

Rpt

STEEL STEAMER or MOTORSHIP.

WRECK
SECTION
No. 845
7 DEC 1927State 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

December 6th 1927

Port of

Sunderland

No.

29576

Survey held at

Sunderland

Date First Survey

4th January 1927

Last Survey

5th December 1927

On the

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

*Single Screw**"MASIMPUR"*

Machinery aff.

State Type

(Full Scantling, Complete Superstructure with or without Tonnage Openings)

Oil Tanker in accordance with the Rules for Oilers

State Type of Erections

Boop, Bridge & etc.

TONNAGE under Tonnage Deck

*5099.83*CLASS *F100 A1* carrying Petroleum in bulk. Longitudinal framing

State if with freeboard as condition of Class

*no*Built at *Sunderland*

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 389.4*Launched *26th Sept. 1924* Yard No. *698*

Total

Breadth (greatest moulded)

*B 54.0*Builders *Sir James Laing & Sons Ltd*

Gross Tonnage

5586.44

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

*D 31.34*Owners *Burnak Oil Co Ltd*

Register Tonnage

*3201.13*1st Longitudinal Number (L x D) = *12214*

Managers

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

REGISTERED DIMENSIONS.

FEET.

Length

389.4

Breadth

54.3

Depth

32.4

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

20.92

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

11.98

Do. Long Bridge to top of keel

Draught Moulded

25' 3/4"

