

STEEL STEAMER or MOTORSHIP.

Received at London Office. -1 APR 1935

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 *23rd March 1935* Port of *Copenhagen* No. *9570*
Survey held at *Odense* Date First Survey *6th April 1934* Last Survey *12th March 1935*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *steel single screw (mach^y aft) motor vessel (tanker) "PERNA"*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full scantlings* State Type of Erections *P, B, C, F*TONNAGE under Tonnage Deck... *7228.96* CLASS *+100 A 1* State if with freeboard (as condition of Class) *✓* Built at *Odense*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"*Total *7228.96* Breadth (greatest moulded) *B 59'-0"* Builders *A/S Odense Staalstøberifabrik*Gross Tonnage *7983.90* 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'-0"* Owners *N.V. Petroleum Maatschappij, La Corona*Register Tonnage *4748.38* 1st Longitudinal Number (L x D) *= 15640* Managers *✓*
(Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) *= 42780*Framing Depth "d," at middle of length. See Sec. 3 (1d) *✓* Residence *Hague*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.52* Port of Registry *'s Gravenhage*Do. Long Bridge to top of keel *✓* If surveyed while building, afloat, or in dry dockDraught Moulded *27'-3 5/8"* while building.

REGISTERED DIMENSIONS.

Length *462.80* *141.06 m**35 18.09 "**82 10.31 "*

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.
spacing amidships	<i>30 3/4</i>	<i>✓</i>	Bracket Floors, Frame	<i>Z</i>	
" from $\frac{1}{2}$ length to Collision bulkhead	<i>27</i>	<i>✓</i>	" " Reversed Frame	<i>Z</i>	
" in peaks	<i>24</i>	<i>✓</i>	" " Vertical Struts	<i>Z</i>	
HING.			Centre Girder, depth and thickness amidships	<i>60 .56-.48</i>	<i>✓</i>
amidships, Angle <i>E</i> or <i>F</i> <i>hairs 1-5</i>	<i>10 3 1/2 .42</i>	<i>✓</i>	" " top Angles	<i>4 4 .56-.52</i>	<i>double</i>
" Extends up to	<i>upper deck</i>	<i>✓</i>	" " bottom Angles	<i>4 4 .62-.56</i>	<i>double</i>
Frame Amidships, Angle	<i>Z</i>	<i>For particulars of long. frames etc. please see Rpt. 1* on back of this report</i>	Side Girders, No. each side and thickness	<i>2 .60-.45</i>	<i>1 - 1/2 height - way of engine</i>
" Extends up to			Margin Plate depth (excl. of flange) and thickness	<i>Z</i>	
Framing Girder			" " Vertical Angle to Tank side		
in Uppermost Continuous 'tween Decks, Angle, <i>E</i> or <i>F</i>			Bracket abaft $\frac{1}{2}$ len. from stem		
Second 'tween Decks, Angle, <i>E</i> or <i>F</i>			" " Vertical Angle to Tank side		
Third " " " "			Bracket forward $\frac{1}{2}$ len. from stem		
in Peaks, Angle <i>E</i> or <i>F</i>	<i>8 3 1/2 .46</i>	<i>✓</i>	" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem		
and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 5 1/2 diam^s</i>	<i>✓</i>	" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem		
Frame Joggled	<i>yes</i>		Tank Side Brackets, height above base line at top of frame and thickness	<i>.46</i>	<i>✓</i>
ARRANGEMENTS (Sec. 7), state system and particulars	<i>in F.P. - 3 side stringers spaced about 5'-2" with beams in alternate frames. Hold & deep tanks - 2 web frames stiffened by top of deep tank & 1 stringer in hold. Frames in deep tank - 11 x 3 1/2 x .48 E. Bottom shell forward increased. Deep tank - 1 intercostal girder each side. 40.7 tanks - 4 transverse intercostals between longitudinal bulkheads. Backbars on all tanks. Bulkheads fitted. Double angles to shell fitted on transverse floors.</i>		INNER BOTTOM PLATING, in motor room		
THENING OF BOTTOM FOR D. State Particulars			Breadth and thickness of Middle Line Strake	<i>70 .68</i>	<i>✓</i>
BOTTOM.			Thickness of remainder in Holds	<i>✓</i>	
Depth and thickness at mid-line in Holds	<i>✓</i>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. hold, space and framing in Tanker and Boiler Room?	<i>yes</i>	
Height of Brackets at side above base line at toe of frame	<i>✓</i>		BEAMS.		
Line Keelson, Angle, <i>E</i> or <i>F</i>	<i>3 1/2 3 1/2 .44 double</i>	<i>✓</i>	Uppermost Continuous Deck, amidships	<i>8 3 .44</i>	<i>✓</i>
" " Intercoastal Plate	<i>40 .42</i>	<i>✓</i>	" " in Walls, Angle, <i>E</i> or <i>F</i>	<i>7 3 .42</i>	
" " Foundation Plate on Floors	<i>✓</i>		" " in way of Bridge, Angle, <i>E</i> or <i>F</i>	<i>8 3 1/2 .48</i>	<i>approx 8 x 3 x .46</i>
" " Flat Plate Keel Angles	<i>4 4 .52 double approx 50</i>	<i>✓</i>	Spacing	<i>every frame</i>	
Keelsons, No. each side	<i>Z</i>		Second Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>7 3 .40</i>	<i>approx 8</i>
" thickness of Intercostal Plate	<i>Z</i>		Spacing	<i>every frame</i>	
" Angles	<i>Z</i>		Third Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>7 3 .40</i>	<i>approx 42</i>
DOUBLE BOTTOM, in motor room			Spacing	<i>every frame</i>	
Solid Floors, thickness and spacing	<i>.42 every frame</i>		Fourth Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>Z</i>	
" " Are Frame and Reversed Frame joggled?	<i>yes</i>		Spacing	<i>Z</i>	
Bracket Floors, breadth and thickness at middle line	<i>Z</i>		Poop Deck, Angle, <i>E</i> or <i>F</i>	<i>8 3 .46</i>	<i>✓</i>
" " breadth and thickness at margin plate	<i>Z</i>		Spacing	<i>every frame</i>	
			Bridge Deck, Angle, <i>E</i> or <i>F</i>	<i>8 3 .40</i>	<i>✓</i>
			Spacing	<i>every frame</i>	
			Forecastle Deck, Angle, <i>E</i> or <i>F</i>	<i>9 3 1/2 .44</i>	<i>approx 10 x 3 1/2 x .40</i>
			Spacing	<i>every frame</i>	

