

## STEEL STEAMER or MOTORSHIP.

29 JAN 1935

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

26<sup>th</sup> January 1935

Port of

*Belfast*

No.

11456

Survey held at

*Belfast*

Date First Survey

15<sup>th</sup> Jan 1934

Last Survey

22<sup>nd</sup> January

1935

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

*Single Screw (Mach. aft)**ACAVUS.*

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

*Full Scantling*State Type of Erections *Tele; Shot Br, Poop*

TONNAGE under Tonnage Deck

7215.13

CLASS *+100A-1. Barring*

State if with freeboard as condition of Class

N<sup>o</sup>

Built at

*Belfast*

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

Launched

24<sup>th</sup> Nov 1934

Yard No.

536

Total

7215.13

Breadth (greatest moulded)

B 59

Builders

*Workman Clark (1928) Ltd*

Gross Tonnage

8010.45

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

D 34.01

Owners

*Anglo-Saxon Petroleum Co*

Register Tonnage

4752.05

1st Longitudinal Number (L x D)

= 15645

Managers

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

## REGISTERED DIMENSIONS.

FEET.

Length

465

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

13.52

Residence

Breadth

59.4

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

13.52

Port of Registry

*London*

Depth

33.9

Draught Moulded

27.32

If surveyed while building, afloat, or in dry dock

*Building, afloat and 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.
<b>FRAMES, Spacing amidships</b>	30 3/4		<b>Bracket Floors, Frame</b>	—	
" " <i>for Cofferdam</i>	27		" " Reversed Frame	—	
" " from length to Collision bulkhead	24 FP, 23 AP		" " Vertical Struts	—	
" " in peaks			<b>Centre Girder, depth and thickness amidships</b>	60 x 57	
<b>SIDE FRAMING.</b>			" " top Angles	3 1/2 3 1/2 50	
Frame Amidships, Angle, E or [ <i>N.B.5</i>	10 3 1/2 42		" " bottom Angles	4 3 1/2 56	
" " <i>Forward tanks</i>	11 3 1/2 42		<b>Side Girders, No. each side and thickness</b>	2 @ 60 x 42	
" " Extends up to	upper dk		<i>also depth girder</i>		
" " <i>Web.</i>	30 x 42		<b>Margin Plate</b> depth (excl. of flange) and thickness <i>horizontal</i>	.511	
<b>Reversed Frame Amidships, Angle</b>	6 3 1/2 44		" " Vertical Angle to Tank side	5 5 46	
<i>at centre of each cargo tank</i>	3 1/2 3 1/2 44		" " Bracket abaft 1/2 len. from stem	—	
" " <i>Shell conn</i>	upper dk		" " Vertical Angle to Tank side	—	
" " Extends up to			" " Bracket forward 1/2 len. from stem	—	
<b>Depth of Framing Girder</b>	10"		" " Gussets, spacing and scantling abaft 1/2 len. from stem	—	
<b>Frames in Uppermost Continuous 'tween Decks, Angle, E or [</b>	—		" " Gussets, spacing and scantling forward 1/2 len. from stem	—	
" " <b>Second 'tween Decks, Angle, E or [</b>	—		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	.46 ft.	
" " <b>Third " " " "</b>	—		<b>INNER BOTTOM PLATING.</b>		
<b>Framing in Peaks, Angle, E or [ <i>N.B.3</i></b>	8 3 1/2 46		Breadth and thickness of Middle Line Strake	38 x 70	
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>			Thickness of remainder in Holds	.52; 1/8	
<b>State if Frame Joggled</b>	<i>Yes</i>		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?	<i>as approved</i>	
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>	<i>oil tight flat. webs 3/16 x 4 for part in tank bulkhead side str in tween dk in way of 30 3/4 at 37 3/4 7 1/4 70 in girders 30 3/4 apart in for cargo tank 30 3/4 in long. 8 1/2 dia</i>		<b>BEAMS.</b>		
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b>			<b>Uppermost Continuous Deck, amidships in way of poop</b>	9 3 1/2 38	
<b>SINGLE BOTTOM.</b>			" " in way of <i>for</i>	8 3 1/2 36	
Floors, Depth and thickness at mid-line in Holds	<i>See</i>		" " in way of <i>for</i>	7 3 1/2 42	
Height of Brackets at side above base line at toe of frame	<i>long c</i>		Spacing	30 3/4 27 3/4	
<b>Middle Line Keelson, on Floors, Angles, E or [</b>	<i>framing.</i>		<b>Second Deck, amidships, Angle, E or [</b>	9 3 1/2 40	
" " Through Plate or Intercoastal Plate			Spacing	7 3 1/2 40	
" " Foundation Plate on Floors			<i>deep tank top</i>	27 3/4	
" " Flat Plate Keel Angles			<b>Third Deck, amidships, Angle, E or [</b>	11 3 1/2 43	
<b>Side Keelsons, No. each side</b>			Spacing	27	
" " thickness of Intercoastal Plate			<b>Fourth Deck, amidships, Angle, E or [</b>		
" " Angles			Spacing		
<b>DOUBLE BOTTOM. in mach. sp only.</b>			<b>Poop Deck, Angle, E or [</b>	9 3 1/2 38	
Solid Floors, thickness and spacing	.42 @ 30 3/4		Spacing	7 3 1/2 40	
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		<b>Bridge Deck, Angle, E or [</b>	6 3 32	
<b>Bracket Floors, breadth and thickness at middle line</b>	—		Spacing	30 3/4	
" " breadth and thickness at margin plate	—		<b>Forecastle Deck, Angle, E or [</b>	7 3 36	
			Spacing	27 3/4	