If surveyed while building, afloat, or in dry dock

Building, afloat 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.
FRAMES.			Bracket Floors, Frame		
IES, Spacing amidships	<i>Longitudinal</i>		" " Reversed Frame		
" from 1/4 length to Collision bulkhead	<i>framing</i>		" " Vertical Struts		
" in peaks	<i>24</i>		Eng. space	<i>12</i>	<i>40</i>
FRAMING.			Centre Girder, depth and thickness amidships	<i>54</i>	<i>58</i>
me Amidships, Angle, [or]			" " top Angles	<i>3 1/2</i>	<i>48</i>
" Extends up to	<i>Longitudinal</i>		" " bottom Angles	<i>4</i>	<i>52</i>
ersed Frame Amidships, Angle	<i>framing</i>		Side Girders, No. each side and thickness	<i>two</i>	<i>39</i>
" Extends up to			Eng. space	<i>one</i>	<i>49</i>
h of Framing Girder			Margin Plate depth (excl. of flange) and thickness	<i>9"</i>	
nes in Uppermost Continuous 'tween Decks, Angle, [or]	<i>[8 3/2 36</i>		" " Vertical Angle to Tank side		
" Second 'tween Decks, Angle, [or]	<i>[6 3 30</i>		Bracket abaft 1/4 len. from stem		
" Third " " " angle	<i>4 3 34</i>		" " Vertical Angle to Tank side		
" " " " " angle	<i>4 1/2 3 36</i>	<i>app</i>	Bracket forward 1/4 len. from stem		
" " " " " angle	<i>6 3 36</i>	<i>6 1/2 x 3 x 30</i>	Gussets, spacing and scantling		
ing in Peaks, Angle or [<i>8 3/2 36</i>		abaft 1/4 len. from stem		
eter and Spacing of Rivets through Frame and Shell Plating amidships	<i>See page 4</i>		Gussets, spacing and scantling		
if Frame Joggled	<i>yes</i>		forward 1/4 len. from stem		
VG ARRANGEMENTS (Sec. 7), state system and particulars	<i>In fore peak, 2 stringers 35 x 34 Beams 9 x 35 x 42 BA. After peak - transverse beams as per rule</i>		Tank Side Brackets, height above base line at toe of Frame and thickness		
ETHENING OF BOTTOM FOR RD. State Particulars	<i>Midship rule thickness of 3 strakes plating next keel to all bds. Single shell frames to floors 6 x 6 x 42</i>		INNER BOTTOM PLATING. Eng. space		
BOTTOM. In Fore deep.			Breadth and thickness of Middle Line Strake	<i>36</i>	<i>50</i>
Depth and thickness at mid-line in Holds	<i>35 x 40</i>		Thickness of remainder in Holds	<i>Eng 100 B 56</i>	
Height of Brackets at side above base line at toe of frame	<i>28" and 25</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>yes</i>	
Line Keelson, on Floors, Angles, and in Fore Tank	<i>E or F</i>		BEAMS.		
" Through Plating	<i>46 to 30</i>		Uppermost Continuous Deck, amidships		
" Foundation Plate on Floors			in Wells, Angle, [or]		
" Flat Plate Keel Angles	<i>4 4 50</i>		" in way of Bridge, Angle, [or]		
Keelsons, No. each side	<i>3</i>		Spacing		
thickness of Intercoastal Plate	<i>40</i>		Second Deck, amidships, Angle, [or]	<i>Longitudinal</i>	
Angles	<i>6 3/2 50</i>		Spacing	<i>framing</i>	
BOTTOM. Aft.			Third Deck, amidships, Angle, [or]		
Floors, thickness and spacing	<i>Eng. space 40 @ 30 x 33</i>		Spacing		
" Are Frame and Reversed Frame joggled?	<i>yes</i>		Fourth Deck, amidships, Angle, [or]		
Floors, breadth and thickness at middle line	<i>50 @ 66 with longitudinal framing</i>		Spacing		
" breadth and thickness at margin plate			Poop Deck, Angle, [or]	<i>After end and</i>	
			Spacing	<i>9 3/2 42</i>	
			Bridge Deck, Angle, [or]	<i>10 3/2 40</i>	
			Spacing	<i>48 @ 30 x 60</i>	
			Forecastle Deck, Angle, [or]	<i>7 3 34</i>	<i>app 6 1/2 x 3 x 34</i>
			Spacing	<i>29 and 36</i>	
				<i>9 3/2 42</i>	
				<i>alternat frames</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..... 3					Stringer Plate, breadth and thickness in way of Bridge	6 1/2	43		✓
<i>Poop, Bridge + Side.</i>					Thickness of Plating abreast Deck openings in way of Wells	43			
" in 'tween Decks, Size and Spacing.....	23/8 @ 48	24	36	✓	Thickness of Plating abreast Deck openings in way of Bridge	43			✓
<i>Forst. could after end.</i>	3 1/8 @ 43 1/4	48		✓	Thickness of Plating within line of openings...	✓			
" " " " " "					If Sheathed, material and thickness	✓			
" in Holds <i>For peak tank.</i>	14 @ 48	50		✓	Third Deck.				
" " " " " "					Stringer Plate, breadth and thickness.....	✓			
Centre Line Bulkhead. In Oil Hold Tanks.	11 3 1/2	40	NBS.	✓	If Plated, state thickness.....	✓			
Stiffeners and Spacing.....	6 1/2 @ 31" to 25 1/2	30	NBS.	✓	Fourth Deck.				
" " <i>2. Vert. Webs</i>	32 x 40 and 6 x 3 1/2 x 52	40		✓	Stringer Plate, breadth and thickness.....	✓			
Plating, thickness of	50	34		✓	If Plated, state thickness	✓			
STRINGERS AND DECKS.					Poop Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness	68	35	34	✓
Stringer Plate, breadth and thickness in Wells	63 x 56			✓	Plating, Sheathing, material and thickness ...	30	and	26	✓
" " " " in way of Bridge	52 to 42	clear of oil		✓	Bridge Deck.				
" " " " <i>ends Poop front</i>		.68		✓	Stringer Plate, breadth and thickness.....	39	x	40	✓
" Angle in Wells	6	6	56	✓	Plating, Sheathing, material and thickness ...	30		5 x 2 1/2	✓
Thickness of Plating abreast Deck openings in way of Wells	48 to 38	42	30	✓	Forecastle Deck.				
Thickness of Plating abreast Deck openings in way of Bridge	48 x 48	42		✓	Stringer Plate, breadth and thickness.....	38	x	34	✓
Thickness of Plating within line of openings... <i>Eng. Pump Room</i>	48 to 48	38	54	✓	Plating, Sheathing, material and thickness ...	30		5 x 23/4	✓
If Sheathed, material and thickness	20			✓					
Second Deck.									
Stringer Plate, breadth and thickness in Wells...	6 1/2 x 34	43	clear of oil	✓					

