing <b>27 &amp; 24</b>		



## 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>R LONG BHDS. 1 P 15 10'-10" FROM CENTRE ✓</i>			Stringer Plate, breadth and thickness in way of Bridge .....	NONE ✓	
" in 'tween Decks, Size and Spacing .....			Thickness of Plating abreast Deck openings in way of Wells <i>.36 AFT ✓</i>	.36 ✓	
" " " " "			Thickness of Plating abreast Deck openings in way of Bridge.....	-	
" in Holds " " "			Thickness of Plating within line of openings...	-	
" " " " "			If Sheathed, material and thickness.....	NONE ✓	
<i>LONGITUDINAL Centre Line Bulkhead S Stiffeners and Spacing @ 31 3/4</i>	<i>TANK-6 9 3 1/2 .40 ✓ " T 10 3 1/2 .40 ✓ " B 11 3 1/2 .42 ✓</i>		Third Deck. Stringer Plate, breadth and thickness.....	/	
Plating, thickness of .....	.43 ✓		If Plated, state thickness .....	/	
STRINGERS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells	84 x .62 ✓		Fourth Deck. Stringer Plate, breadth and thickness.....	/	
" " " " in way of Bridge	84 x .75 ✓		If Plated, state thickness.....	/	
" Angle in Wells .....	6 6 .66 ✓		Poop Deck. Stringer Plate, breadth and thickness.....	36 x .36 ✓ <i>PLATING UNDER SHEATHING CLEAR OF "</i>	
Thickness of Plating abreast Deck openings in way of Wells .....	.53 (C) ✓ 48 .55 .48 ✓		Plating, Sheathing, material and thickness ...	.26 .30 2 1/2 OREGON PINE ✓	
Thickness of Plating abreast Deck openings in way of Bridge.....	.55 (C) ✓ 48 .55 .48 (.60) ✓		Bridge Deck. Stringer Plate, breadth and thickness.....	42 x .42 ✓	
Thickness of Plating <i>AT ENDS { FORD AFT</i> within line of openings...	.36 .44 ✓ .36 ✓		Plating, Sheathing, material and thickness	.32 NO SHEATHING ✓	
If Sheathed, material and thickness.....	NONE		Forecastle Deck. Stringer Plate, breadth and thickness.....	.36 ✓ .34 .28	
Second Deck. <i>AFT ✓</i> Stringer Plate, breadth and thickness in Wells	.38 - .34 ✓		Plating, Sheathing, material and thickness.	SD UNDER WINDLASS. ✓	

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	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.....	.55	.92	.71	.76		DOUBLE	1	4					
„ Dblg. (if any)	NONE												
Bottom Plating, No. of Strakes 3P 33	.63	.48	.50	.50	STERN FRAME PLATES .62 BOSS „ .72.	DOUBLE							
Bilge Plating, No. of Strakes 1P 15	.63	.55	.50	.48 (E STRAKE)		„	7/8	3 1/2					
Side Plating, No. of Strakes 3P 33	.60	.46	.46	.46		„							
Upper Deck, Sheer- strake in Wells.....	.60	.90	.50	.46		„	1	4					
Upper Deck, Sheer- strake in Bridge ENAS	1.08					„	1	4					
Strake below Sheer- strake in Wells.....	.82 3/4	.70	.46	.46		„	7/8	3 1/2					
Strake below Sheer- strake in Bridge ...	.70					„							
Poop Side Plating.....			.38			SINGLE STRAKE							
Bridge Side Plating.....	.42					„							
Forecastle Side Plating			.42			SINGLE	3/4	2 9/8					

## WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c)..... 16 ✓

„ Deck next below..... NONE ✓

As per Rule..... 7

## FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
KEEL, Bar .....	FLAT	PLATE	✓	
STEM .....	PLATE	.58 to .48	✓	
STERN { Propeller Post .....	CASTING	AS		
FRAME { <del>BACK</del> Rudder .....	FORGING	APPROVED.	✓	
Speed of Vessel .....	12 KNOTS	✓		
RUDDER—Type .....	SIMPLEX BALANCED	✓		
" A x D .....	369	✓		
" Diam. of head .....	10 1/4	✓		
" <del>BACK POST</del> Mainpiece at top pintle .....	11 1/4	✓		
" " heel .....	10 1/4	✓		
" how constructed .....	ELECTRICALLY WELDED	✓		
" double or single plate coupling, vertical or .....	DOUBLE	✓		
24" " horizontal .....	HORIZONTAL	✓		

		Plating Thickness.	STIFFENERS.				
			VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings.	Spacing.	
MIDSHIP	BULKH'D, Upper 'tween decks						
"	" Second "						
"	" Third						
"	" Holds						
COLLISION	(in Hold)	30	36	46	0A 3K 30	24	
AFTER PEAK		30	40	0A 4K 30	24	STIFF	513K 36 0A 40

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *OPEN HEARTH PROCESS. ✓*  
*Consett Iron Co. Appley Frodingham & Co. Large Fleet Iron Co. Skinningrove Iron Co. Co. Durham Iron Co.*  
*Steel Co. of Scotland, Dorman Long & Co., Raine's Steel Co.*  
 Has the Steel been tested as required by the Rules? *YES ✓*



## ANCHORS.

## CHAIN CABLES.

## HAWSERS AND WARPS.

STEEL WIRE & BLOCKS OPERATED BY  
STEAM WINCH ON POOP DECK

## Alternative Means of Steering

Boats  $24 \times 8 \times 3.4$  } 2 WITH MOTORS  
R " OARS

Cargo Battens, thickness, material and spacing NONE. ✓

Size of Hatchways No. 1 (Fwd.) \_\_\_\_\_ No. 2 \_\_\_\_\_ No. 3 \_\_\_\_\_ No. 4 *Port* \_\_\_\_\_ No. 5 \_\_\_\_\_ No. 6 \_\_\_\_\_

Number of **Shifting Beams**  
and/or **Fore and Afters** }

*Builder's Signature*

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo ☒ The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

The materials & workmanship are good

The cargo tanks, cofferdams, peaks, oil fuel bunkers, 'deep tank forward', lubricating oil tanks, F.W. tanks & double bottom tanks have been tested as required by the Rules & found satisfactory. The requirements of Sect. 21 of the Rules where applicable for carriage of oil fuel having a flash point above  $150^{\circ}\text{F}$  have been complied with. The oil fuel is carried in the cross bunker forward of the machinery space, in the fore deep tank & in part of the double bottom under the engines.

The windlass, main & auxiliary steering gears & emergency control of steering gear have been tried under working conditions & found satisfactory. ✓

The assigned foreboards have been marked on the sides of the vessel, verified, cut in & painted

The amount of Entry Fee.....	£ 656 - -	Fees applied for
<b>FREEBOARD</b>	<b>17 - -</b>	<b>5 JUN 1947</b>
Special Survey Fee.....	£ - -	19
Travelling Expenses, if any .....	£ : :	Received by me, 19

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed **100 A1**  
**\* CARRYING PETROLEUM IN BULK.**

State whether the Vessel has been built under Special Survey YES

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to

Date of issue

Committee's Minute

*Character assigned*

Character assigned +100A1 Carrying Petroleum in bulk

5,47 hwe.

Lloyd's A & C. P.

lucky aft.

+ LMC 5.47 Oil Eng

C. L.

1DB 18016.

White ~~Two~~



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.)

SISTER VESSEL. M.V. "LATIA" BUILDERS (HAWTHORN LESLIE) YARD N° 684 N° C.E. R.P.T. N° 103754.

Copies of the approved plans as per attached list are enclosed & it is specially requested that these plans be returned to Newcastle office as soon as possible for reference in building a sister vessel.

