

STEEL STEAMER ~~MOTORSHIP~~

Received at London Office

State if Report has been sent on the Freeboard of the Vessel. Yes NEWCASTLE-ON-TYNE, No. 109820.State if Report is sent on the Machinery of the Vessel. Yes

5 DEC 1952

Date of completion of report. 15.11.52 Port of. NEWCASTLE-ON-TYNE No. 109984

Survey held at Hebburn-on-Tyne Date First Survey. 12.3.51 Last Survey. 12-11-1952On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) single screw tanker "CALTEX LIVERPOOL" machinery fitted aft.State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erections Peop Bridgehouse & Forecastle.

10446.72

spaces  
Dk.  
c.

11814.03

6886.34

D DIMENSIONS.

FEET

524.3

70.3

39.8

CLASS +100A1

Carrying Petroleum

Length from fore part of stem to after part of stern

not on summer L.W.L. See Sec. 3 (1a)

of stock

Breadth (greatest moulded)

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

1st Longitudinal Number (L x D) 516 x 38 = 19608

2nd Numeral L x (B + D) = 55728

Framing Depth "d," at middle of length. See Sec. 3 (1d) 39.75

Proportions—Depth to Length—Uppermost continuous deck to top of keel 12.98

Do. Long Bridge to top of keel ✓

Draught Moulded 30' 2 7/8"

State if with freeboard as condition of Class

Built at Hebburn on Tyne

Launched 22-5-52 Yard No. 706

Builders R & W Hawthorn Leslie & Co. Ltd.Owners Overseas Tankship Co (UK) Ltd

Managers

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry London

If surveyed while building, afloat, or in dry dock

building afloat & in dry dock

## FRAMES, DOUBLE BOTTOM AND BEAMS.

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	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
Spacing amidships	33 1/2 ✓		Bracket Floors, Frame	None	
Fore O.F. Brs & Pump R.	32 ✓		" " Reversed Frame		
" from 1/2 length amidships to Collision bulkhead	27 ✓		" " Vertical Struts		
" in peaks	24 ✓		Centre Girder, depth and thickness amidships	48 x 49 1/2 56/60 x 49 1/2 56/60	
AMING.	10 3 1/2 .45 with webs, ✓		" " top Angles	EW to Tank Top	✓
Amidships, Angle, [ or ]	3 stringers & struts, as approved		" " bottom Angles	EW to Shell	✓
" Extends up to	Upper Deck ✓		Side Girders, No. each side and thickness	one .45/50	
d Frame Amidships, Angle	✓		Margin Plate depth (excl. of flange) and thickness	Tank Top level to shell.	
" Extends up to	✓		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem		
of Framing Girder	As frame ✓		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area		
s in Uppermost Continuous 'tween Decks, Angle, [ or ]	✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem		
" Second 'tween Decks, Angle, [ or ]	✓		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
" Third " " " "	✓		Tank Side Brackets, height above base line at toe of Frame and thickness		
from 1/2 len. for'd. to 15% len. from Stem	✓		INNER BOTTOM PLATING in Mach 4 Sp.	.66	
in Peaks, Angle, [ or ]	10 3 1/2 .40 AP/.45 FP. ✓		Breadth and thickness of Middle Line Plate below turbine	.56	
ster and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 5 1/2 diars. ✓		Thickness of remainder in Hold clear of Turb.	.56	
if Frame Joggled	Yes ✓		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?	As approved.	
the scantlings and arrangements in the Panting Area in accordance with the Rules or as approved?	As approved ✓		BEAMS.		
the scantlings and arrangements in way the Bottom Forward in accordance with the Rules and/or as approved?	As approved. ✓		Uppermost Continuous Deck, amidships in Wells, Angle, [ or ]	Longitudinally	✓
DOUBLE BOTTOM.			" " in way of Bridge, Angle, [ or ]	beams	✓
rs, Depth and thickness at mid-line in Holds			Spacing		
Height of Brackets at side above base line at toe of frame			Second Deck, amidships, Angle, [ or ]		
le Line Keelson, on Floors, Angles, [ or ]			Spacing		
" " Through Plate or Inter-costal Plate			Third Deck, amidships, Angle, [ or ]		
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			Fourth Deck, amidships, Angle, [ or ]		
Keelsons, No. each side			Spacing		
" thickness of Inter-costal Plate			Poop Deck, Angle, [ or ]	Bulb Plate 8 x 3/4 etc. ✓	
" Angles			Spacing	30" ✓	
UBLE BOTTOM. in Mach 4 Space			Bridge Deck, Angle, [ or ]	Longitudinal	
Solid Floors, thickness and spacing	30 sp. .45/50 below Turb./53 T. End ✓		Spacing	beams	
" Are Frame and Reversed Frame joggled?	EW to shells & Tank Top		Forecastle Deck, Angle, [ or ]	10e welded 8 1/4 .46 etc. ✓	
Bracket Floors, breadth and thickness at middle line			Spacing	27 etc. ✓	
" breadth and thickness at margin plate					