## PILLARS AND DECKS.

PILLARS, No. of Rows	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
	Breadth	Thickness			Breadth	Thickness	
Stringer Plate, breadth and thickness in way of Bridge	✓				✓		
Thickness of Plating <del>abreast Deck openings</del> <i>in way of Well</i>	✓				✓		
Thickness of Plating abreast Deck openings in way of Bridge	✓				✓		
Thickness of Plating within line of openings	✓				✓		
If Sheathed, material and thickness	✓				✓		
<i>Long Centre-line Bulkhead, 11' P13</i>							
Stiffeners and Spacing	✓				✓		
Plating, thickness of	✓				✓		
<b>STRINGERS AND DECK.</b>							
<b>Uppermost Continuous Deck.</b>							
Stringer Plate, breadth and thickness in Well	✓				✓		
" " " " in way of Bridge	✓				✓		
Angle in Well <i>amid</i>	✓				✓		
Thickness of Plating abreast Deck openings <i>o T hatches</i>	✓				✓		
Thickness of Plating abreast Deck openings in way of Bridge	✓				✓		
Thickness of Plating within line of openings	✓				✓		
If Sheathed, material and thickness	✓				✓		
<b>Second Deck.</b> <i>bet. for Cft + Box on</i>							
Stringer Plate, breadth and thickness in Well	✓				✓		
Stringer Plate, breadth and thickness in way of Bridge	✓				✓		
Thickness of Plating abreast Deck openings in way of Bridge	✓				✓		
Thickness of Plating within line of openings	✓				✓		
If Sheathed, material and thickness	✓				✓		
<b>Third Deck.</b> <i>Crown of deep tank for</i>							
Stringer Plate, breadth and thickness	✓				✓		
If Plated, state thickness	✓				✓		
<b>Fourth Deck.</b>							
Stringer Plate, breadth and thickness	✓				✓		
If Plated, state thickness	✓				✓		
<b>Poop Deck.</b>							
Stringer Plate, breadth and thickness	✓				✓		
Plating, Sheathing, material and thickness	✓				✓		
<b>Bridge Deck.</b>							
Stringer Plate, breadth and thickness	✓				✓		
Plating, Sheathing, material and thickness	✓				✓		
<b>Forecastle Deck.</b>							
Stringer Plate, breadth and thickness	✓				✓		
Plating, Sheathing, material and thickness	✓				✓		