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>no</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.	Diam.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	51	90 ✓	69 ✓	69 ✓	/	Double	1	4	5R to 3R	1	4½	Lapped
„ DBLG. (if any)	-	-	-	-		-	-	-	-	-	-	-
BOTTOM PLATING, No. of Strakes <i>H</i>	A 69 B 81 C 41	59 ✓	54 ✓	50 ✓	/	Double	7/8	3/8	4R to 3R.	7/8	3½	Lapped
BILGE PLATING, No. of Strakes <i>one</i>	E 64	59 ✓	52 ✓	56 ✓	46 ends appd.	"	"	"	"	"	"	"
SIDE PLATING, No. of Strakes <i>H. 1945</i>	2. 64 } 2. 41 }	58 ✓	50 ✓	50 ✓	/	"	"	"	3R Full	"	3/8	"
UPPER DECK, Sheer-strake in Wells.....	54	40 ✓	45 ✓	45 ✓	/	"	"	"	4R to 3R	"	3½	"
UPPER DECK, Sheer-strake in Bridge ...	54	40	84 @ bridge ends	Poof front.	/	"	"	"	4R.	1	4	"
STRAKE BELOW Sheer-strake in Wells.....	46	68 ✓	45 ✓	45 ✓	/	"	"	"	4R to 3R.	7/8	3½	"
STRAKE BELOW Sheer-strake in Bridge ...	46	68			/	"	"	"	4R.	"	"	"
POOF SIDE PLATING				38	/	Single	3/4	3	Single	3/4	2 5/8	"
BRIDGE SIDE PLATING ...		40			/	Double	7/8	3½	Double	7/8	3½	"
FORECASTLE SIDE PLATING			40		/	Single	3/4	3	Single	3/4	2 5/8	"

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	14
" Deck next below	✓
As per Rule	14 + as appd

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D. <i>Summer Tanks.</i>					
Upper 'tween decks	34	6 1/2 x 30	30 1/2		
" " <i>Expansion</i> "	34			6 1/2 x 30	30
" " <i>Second</i> "					
" " <i>Third</i> "					
" " <i>Holds</i>	50-34	11 x 3 1/2 x 43	31	NBS.	✓
COLLISION " (in Hold)	50-36	9 x 3 1/2 x 40	30	6 x 3 1/2 x 42	✓
AFTER PEAK " "	45	42	30	7 1/2 x 36	24

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓	✓	✓	✓
STEM	✓	✓	✓	✓
STERN FRAME { Propeller Post	✓	✓	✓	✓
{ Rudder "	✓	✓	✓	✓
RUDDER—A x D	✓	526.0		
Speed of Vessel	✓	11 knots		
RUDDER mainpiece at head	✓	Forging 11 1/2	Sled Forging	
" " heel	✓	8 1/2	6" L'd.	
" how constructed	✓	Forged	arms struck on	
" double or single plate	✓	Single 1.12		
" 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) *Open hearth process.*
Bolchov Vaughan 16" L'd. Cargo Fleet 16" L'd. Bonsett 16" L'd. Dorman Long 16" L'd.
South Durham 16" L'd.
 Has the Steel been tested as required by the Rules? *yes*

- 7 DEC 1927

EQUIPMENT No. 34449										LETTER 4	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.				
30347.	1st Bower ...	70	2	21	Stockless			54	5	0	0	60	Byers Improved	not stated	Sld. 20.9.27.
30346	2nd „ ...	63	3	21	„			50	10	0	0	60	„	„	21.9.27
30336	3rd „ ...	54	2	14	„			45	2	3	7	50	„	„	17.9.27
	Collective weight.	187	1	0	„							1140 1/2			J.H. Butler.
30122.	Stream	17	2	4	4	2	0	18	14	1	14	16 1/4	Common	not stated	Sld. 24.6.27. J.H. Butler.