# 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>2 Longitudinal Bids</i> in Cargo Tanks <i>15-0% P &amp; S.</i> Vertical Stiffeners in 'between Decks, Size and Spacing		<i>51/59 base pl.</i>			
Upper Stringer		<i>29x42</i>			
in Hold <i>Middle</i>		<i>30x42</i>	<i>6 flanges, 42 brackets</i>		
Lower		<i>36x44</i>			
Centre-Line Bulkhead. Stiffeners and Spacing		<i>End Pillars as approved.</i>			
Plating, thickness of					
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells		<i>96x85</i>	<i>✓</i>		
" " " in way of Bridge & P. Front		<i>1.00</i>	<i>✓</i>		
" Angle in Wells		<i>77.85</i>	<i>✓</i>		
Thickness of Plating abreast Deck openings in way of Wells		<i>.85</i>	<i>✓</i>		
Thickness of Plating abreast Deck openings in way of Bridge		<i>92/1.00</i>	<i>2 Poop Fr. outside line of Casings</i>		
Thickness of Plating within line of openings		<i>.85</i>	<i>✓</i>		
If Sheathed, material and thickness		<i>not sheathed</i>			
Second Deck.					
Stringer Plate, breadth and thickness in Wells		<i>✓</i>			
Stringer Plate, breadth and thickness in way of Bridge					
Thickness of Plating abreast Deck openings in way of Wells					
Thickness of Plating abreast Deck openings in way of Bridge					
Thickness of Plating within line of openings					
If Sheathed, material and thickness					
Third Deck.					
Stringer Plate, breadth and thickness					
If Plated, state thickness					
Fourth Deck.					
Stringer Plate, breadth and thickness					
If Plated, state thickness					
Poop Deck.					
Stringer Plate, breadth and thickness					
Plating, Sheathing, material and thickness		<i>30 teak wood 2 1/2</i>			
Bridge Deck.					
Stringer Plate, breadth and thickness					
Plating, Sheathing, material and thickness		<i>31 no sheathing</i>			
Forecastle Deck.					
Stringer Plate, breadth and thickness					
Plating, Sheathing, material and thickness		<i>34 4" teak, below win glass only</i>			

\* Sheerstrake plate at Poop Front (Pss) to requirements of PH03 of Rules.

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. No.		BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		ST.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.		outer/upper	Inches.	Inches.		Inches.	Inches.	
Flat Plate Keel.....	72	1.07	1.07	1.07		EW						
„ Dblg. (if any) ✓												
Bottom Plating, No. of Strakes 3.....	A B C D	.82	.75 .70	.55 .56 .58	.69 1/2 stern frame	EW			Transverse plates filled in way of cargo thwartship bulkheads.			
Bilge Plating, No. of Strakes 2.....	E F	.82 .76	.60	.56		D E	DR DR	1 1/2 7/8	3 1/20 3 1/22	10r. bet. bkts. 10r. clear of fr.		
Side Plating, No. of Strakes 3.....	G H	.72	.50	.55 .50 .50			DR	7/8	3 1/22	-20-		
Upper Deck, Sheer- strake in <del>Wells</del> .....	K	78	1.00	.60	.50		EW to Poop & F/c					
Upper Deck, Sheer- * strake in <del>Bridge</del> ...			at Poop Fr.	1.20 (P.403)								
Strake below Sheer- strake in <del>Wells</del> .....	J	72	.50	.50			DR	7/8	3 1/22			
Strake below Sheer- strake in Bridge ...												
Poop Side Plating 2.....				.46 .55	Poop Front		EW					
Bridge Side Plating.....		12 inboard	✓									
Forecastle Side Plating 2.....			.46	✓			EW					

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	<i>(15)</i>
Extending to Upper Deck (Sec. 3 c)	<i>14 + 2 cofferdams</i>
Deck next below	
As per Rule	<i>As approved</i>

## FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.
KEEL, Bar		<i>Flat Plate</i>	<i>✓</i>
STEM		<i>5" x 18" x 1/2" steel</i>	<i>✓</i>
STERN FRAME	<i>Propeller Post</i>	<i>King</i>	<i>✓</i>
Speed of Vessel		<i>15 knots</i>	
RUDDER—Type		<i>Semi-balanced</i>	
" A x D		<i>527.6</i>	
" Diam. of head		<i>12 3/4</i>	
" Mainpiece at top pintle		<i>12</i>	
" " heel		<i>11 1/2</i>	
" how constructed		<i>Fabricated</i>	
" double or single plate		<i>Double plate</i>	
" coupling, vertical or horizontal		<i>Horizl - 8 3/8 bolts</i>	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Cargo Tank	<i>48x53</i>	<i>10x42BP</i>	<i>30" with 3 stringers</i>	<i>1/2 vert web &amp; 32x42, 6 flange</i>	
" Vertical Web	<i>63x50</i>	<i>15x1 ofacepl</i>	<i>8x42BP stiff</i>	<i>32x42, 6 flange</i>	
" Upper Strig	<i>27x42</i>	<i>6 flange</i>	<i>32x42, 6 flange</i>	<i>32x42, 6 flange</i>	
" Middle	<i>29x42</i>	<i>6 flange</i>	<i>32x42, 6 flange</i>	<i>32x42, 6 flange</i>	
" Lower	<i>40x44</i>	<i>6 flange</i>	<i>36x44, 6 flange</i>	<i>36x44, 6 flange</i>	
" Holds		<i>all with .42 bkts.</i>			
COLLISION	(in Hold)	<i>30x60</i>	<i>8x40BP below 30" 2 stringers</i>	<i>9x40BP above 30" CL.B. WT.Fx Stgr</i>	
AFTER PEAK		<i>34x54</i>	<i>8x35BP above 30" 3 stringers</i>	<i>6x35BP below 30" 3 stringers</i>	

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	<i>Open Hearth</i>
	<i>Appleby Frodingham Steel Co (including PH03 steel) Cargo Fleet Iron Co, Colvilles, Consel</i>	
	<i>Dorman Long &amp; Co, Skinningrove Iron Co Ltd, South Durham S&amp;L Co Ltd, Steel Co of Scot</i>	
	Has the Steel been tested as required by the Rules?	<i>Yes</i>



EQUIPMENT No. 57840

LETTER *gt (see letter)*

ANCHORS. 3-1.

No.	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.				
36	1st Bower	95	1	14	Stockless	65	15					95	Byers Improved		Low Walker 7.5.52
35	2nd "	95	1	7	-20-	65	15					95	-20-		R.J. Vogan
20	3rd "	81	0	7	-20-	59	10					81	-20-		-20-
	Collective weight	271	3	0								271			Low Walker 30-4-52
84	Stream	29	0	14	7	2	14	27	19	1	14	28	Rodgers	Sam. Taylor Brierley Hill	Netherton 22.5.52 H. Murphy.

## CHAIN CABLES.

## HAWSERS AND WARPS.

No.	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.	
	Fathoms	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms					Fathoms	Ins.		Fathoms	Ins.
43	361 1/3	2 5/8	134 1/2	188 1/2	101	0	8	1200	360	2 1/2	Sam. Taylor Brierley Hill	Netherton 10.6.52 H. Murphy	TOWLINE	130	6 1/2	112.3	130	6 1/2
2 of the lengths of this cable are in parts viz. 13 1/3 & 1 1/3 fathoms each																		
	120	5 1/2		84.4					120	5 1/2	British Ropes	24.9.52.	HAWSERS & WARPS	4/100	2 3/4	15.2	4/100	2 3/4

ing Gear, Type (Power or hand) *Electric-hydraulic Brown, Edinburgh* Alternative Means of Steering *2 pumps & motors*ains (Size and Test) *none* Windlass *steam - Cl. Chapman* Boats *4 - steel.*Holds, thickness and material *none* Cargo Battens, thickness, material and spacing *none*ways. (Upper Deck) *Steel plates welded to deck* Thickness of Hatches *Steel O.T. & W.T. covers*Fore Hold *9'0" x 16'0"* Oil Cargo (27 off) Fwd D.T. & O.F.B. (7 off) Fwd Coffin  
ways No. 1 (Fwd.) No. 2 4'1" diar No. 3 2'3" diar No. 4 2'0" diar No. 5 No. 6Shifting Beams } *none.*  
e and Afters }

FOR R. &amp; W. HAWTHORN, LESLIE &amp; CO. LIMITED.