## 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.		STRAFFED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing or to cr.	
FLAT PLATE KEEL	64 1/4	93	78	78	✓	double	1 1/4	five	1 1/4	lapped	
" DBLG. (if any)											
BOTTOM PLATING, No. of Strakes	67 1/4	64	50	50	✓	double	7/8 3/4	four	7/8 3/4	lapped	
BILGE PLATING, No. of Strakes	64	50	54	54	✓	do	7/8 3/4	four	7/8 3/4	do	
SIDE PLATING, No. of Strakes	63	50	50	50		do	7/8 3/4	four	7/8 3/4	do	
UPPER DECK, Sheer-strake in Wells	67	94	50	50	✓			five	1 1/8 1/2	do	
UPPER DECK, Sheer-strake in Bridge	67	94			✓	double + single	7/8 3/4	five	1 1/8 1/2	do	
STRAKE BELOW SHEER-strake in Wells	66 1/4	81	50	50	✓	double	1 3/4	four	1 1/4	do	
STRAKE BELOW SHEER-strake in Bridge	66 1/4	81			✓	do	1 3/4	four	1 1/4	do	
POOP SIDE PLATING			50 1/4	40	✓	(one strake)		two	7/8 3/4	do	
BRIDGE SIDE PLATING	43				✓	(one strake)		two	7/8 3/4	do	
FORECASTLE SIDE PLATING		43			✓	Single	7/8 3/4	one	7/8 3/4	do	

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—				
Extending to Upper Deck (See, 3 c)				14
" Deck next below				1
As per Rule (ordinary cargo)				7
STIFFENERS.	Plating Thickness.			
	VERTICAL.		HORIZONTAL.	
	Scantlings	Spacing.	Scantlings	Spacing.
<b>O.T. BH 108</b>				
MIDSHIP BULKHEAD, Upper-tween-decks	3 1/2	30"	3 1/2	30"
" " Second "	3 1/2	30"	3 1/2	30"
" " Third "	3 1/2	30"	3 1/2	30"
" " Holds	3 1/2	30"	3 1/2	30"
<b>COLLISION</b>				
" (in Hold)	3 1/2	30"	3 1/2	30"
<b>AFTER PEAK</b>				
"	3 1/2	30"	3 1/2	30"

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b>				
<b>STEM</b>	Rolled	10 x 2 1/2		
<b>STERN FRAME</b>	Steel	as per Bochumer		
" Rudder	Cast	app. plan. Verman AG.		
<b>RUDDER—A x D</b>				
Speed of Vessel	12 knots			
<b>RUDDER</b> mainpiece at head	13 1/2"			
" " heel	Steel	16 1/2 x 11 Bochumer		
" " how constructed	Cast	9 1/2 x 11 Verman AG.		
" double or single plate	double			
" coupling, vertical or horizontal	horizontal			

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	Port Talbot, Colville, Llanabes, Steel Company, Scotland, Consort.
Has the Steel been tested as required by the Rules?	Yes

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EQUIPMENT No. 44195												LETTER	C <sup>equivalent</sup>	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.			
93829	1st Bower ...	84	3	0	Stockless			61	0	0	0		Byon Type	Yaylor	Netherdon 5/9/34 Green.
93830	2nd „ ...	77	1	14	Stockless			57	8	3	0		Ditto	Ditto	Netherdon 6/9/34 Green.
93880	3rd „ ...	66	1	10	Stockless			51	16	1	0		Ditto	Ditto	Netherdon 29/9/34 Green.
	Collective weight.	228	1	24								219 1/2			
93985	Stream .....	22	0	14	5	3	0	22	9	1	14	22 ex stock	Rodgers.	Yaylor	Netherdon 30/11/34 Green.