Reports for sternframe, rudder stocks, coupling, upper & lower bearings & tillers (main & spare) & copy of report on steering gear are enclosed herewith.

This vessel is fitted with a bronze propeller & without zinc anti-corrosion plates.

PARTICULARS OF ELECTRIC WELDING (if employed) Rudder, butts of upper deck, butts of side & bottom shell plating, seams of shell plating in wake of anchors, seams & butts & deck houses &c. side stringers in tanks to shell, top & bottom of longitudinal bulkheads to deck & bottom, part of d.b. structure aft, butts of masts & minor items.  
The electric welding has been carried out using electrodes approved for the purpose & in accordance with "Rules for the application of electric arc welding to ship construction"

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book "CARRYING PETROLEUM IN BULK" "LONGITUDINAL FRAMING AT BOTTOM AND DECK" "RUDDER ELECTRICALLY WELDED" "LLOYDS A & C.P." "CRUISER STERN" "MACHINERY AFT" "SINGLE SCREW" "ECHO SOUNDING DEVICE" "DIRECTION FINDER" "BUTTS OF DECK & SHELL PLATING ELECTRICALLY WELDED"

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

1st Bower	WT. OF HEAD	350.10 PLS.	A.E.G.	10.1.47	CERT. N° 917R (SUNDERLAND)
2nd "	"	36 — 20	J.H.J.	28.8.46	" 803R (NEWCASTLE)
3rd "	"	36 1 —	S.P.R.	4.9.46	" 8057 ( " )
STERN.		18 0 20	J.H.J.	16.10.46	

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 88.0 ft., R.Q.D. — ft., Bridge 57.5 ft., Forecastle 50.5 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated —

Official No. 181630

Signal Letters

Extreme Breadth over Belting (Circ. 1611)

Over-all Length 446'-2" (Circ. 1703)

No. and Material of Decks 1 DECK (STEEL)

2<sup>ND</sup> DECK CLEAR OF CARGO TANKS AND HOLDS.

Parts of Bottom of Vessel coated with cement or approved composition —

Particulars of composition (if fitted) and of approval —

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)  
(Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers, OIL FUEL	46.0		After peak tank,		106.6
Double bottom, if under Engines only, LUB. OIL	10.9		Deep tank, aft,		59.0
Double bottom, if under Boilers only,			Deep tank, forward,	24.75	2556 (SALT WATER)
Double bottom, forward, 2 COFFERDAMS EACH	3.0		Other tanks, if fitted,		
Total length (if continuous) and Capacity	59.9		(If necessary furnish further information by sketch.)		

Order for Special Survey No. 5776

Date 18/12/45

Dates of Surveys held while building

{ 1946 FEB. 11 MAR. 12, 13, 21, 23, 25, 26, APR. 1, 2, 3, 11, 15, 23, 25, MAY 7, 9, 24, 27, JUNE 4, 5, 6, 12, 13, 14, 18, 21, 24, 26, JULY 16, 18, 19, 30, 31, AUG. 2, 6, 7, 9, 12, 13, 14, 16, 19, 20, 22, 26, 27, SEPT. 2, 4, 19, 24, OCT. 1, 2, 4, 7, 9, 10, 11, 14, 16, 17, 19, 22, 23, 25, 28, 29, 30, 31, NOV. 1, 4, 6, 7, 8, 11, 12, 13, 14, 18, 19, 20, 22, 26, 28, DEC. 3, 5, 11, 12, 13, 17, 20, 24, 27, 28, 31, 1947 JAN. 7, 8, 13, FEB. 5, 24, MAR. 10, APR. 15, 24, 25, 28, MAY 8, 12, 15, 20, 22, 23, 28

Total No. of Visits 112

Lloyd's Register  
Foundation



## PARTICULARS OF LONGITUDINAL FRAMING.

M.V. "LAMPANIA"