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.	Stations.	Break-ing.	Supplied.	Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.	
15389	270	2 1/4	41 1/2	12 1/2	688 3/4	645 3/4		270	2 3/16	And link	not stated	Sld 30.6.27. J.H. Butler.	TOWLINE...	120	14 3/4	4 1/2	120	14 3/4	
													HAWSERS & WARPS	2-90	2 3/4	15 1/2	2-90	2 3/4	
														2-90	2 1/2	12 1/2	2-90	2 1/2	
Iron-Stream Chain or Steel Wire	90	1 1/4		4 1/2				90	1 1/4	Galv.	Webster 18 1/2								

Steering Gear, Steam *J. Haslie & Co. Ltd. Steam Gear & Quadrant* *Steering Gear, Hand* *Relieving tackle operated from Winch*

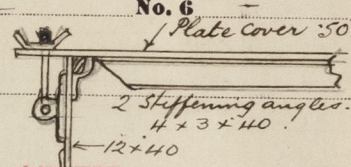
Boats 2-26ft. + 2-25ft. life. Steering Chains, Size and Test *Windlass* *Emerson, Walker & Thomson* *18 1/2*

Ceiling in Holds, thickness and material *none* Cargo Battens, thickness, material and spacing *no*

Cargo Hatchways.-(Upper Deck) *Steel plates & angles* *Usual Construction* *Thickness of Hatches* *on 1/2" deck 2 1/2"* *for Oil tankers.*

Size of No. 1 Hatchway (Forward) *15'0" x 10'5"* No. 2 *-* No. 3 *-* No. 4 *-* No. 5 *-* No. 6 *-*

Number of Shifting Beams and/or Fore and Afters *One to No. 1 Hatch.*



SIR JAMES LAING & SONS, LIMITED.
Builder's Signature *J. P. Richardson*

GENERAL DECLARATION *This vessel has been constructed in accordance with the approved plans, the Rules and Secretary's letters. The material & workmanship are good. The freeboard has been verified and the marks cut in on the vessel's sides. The oil cargo tanks, cofferdams, oil fuel bunkers, summer tanks, peak tanks, DB tanks, deep tank, bulkheads & decks have been satisfactorily tested as required by the Rules. The windlass, steering gear, pumps tried under working conditions and found satisfactory. The vessel is fitted for burning oil fuel F.P. above 150°F. The approved plans (12 in 76) and 3 forging certificates are herewith attached. List of Plans- Midship Section, Profile & decks, Stern frame rudder, DB in machyspace, Transverses & deep tank & bottom strengthening, Transverses in Eng Room, After peak oil fuel & cofferdam bulkheads, Cruiser stern, Pumping (after end), Cofferdams blds. No. 58 & 59, Fore peak bld & chain locker, Pumping (fore end). There is no sister vessel.*

The amount of Entry Fee £ 9: : Fees applied for, *Freeboard* 10: 1: 8 *and Dec 1927*
Special Survey Fee.... £ 509: 9: 6 *Received by me* *8.12.27* *£528.11.2*
Damage 5 5 *23.12.1927* *£66 (26.6/-)*
Travelling Expenses, if any 1: 1: 0
Special Attendance 1: 1: 0
I am of opinion the Vessel should be Classed *+ 100 A1* Carrying *Petroleum in bulk. Long Framing*
State whether the Vessel has been built under Special Survey *yes* Signature *W.P. Collings, A. Charlton*
Surveyors to Lloyd's Register of Shipping.
Certificate to be sent to *SUNDERLAND* Date of issue *13/12/27*

Committee's Minute *TUES. 13 DEC 1927*
Character assigned *+ 100 A1. Carrying Petroleum in Bulk.*
Lloyd's A.C.P. *+ L.M.C. 12.27*
F.D. C.
Fitted for Oil Fuel 12.27 F.P. above 150°F
Muse
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0078213

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.)

The vessel was placed in Messrs Greenwell's 16th Lth Dry dock, Sunderland, on the 30th November 1927. in consequence of the vessel stated to have grounded on a mooring buoy whilst lying in the River Wear during completion. On the starboard bottom. One shell plate in Bstrake in way of No 4 and 5 Oil cargo tanks found set up, now removed faired refitted etc. One adjacent plate faired in place. In No 4 Oil Cargo tank, two bottom longitudinals lamerd fair, one transverse frame faired in place and 4 vertical butt angle stiffeners fitted riveted to same. Caulking overhauled & made good. Solid cement over inner surface of shell bottom renewed where disturbed. No 4 & 5 tanks retested on completion of repairs & found satisfactory. Repairs outside repainted.