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.					Fathoms.	Ins.		Fathoms.	Ins.	Tons.	Fathoms.	Ins.
					Cwts.	qrs.	lbs.															
87321	300	2 1/8	113 1/2	59 1/2	768	2	0	676	300	2 7/8	ord. Std.	Steel Yayo	Yaylors	Netherdon 12/12/34 J. Kelly	TOWLINE	130	5 1/4	77 1/2	130	5 1/4		
now	150	2 1/8	52 1/2	29 1/4	150	2	0	See endorsement on aft. Mak. 11527 (10.53)							HAWSERS & WARPS	100	3 1/4	21 1/2	100	2 3/4		
																100	3 1/4	Ditto	100	2 3/4		
																100	3 1/4	"	100	2 3/4		
Iron Stream Chain or Steel Wire	120	5	52 1/2		2 7/16	W.S.			120	5				Makers Cert.		100	3 1/4	"	100	2 3/4		

Steering Gear, Steam-Hydraulic; efficient  
 Steering Gear, Hand *Emergency* Block & tackle led to winch.  
 Boats 4 @ 24' x 7' 6" x 3' 0" Steering Chains, Size and Test *Telemotor to Br. Rods topward on poop.* Windlass efficient  
 Ceiling in Holds, thickness and material *None* Cargo Battens, thickness, material and spacing *None*  
 Cargo Hatchways.—(Upper Deck) *Steel coaming* Thickness of Hatches *steel W.T. cover*  
 Size of No. 1 Hatchway (Forward) 8' x 10' No. 2 *oil light* No. 4 *hatches* No. 5 5' 1" x 3' 10" No. 6  
 Number of Shifting Beams and/or Fore and Afters *None*

pro WORKMAN CLARK (1928) LIMITED

Builder's Signature

*F. Cunningham*  
 Secretary.

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *in donkey boiler* *Yes* (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *(oil 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 for the carriage of petroleum in bulk, in accordance with the approved plans, Secretary's letter and the Rules. The material and workmanship are good. All cargo tanks, oil fuel bunkers, deep tank forward, fore and after peak tanks fresh water tank, double bottom compartments in engine space and cofferdams have been tested satisfactorily to Rule requirements. The weather decks, the remaining W.T. bulkheads and W.T. doors in the bulkheads at end of superstructure and deck houses have been here tested and found satisfactory. The steering gear and windlass have been tested under working conditions with satisfactory results. The freeboard has been verified, cut in on the vessel's side and freeboard certificate issued. The vessel has a single screw: the propelling machinery, consists of a heavy oil engine; the auxiliaries are steam driven: steam is supplied by a boiler in the tween decks using exhaust gases from the main engine and oil fuel F.P. above 150°F.

The amount of Entry Fee ..... £ 11 : 0 : 0  
 Special Survey Fee.... £ 600 : 7 : 6  
 Convention freeboard 19 0 0  
 Travelling Expenses, if any £ : :  
 Fees applied for, 26-1-1935  
 Received by me, 16-2-1935

We are of opinion the Vessel should be Classed *+100A-1*.  
 Carrying petroleum in bulk. Longitudinal framing at bottom and decks.

State whether the Vessel has been built under Special Survey *Yes*.

Signature *Wm. Baefm.* & *L. B. Cochrane*  
 Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Belfast* Date of issue *19/2/35*

Committee's Minute

TUE. 12 FEB. 1935

Character assigned

*+100A-1*  
*Carrying petroleum in bulk*

*Write off* *Lloyd's arch* *+dmb. 1.35 oil Inf.*  
*1800s* *CL*



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Lloyd's Register Foundation

00242/2



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.)

No sister ships built by Messrs Workman Clark (1928) Ltd; but the Owners have sister ships built elsewhere, names not known.

### List of Plans

Nº1. Midship Section (cancelled) Nº2. Midship O.T. Bldg (Strips cancelled); Nº3 profile & deck plans cancelled.  
Nº4. Double bottom in mach. Sp. plan; Nº5 Stern frame & Reader see also Nº20/21; Nº6. Amendment to trans O.T. hull cancelled; Nº7. Midship Sect; Nº8 Transverse B/Ls; Nº9. profile & deck; Nº10 Alt deck plan with two openings in line (see as fitted deck plan) Nº11 Scantlings of forward oil tanks; Nº12 Arrang. way of machinery Sp; Nº13 O.T. tanks after cofferdam strengthening at poop front.  
Nº14 Arr. way of pump room; Nº15 forward cofferdam; Nº16 Wells at mid-length fore tanks Nº17 forward end; Nº18 Riving test; Nº19 arr. of bottom long attachment & wings of pump room; Nº20 outline of stem frame; Nº21. Reader Nº22 framing plan; Nº23 floor & fr. knees in wings of fore & aft oil tanks; Nº24 amended midship sect (as built) Nº25 double bottom in machinery space; Nº26 compensation for omission of strong beams; Nº27 after end framing; Nº28 forged steel ladder; Nº29 cast steel spine ladder; Nº30 forward framing; Nº31 midship O.T. hull as built; Nº32 double bottom in mach. space (see later Nº35) Nº33 shell expansion; Nº34 web frames stronger & flat wing space; Nº35 upper deck plating as built; Nº36 top scarp of stem frame; Nº37 pumping arrangement