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.....		Any Departure from Approved Plans to be Noted.	Stringer Plate, breadth and thickness in way of Bridge ^{all}.....	.40	✓
„ in 'tween Decks, Size and Spacing.....			Thickness of Plating abreast Deck openings in way of Wells.....	.34	✓
„ „ „ „ „			Thickness of Plating abreast Deck openings in way of Bridge ^{all}.....	.36 - .34	✓
„ in Holds „ „			Thickness of Plating within line of openings.....	✓	
2 long side „ „ „ „			If Sheathed, material and thickness	✓	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	10 3 1/2 .42	✓	Stringer Plate, breadth and thickness.....		
	11 3 1/2 .46	✓	If Plated, state thickness.....		
Plating, thickness of .....	.43 - .39	✓	Fourth Deck.		
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness.....		
Uppermost Continuous Deck.			If Plated, state thickness		
Stringer Plate, breadth and thickness in Wells	96 .78 - .60	✓	Poop Deck.		
„ „ „ „ in way of Bridge	.78 and .87	✓	Stringer Plate, breadth and thickness .....	.37 .37	✓
„ Angle in Wells	7 7 .70	✓	Plating, Sheathing, material and thickness ..	.26 with 2 1/2" O.P. sheathing	
Thickness of Plating abreast Deck openings in way of Wells .....	.66 - .50	✓		.30 where exposed	
Thickness of Plating abreast Deck openings ^{on centre line only} in way of Bridge ^{wells} .....	.93 - .52	✓	Bridge Deck.		
Thickness of Plating within line of openings.....	.58 - .50	✓	Stringer Plate, breadth and thickness.....	.93 .40	✓
If Sheathed, material and thickness	✓		Plating, Sheathing, material and thickness ...	.32	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells.....	37 .36	✓	Stringer Plate, breadth and thickness.....	.35 .37	✓
			Plating, Sheathing, material and thickness ..	.30 with 2 1/2" O.P. sheathing	✓