Additional stream cable supplied.

Stream	Supplied Length Faths	Dia Inches	Test as per Stat Breaking	Supplied C. & lbs	Rule	Per Table	Remarks	Where & when tested
Chain								
15394	100	2 1/4	9 1/8 12 1/2	259.2.4	/		Shed link	Sld. 9.7.27. J.H. Butler.
15535	30	2 1/4	9 1/8 12 1/2	45.3.14	/		" "	Sld. 24.11.27 " "
15393	15	2 1/4	9 1/8 12 1/2	34.3.14	/	/	" "	" 6.4.27 " "
15392	15	2 1/4	9 1/8 12 1/2	34.3.14	/		" "	" 6.4.27 " "
Total	160			411.0.21				

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

1st Bower 45.2.0, K.H., 4834, 30.8.27
2nd " 40.2.14, K.H., 4846, 30.8.27.
3rd " 33.2.14, K.H., 4834, 30.8.27.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 89.75 ft., R.Q.D. ✓ ft., Bridge 38.0 ft., Forecastle 58.0 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 Dks (Stk) & Web frames, longitudinal framing.

Official No. 148354 ; Signal Letters Is bottom of Vessel coated with cement yes if not give particulars of composition ✓

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	✓	—	Fore peak tank,	24	178
Double bottom, under Engines and Boilers,	✓	—	After peak tank,	14	51
Double bottom, if under Engines only, For water	33.5	42	Deep tank, aft,	✓	—
Double bottom, if under Boilers only, Water or Oil fuel	44.0	162	Deep tank, forward,	33.75	485
Double bottom, forward,	✓	—	Other tanks, if fitted,	✓	—
Total capacity of double bottom		234	(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. 5613

Date 22.9.26

Dates of Surveys held while building

1927 Jan. 4, 7, 11, 13, 17, 19, 21, 28. Feb. 3, 7, 10, 11, 14, 16, 21, 23, 24, 25. Mar. 2, 4, 7, 9, 11, 16, 18, 23, 25, 29, 31. Apr. 4, 6, 8, 11, 21, 28. May 2, 4, 9, 11, 13, 18, 20, 24, 26. June 1, 3, 9, 11, 15, 27, 29. July 5, 11, 18, 19, 21. Aug. 12, 16, 18, 22, 25, 26, 30, 31. Sep. 1, 2, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 19, 22, 23, 26, 28, 30. Oct. 3, 5, 7, 10, 26, 31. Nov. 3, 7, 15, 16, 17, 18, 21, 22, 24, 30. Dec. 1, 2, 5