Also forwarded 4 castings and/or forgings repats; 2 test cert. for domes; steel invoices.  
Interim cert. issued copy attached

Also enclosed 1 plan for freeboard for filing with C.M. rpt.

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

1st Bower Wt. 47-1-2 M.B. Düsseldorf Nº4366 date 22.1.34. Utmed pin 51-2-23  
2nd „ 43-1-26 T.M.D. Antwerp Nº3754 „ 28.2.34 „ 47-2-26  
3rd „ 38-0-6 R.L. Antwerp Nº3809 „ 12.6.34. „ 42-0-13.  
Breaking test of material of Yayo Steel link 202 1/20; 194 1/20; 189 1/20 tons;

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 93 ft., R.Q.D. ft., Bridge 46 ft., Forecastle 48 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) one deck steel.

Official No. 163564; Signal Letters GYDF Is bottom of Vessel coated with cement No if not give particulars of composition none.

### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	23-25	135
Double bottom, under Engines	64-06	158	After peak tank,	15-3	83
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	24-75	270
Double bottom, forward,			Other tanks, if fitted,		
		158	(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. 841

Date 15 Feb 1934

Dates of Surveys held while building

1934 Jan 15, 25 Feb 28 Mar 1, 2, 5, 6, 9, 14, 16, 20, 22, 26, 27, 28 Apr 4, 9, 10, 16, 19, 25, 27  
May 2, 4, 9, 10, 11, 16, 17, 21, 24, 29 June 4, 5, 7, 11, 13, 19, 21, 27 July 4, 17, 19, 23, 25, 26, 30  
Aug 3, 6, 9, 14, 17, 21, 24, 28 Sept 4, 6, 11, 13, 19, 20, 27 Oct 5, 12, 14, 15, 18, 19, 22  
23, 24, 28, 29, 30, 31 Nov 1, 2, 5, 6, 7, 8, 9, 12, 13, 14, 16, 19, 20, 22, 24, 28, 29 Dec 5, 9, 14, 20, 21  
1935 Jan 3, 4, 11, 15, 18, 21, 22

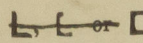

Total No. of Visits 115



Rp 1\*.

ACAVUS

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. Inches.	Rivets in Brackets to Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam. Ins.	Spang. Ins.	Number.		Diameter. Inches.	
Framing of 																	
Names in Bridge 'tween Decks ...																	
Names from Uppermost Continuous Deck <sup>KEEL</sup> INT. Centre Girder No. 1																	
" 2																	
" 3																	
" 4																	
" 5																	
" 6																	
" 7																	
" 8																	
" 9																	
" 10																	
" 11																	
" 12																	
" 13																	
" 14																	
" 15																	
" 16																	
Spacing of Longitudinal Frames	Amidships																
	At Ends																
Double Bottoms	Tank Top Longitudinals																
	Bottom																
Spacing of Longitudinals	Amidships																
	At Ends																
Transverses.																	
In Bridge 'tween Decks	Depth and Thickness																
	Face Angles																
	Lugs to Shell*																
In 'tween Decks.	Depth and Thickness																
	Face Angles																
	Lugs to Shell*																
In Hold.	Depth and Thickness																
	Face Angles																
	Lugs to Shell*																
	" " Back Bars																
	Brackets																
Spacing of Transverse Frames																	
	* State if joggled or liners.																
Longitudinal Beams of 	Bridge Deck																
	Upper																
	Second																
	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 ship to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.