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled? <i>no.</i>	SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAINED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing or. to cr.		Diam.	Spacing or. to cr.	
FLAT PLATE KEEL	57	.99	.77	.77	appr. 53"	double	1	4	3	1 1/8	4 1/4	Double shapes	
" DBLG. (if any)	✓					✓							
BOTTOM PLATING, No. of of Strakes	center sides	.67 .64	.59 .59	.59 .57	/	double	7/8	3 3/8	4 - 3	7/8	3 3/8	Lapped	
BILGE PLATING, No. of Strakes .....		.64	.61	.63	/	--	7/8	3 3/8	4 - 3	7/8	3 3/8	--
SIDE PLATING, No. of Strakes .....		.63	.50	.50	/	--	7/8	3 3/8	4 - 3	7/8	3 3/8	--
UPPER DECK, Sheer- strake in Wells	59	.99	.50	.50		--	1	3 7/8	3	1 1/8	4 3/8	Double shapes lapped at ends	
UPPER DECK, Sheer- strake in Bridge ...	59	.99	✓	✓	44 doublings in way of bridge ends.	--	1	3 7/8	3	1 1/8	4 3/8	Double shapes	
STRAKE BELOW Sheer- strake in Wells	85	.72	.50	.50	/	--	7/8	3 3/8	4 - 3	7/8	3 3/8	Lapped	
STRAKE BELOW Sheer- strake in Bridge ...	85	.72	✓	✓	/	--	7/8	3 3/8	4	7/8	3 3/8	--	
POOP SIDE PLATING .....				.40		single	3/4	3	1	3/4	2 5/8	--
BRIDGE SIDE PLATING ...		.44				--	3/4	3	2	3/4	2 5/8	--
FOREC'TLE SIDE PLATING			.42			--	3/4	3	1	3/4	2 5/8	--	

WATERTIGHT BULKHEADS.

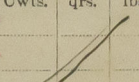
FORGINGS and CASTINGS.

WATER-TIGHT BULKHEADS.										Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Total No. of W.T. BULKHEADS in Vessel—													
Extending to Upper Deck (Sec. 3 c)										15			
Deck next below													
As per Rule													
STIFFENERS.													
Plating Thickness.		VERTICAL.		HORIZONTAL.									
		Scantlings.	Spacing.	Scantlings.	Spacing.								
MIDSHIP BULKHEAD, Upper portion deck		51-38	10 x 3 1/2 x .42	33	Pl. 32" x .40 Face bar 9 x 3 1/2 x .42	upper				Speed of Vessel	12 knots		
" " Second "					Pl. 33" x .40 Face bar 11 x 3 1/2 x .52	lower				RUDDER mainpiece at head	13 3/4"	N.V. Wilton	
" " Third "		50-38	10 x 3 1/2 x .42	30	Pl. 32" x .40 Face bar 3 1/2 x 3 1/2 x .44	upper				" heel	10 1/2"	Fijenoord Rotterdam	
" " Hold					Pl. 32" x .40 Face bar 3 1/2 x 3 1/2 x .46	lower				how constructed	build up		
COLLISION		32-26	6 x 3 x .32 L	24	2nd deck 8 x 3 x .36 L					double or single plate	single		
AFTER PEAK		50-32	8 x 3 x .36 L	24	3 stringers Boiler platform c					coupling, vertical or horizontal	horizontal		
		48-30	6 x 3 x .30 L	24	1 stringer								
										KEEL, Bar			
										STEM	plating	10 x 2 3/4"	
										STERN FRAME	Propeller Post	cast	Rohrstaal A/G
											Rudder	steel		Knieper
										RUDDER—A x D.	776		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open He*
 Plates :- *Mannesmannröhren-Werke, Deg.-Huckingen and Gutehoffnungshütte, Oberhausen*
 Profiles :- *Gutehoffnungshütte, Oberhausen*
 Has the Steel been tested as required by the Rules? *yes*

Lloyd's Register
Foundation

EQUIPMENT No										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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
34973	1st Bower ...	74	0	0				55	15	0	0	77.0.0	Byer's Improved	Mem. W.L. Byers	Sunderland 10/10/34
34981	2nd „ ...	73	1	14				55	10	0	0	77.0.0	stockless	c/o Ld.	J.H. Butler
34982	3rd „ ...	73	0	14				55	10	0	0	65.2.0	- - -	- - -	- - -
	Collective weight.	220	2	0								219.2.0			
47971	Stream	22	1	10	5	2	10	22	13	0	14	22.0.0	Iron stock	not stated	Cradley Heath 24/8/34 W.P. Norman