BOTTOM FRAMING.			AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.			RIVETING.					
			In Ship.			In Ship.						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.				Diam.	Speng.	Inches.	Number.	Diameter.	
			Ins.	Ins.	Ins.	Ins.	Ins.	Ins.				Ins.	Ins.			Inches.	
Framing of <del>L</del> , <del>E</del> or <del>C</del> .....																	
on Decks ...																	
Continuous No. 1									CENTRE LINE INTERCOSTAL ✓								
" 2									ON BOTTOM OF CARGO TANKS ✓								
" 3									PLATE 40 x .42 ✓								
" 4									TOP ANGLES 3 1/2 x 3 1/2 x .44 DOUBLE ✓								
" 5									BOTTOM " 4 x 4 x .50 " ✓								
" 6									VERTICAL " 3 1/2 x 3 1/2 x .40 ✓								
" 7																	
" 8																	
" 9																	
{ " 10			17 x 4 x 4 x 50/68									7/8 5 1/4			18-7/8 RIVETS TO BULKHEAD TEE BARS. ✓		
{ " 11			DO									" " 3/16 FOR 11 RIVETS.			18-7/8 RIVETS TO GUSSET LONGITUDINAL ✓		
{ " 12			DO									" " }			10-7/8 RIVETS BRACKET TO GUSSET TEE BAR ✓		
{ " 13			LONG. BHD.			DO AS APPROVED ✓						" " }			9-7/8 RIVETS BRACKET TO BULKHEAD STIFFENER. ✓		
{ " 14			17 x 4 x 4 x 50/68									7/8 5 1/4					
{ " 15			DO									" " 3/16 FOR 11 RIVETS					
{ " 16			DO									" " }					
Amidships AND At Ends .....			WINGS AND CENTRE 32 1/2 ✓														
Top Longitudinals																	
om " (Amidships																	
inals (At ends...																	
verses.																	
Side (between Decks)			Depth and Thickness														
			Face Angles .....														
			Lugs to Shell* .....														
Side (in Hold)			Depth and Thickness														
			Face Angles .....														
			Lugs to Shell* .....														
Bottom			Depth and Thickness			36 x .42			40 x .44 ✓			WINGS ✓			CENTRES ✓		
			Face Angles O.A. SING. 5 3 1/2 .40						6 x 3 1/2 x .48 O.A. DOUBLE ✓			7/8 5 1/4			7/8 @ 5 1/4		
			Lugs to Shell* LONGS DOGGLED 6 6 .42			DO. ✓			6 x 6 x .44 ✓			7/8 3 1/2			7/8 @ 4		
			" " Back Bars NONE						3 1/2 x 3 1/2 x .44 FOR 2 SPACES AT LONG BHD.								
			SHELL 6-4 ABOVE BASE x 4-0 x .42 WITH 5" FLANGE.						5-6" x 4-6" x .44 WITH 5" FLANGE.								
			Brackets LONG. BHD 4-0 AT TRANS. TO LOWER STRINGER .42 TH.						STIFFENER 3 1/2 x 3 x .44								
Spacing of Transverse Frames...			10'-7" ✓						10'-7" ✓								
* State if joggled or liners.																	
ongitudinal Beams of [ or ]			Bridge Deck ... TRANS. BEAMS (SEE P. 1.)									Plate.			Face Angles.		
			Upper " 9 3 1/2 .40			9 3 1/2 .40 AS APPROVED ✓			WINGS & CENTRE 32 1/2 ✓			27 x 42			5 x 3 1/2 x 40 AS APPROVED O.A.		
			Second " CENTRE LINE GIRDER 60 x 40 WITH 6" FL. STIFFS. O.A. 5 x 3 1/2 x 40 ON ALT. FRAMES ✓														
			Third " BELOW UPPER DECK ✓														

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., 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, &c., on the first page.

(m, 11, 42. T.

*Character assigned*

+100A1 Carrying Petroleum in bulk

547 bus