Total No. of Visits 102

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.		Number.	Diameter.
g of $\begin{matrix} \text{and} \\ \text{of } \text{E}, \text{L} \text{ or } \text{C} \end{matrix}$		22																
in Bridge 'tween Decks... from Uppermost Continuous Deck		Transverse framing																
No. 1		14	3 3/4	36	8	3 1/2	36	8	3 1/2	36	8	3 1/2	36	7/8	5 1/4	6 dias.	4	7/8
" 2		14	3 3/4	36	8	3 1/2	36	8	3 1/2	36	8	3 1/2	36	"	"	"	"	"
" 3		8	3 1/2	35	8	3 1/2	35	8	3 1/2	35	8	3 1/2	36	"	"	"	"	"
" 4		8	3 1/2	36	8	3 1/2	36	8	3 1/2	36	8	3 1/2	36	"	"	"	"	"
" 5		8 1/2	3 1/2	38	8 1/2	3 1/2	38	8 1/2	3 1/2	38	8	3	40	"	"	4 1/2 dias for 9 Rivets.	9	"
" 6		9	3 1/2	38	9	3 1/2	38	9	3 1/2	38	8 1/2	3 1/2	44	"	"	"	"	"
" 7		9	3 1/2	42	9	3 1/2	42	9	3 1/2	41	9	3 1/2	42	"	"	"	"	"
" 8		10	3 1/2	40	10	3 1/2	40	10	3 1/2	40	10	3 1/2	40	"	"	3 1/2 dias	"	"
" 9		"	"	"	10	3 1/2	40	"	"	"	"	"	"	"	"	"	"	"
" 10		10 1/2	3 1/2	42	10 1/2	3 1/2	42	10 1/2	3 1/2	42	"	"	"	"	"	"	"	"
" 11		11	3 1/2	50	11	3 1/2	50	"	"	"	"	"	"	"	"	"	"	"
" 12		12 x 3 1/2 x 3 1/2	44	60	12 x 3 1/2 x 3 1/2	44	60	8	3 1/2	40	"	"	"	"	"	"	"	"
" 16		Nine in number																
" 20		Nine in number																
" 16		Nine in number																
" 16		Nine in number																
ing of Amidships		31			31			31			31							
ing of At Ends		31			31			31			31							
Under Boilers at Tank Top Longitudinals		8			8			8			8			7/8 Rivets. 6 dias.				
Bottom		8 1/2			8 1/2			8 1/2			8 1/2			" " " "				
ing of Longitudinals		30			30			30			30							
Transverses.		Rivets in Lugs to Shell Diam. Speng																
Bridge		Depth and Thickness																
en Decks		Face Angles																
Lugs to Shell*		Ordinary Transverse framing																
Depth and Thickness		18 x 40			18 x 40			18 x 40			18 x 40							
Face Angles		3 1/2 3 1/2 40			3 1/2 3 1/2 40			3 1/2 3 1/2 40			3 1/2 3 1/2 40			3/4 6 dias				
Lugs to Shell*		4 3 1/2 40			4 3 1/2 40			4 3 1/2 40			4 3 1/2 40			1 1/8 4 1/2 "				
Depth and Thickness		32 x 46			32 x 46			32 x 46			32 x 46							
Face Angles		6 3 1/2 52			6 3 1/2 52			6 3 1/2 52			6 3 1/2 52			7/8 6 dias.				
Lugs to Shell*		6 6 46			6 6 46			6 6 46			6 6 46			7/8 4 1/2 dias.				
Brackets		Two 46 x 5			2-46 x 5			2-46 x 5			2-46 x 5							
ing of Transverse Frames		9-5" and 4-11"																
* State if joggled or liners.		Lugs to shell joggled.																
Bridge Deck ...		Transverse system.																
Avg. or Shldr. Dk.		6 1/2 3 38			6 1/2 3 38			6 1/2 3 38			6 1/2 3 38			5 1/2 3 30 clear of oil				
Upper		7 1/2 3 34			7 1/2 3 34			7 1/2 3 34			7 1/2 3 34			5 1/2 3 30 clear of oil				
Second		8 3 36			8 3 36			8 3 36			8 3 36			5 1/2 3 30 clear of oil				
Third		8 3 36			8 3 36			8 3 36			8 3 36			5 1/2 3 30 clear of oil				
Transverse Beams.		Spacing.																
In Ships.		Plate.			Angles.			Plate.			Angles.			As approved.				
As approved.		Plate.			Angles.			Plate.			Angles.			As approved.				
Bridge Deck ...		14 x 40 Flanged.			14 x 40 Flanged.			14 x 40 Flanged.			14 x 40 Flanged.			14 x 40 Flanged.				
Avg. or Shldr. Dk.		11 x 40 4 x 3 1/2 x 42			11 x 40 4 x 3 1/2 x 42			11 x 40 4 x 3 1/2 x 42			11 x 40 4 x 3 1/2 x 42			11 x 40 4 x 3 1/2 x 42				
Upper		17 x 40 6 x 3 1/2 x 50			17 x 40 6 x 3 1/2 x 50			17 x 40 6 x 3 1/2 x 50			17 x 40 6 x 3 1/2 x 50			17 x 40 6 x 3 1/2 x 50				
Second		19 x 40 6 x 3 1/2 x 50			19 x 40 6 x 3 1/2 x 50			19 x 40 6 x 3 1/2 x 50			19 x 40 6 x 3 1/2 x 50			19 x 40 6 x 3 1/2 x 50				
Third		19 x 40 6 x 3 1/2 x 50			19 x 40 6 x 3 1/2 x 50			19 x 40 6 x 3 1/2 x 50			19 x 40 6 x 3 1/2 x 50			19 x 40 6 x 3 1/2 x 50				

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.

The foregoing is a correct description.

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