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.	Statio- tory.	Break- ing.	Supplied.	Per Rule.		Length.	Diam.						Length.	Cir.	Tons.	Length.	Cir.
50316	300	2 7/16	106.9	149.6	893.1	890 1/4		300	2 7/16	shd link	not stated	Cradley Heath 12/10/34 L.C. Paul		TOWLINE	130	5 1/4	77 1/2	130	5 1/4
														HAWSERS & WARPS	4x100	3 1/4	22	4x100	2 3/4
Iron Stream Steel Wire	120	5		52.8				120	5	6x12	N.V. Staalraad Kabel-Heren- bouwmaatsch.	7/1/35 Gönningen							

Steering Gear, Steam *John Haslie & Co.* Steering Gear, Hand *none* (Emergency steering gear with winch & blocks connected to the after winch.)
 Boats *1 dingy @ 18'-0" x 5'-11" x 2'-4"* Steering Chains, Size and Test *Telemotor* Windlass *Emerson Walker*
 Ceiling in Holds, thickness and material *oil tight* Cargo Batches, thickness, material and spacing *gas tight holdings for cargo bulk*
 Cargo Hatchways.—(Upper Deck) *1.525 x 1.075 / 1.050 x 760 Z 10 Z thick* Thickness of Hatches *2.744 x 3.050 x 760 Z 10 Z thick*
 Size of No. 1 Hatchway (Forward) *✓* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*
 Number of Shifting Beams and/or Fore and Afters *✓*

Builder's Signature

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

Vessel fitted for carrying oil fuel in double bottom, in wing bunkers and in deep-bunks. F.P. of oils above 150° F. Also requirements of section 20 of the Rules complied with.

The vessel has been built in accordance with the approved plans, the Society's Rules, the Secretary's letters and to my satisfaction.

The material and workmanship employed during construction of the vessel are of good quality.

The vessel is intended to carry petroleum in bulk and all the cargo tanks, oil fuel- and oil-oil- tanks, cofferdams, deep tanks, double bottom tanks, peak tanks, F.W.- and feed- water- tanks have been tested according to the Rules and found tight.

Windlass and steering arrangements tried and found satisfactory.

The keelboard has been marked on the vessels sides, cut in and verified.

The amount of Entry Fee £.s. : 224.00
 Freeboard " " £.s. : 403.20
 Special Survey Fee. £.s. : 13.426.56
 Late Fee £.s. : 60.00
 Travelling Expenses, if any £.s. : 1.439.20
 Fees applied for, 28.3.1935
 Received by me, 10.4.1935

I am of opinion the Vessel should be Classed *+100 A1*
carrying petroleum in bulk
Long. framing at bottom & at deck.

State whether the Vessel has been built under Special Survey *yes*
 Date of issue *15/4/35*
 Committee's Minute *FRL 5 APR 1935*

Signature *S. Sanderson*
 Surveyor to Lloyd's Register of Shipping.

Character assigned

+ 100 A1

carry petroleum in Bulk

Lloyd's A.C.P.

+ Linc 335

D.B. 180 lb Ch

oil engines

Longitudinal Framing at bottom & at deck.

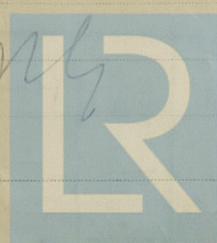
Mach. aft

wire

air

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Lloyd's Register Foundation



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.)

Approved plans:—

- ✓ Midships section
- ✓ Transverse bulkhead
- ✓ Profile & deck plans
- ✓ Riving list
- ✓ Scantlings in way of fore oil tanks
- ✓ Web frame at midlength of oil tanks
- ✓ Arrangement in way of pump room
- ✓ Arrangement in way of fore end
- ✓ Arrangement in way of mach. space
- ✓ Oil fuel bunker & after cofferdam
- ✓ Proposed construction of forward cofferdam
- ✓ Bottom long. attachments in way of pump room
- ✓ Compensation for strong beam.

Certificates:—

- ✓ Stern frame
- Rudder
- ✓ Stern bar
- Copy of interim certificate.

During construction of the vessel fire broke out in the Saloon house on bridge deck. All damages have been made good in accordance with the approved plans and to my satisfaction.

A damage report (a copy of which is attached to this report) was made^{out} on behalf of the Lloyd's Agent in Odense. (See Opn 9574)

Rec'd hit at present
not attached

Plans as built?

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	47.2.21 JHB 180 18.8.34 26.1.7 JHB 180 18.8.34
	2nd "	47.3.14 " 178 " 25.2.0 " 178 "
	3rd "	47.2.7 " 177 " 25.2.7 " 177 "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ^{28.272} ft., Bridge ⁴⁷ 14.326² Forecastle ⁵¹ 15.602²
(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) 1 dk (sh)

Official No. ✓ ; Signal Letters Not known to builders. — Is bottom of Vessel coated with cement ^{no} if not give particulars of composition ✓

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Oil Cap ^y Tons	*Length. ft.	Water Capacity. Tons.	Where Fitted.	Oil Cap ^y Tons	*Length. ft.	Water Capacity. Tons.
Double bottom, aft, (cooling water)	—	70.29	52.0	Fore peak tank,	—	70.15	139.3
Double bottom, under Engines and Boilers,	—	—	—	After peak tank,	—	48.80	85.1
Double bottom, if under Engines only,	118.4	101.53	135	Deep tank, aft,	273.1	19.80	—
Double bottom, if under Boilers only,	15.4	23.43	17.6	Deep tank, forward,	258.9	75.46	271.7
Double bottom, forward,	17.4	46.86	—	Other tanks, if fitted,	49.9	19.80	—
Total capacity of double bottom 204.6				(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 61

Date 10-2-1934

Dates of Surveys held while building

1934:— 6/4 11/4 3/5 9/5 16/5 23/5 30/5 12/6 28/6 4/7 9/7 13/7 19/7 25/7 26/7 9/8 15/8 16/8
21/8 24/8 29/8 1/9 6/9 10/9 14/9 18/9 26/9 3/10 10/10 16/10 19/10 24/10 25/10 29/10 30/10
2/11 6/11 9/11 10/11 13/11 15/11 17/11 20/11 21/11 23/11 26/11 27/11 29/11 4/12 7/12 11/12 17/12
1935:— 3/1 14/1 9/2 23/2 28/2 7/3 8/3 9/3 11/3 12/3
Total No. of Visits 62

Rp 1*.

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.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Number.	Diameter.
Framing of L, L or C																			
Frames in Bridge 'tween Decks ...		7	3	.44	2			7	3	.44	2			3/4	7 diam.			8	7/8
Frames from Uppermost Continuous Deck Side Centre Bottom Transverse No. 1		17	4	.48/.68	2	✓		17	4	.48/.68	2			* 4 1/2 diam.	7/8	6 diam.	3 (11 Rivets)	18	7/8
side banks { " 2																			
" 3																			
" 4																			
centre banks { " 5		17	4	.48/.68	2	✓		17	4	.48/.68	2								
" 6																			
" 7						✓													
" 8																			
" 9																			
" 10																			
" 11																			
" 12																			
" 13																			
" 14																			
" 15																			
" 16																			
side banks																			
Spacing of Longitudinal Frames		30"						30"											
At Ends		33"						33"											
Double Bottoms { Tank Top Longitudinals																			
L, L or C { Bottom																			
Spacing of Longitudinals { Amidships																			
At Ends...																			
Transverses.																			
In Bridge 'tween Decks { Depth and Thickness		15		.38				15		.38									
" Face Angles		3	3	.40				3	3	.40									
" Lugs to Shell* joggled		3 1/2	3 1/2	.40				3 1/2	3 1/2	.40					3/4"	5 diam.			
Bottom Transverses { Depth and Thickness		37		.44				37		.44									
In Upper 'tween Decks { Face Angles		6	4	.51				6	4	.51									
side banks { Lugs to Shell* joggled		6	6	.44				6	6	.44									
" Depth and Thickness		40		.44				40		.44									
Bottom Transverses { Face Angles		6	4	.53	double			6	4	.53	double								
In Hold { Lugs to Shell* joggled		6	6	.46				6	6	.46					7/8"	4 1/2 diam.			
centre banks { " " Back Bars		3 1/2	3 1/2	.44				3 1/2	3 1/2	.44					7/8	5			
" Brackets				.44						.44									
Spacing of Transverse Frames		10'-3"						10'-3"											
* State if joggled or liners.																			
Longitudinal Beams of L, L or E																			
Bridge Deck		6	3	.38				6	3	.38				28"-30"					
Upper		8	3 1/2	.46	centre banks			8	3 1/2	.46				33"					
" side banks				.44						.44				30"					
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 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.