Builder's Signature

COMMERCIAL MANAGER  
& SHIPYARD SECRETARY

DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel. *Yes*  
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 stated, together with the flash point (where required to be inserted in the Notation). *Oil Fuel, F.P. above 150°F is carried in oil fuel bunkers*  
of cargo tanks & in deep tanks forward in accordance with Section 20 of the Rules.  
The vessel has been built under Special Survey in conformity with the Society's Rules & Regulations &  
'letters. The scantlings & arrangements are as given in the Report & as shown & amended on the  
plans now forwarded. All modifications & additions to the original approved arrangements  
of construction have been indicated on the plans & have been approved as being in accordance  
with standards equivalent to Rule requirements. The plans of Midship Section & Profile & Decks showing the  
arrangements forwarded herewith have been checked with the original approved arrangements & found in order.  
The materials & workmanship are good. Cargo oil tanks, deep oil fuel tanks, main cofferdams, tween deck  
oil tanks, fore & after peaks, double bottom tanks & cofferdams, decks, bulkheads, pumproom, W.T.  
oil fuel tanks tested to Rule requirements & found satisfactory. Bilge suction,  
steering gear & auxiliary gear tried under working conditions & considered satisfactory.  
The vessel is verified & marks cut in on sides of vessel.

Entry Fee..... £1624.0.0

Fees applied for,

and Assignmt.

Special Survey Fee..... £36: : : :

Received by me,

Travelling Expenses, if any ..... £ : : :

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(Special notations, where part of class, to be stated.)  
Longitudinal Framing - Bottom & Deck  
Fitted for oil fuel, F.P. above 150°F.  
Part electrically welded.

I am of opinion the Vessel should be Classed +100A1

Carrying Petroleum in Bulk.

Signature

Surveyor to Lloyd's Register of Shipping.

Date of issue

FRI. 9 JAN 1953

Committee's Minute

Director assigned

+100A1

Carrying Petroleum in Bulk

11.52 Nov.

Lloyd's A.C.P.

Fitted for oil fuel 11.52 F.P. above 150°F

+LMC 11.52. (with torsional endorsement)

FD CL

2 WTB 480lb (Spl 470lb)

Note for SRL.

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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 the Plans should be embodied.)

No sister vessel.

For list of plans see accompanying list. ✓

Forging Reports Nos 22705 & F9665. ✓

Casting Report No 22699.

Degaussing fitted - arrangements considered satisfactory ✓

Vessel undocked - 6-11-52 ✓

P403 steel cast marks - 44738 & 44787. ✓

PARTICULARS OF ELECTRIC WELDING (if employed) Vessel electrically welded except for fore to shell, bilge & side shell seams in way of oil tanks, 1 strake of upper plating (1st & 2nd strakes from stringer plate) (pass) in way of oil tanks, deck stringer angle to deck & shell

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Carrying Petroleum in Bulk, Longitudinal Framing, bottom & deck. Fitted for oil fuel FP above 150°F, part electrically welded, Lloyds A & DP. 1 deck steel cruiser stern, radar, wireless, E.S.D., D.F., Gyro Compass, machinery aft, turbine, P403 steel locally at Poop Front.

RADAR Equipment (State if fitted) Yes

State Type or Pattern No. Radiolocator Type 1412 A Ser. No 400. State Name and/or Supplier (The MIMC Co Ltd).

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

1st Bower 53.0.12 ; AEG ; 3073 ; 29.2.52. ✓  
2nd " 52.1.26 ; AEG ; 3091 ; 4.3.52. ✓  
3rd " 46.1.4 ; AEG ; 2702 ; 19.10.51. ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 111.0 ft., R.Q.D. ✓ ft., Bridge 41.34 ft., Forecas ✓

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 184737 Signal Letters MPQQ Extreme Breadth over Belting ✓ Over-all Length 541  
(Circ. 1611) (Circ. 1703)

No. and Material of Decks one steel

Parts of Bottom of Vessel coated with cement or approved composition Fore & After Peaks cemented in bottom, cofferdam & lub. oil cofferdam cement washed. Fore & After Peaks & Feed Water D

Particulars of composition (if fitted) and of approval Bottom tanks coated with 'Serviron' grease paint

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

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.
	Feet.	Tons.		Feet.
Double bottom, aft, well plated over	6.0	✓	Fore peak tank,	27.6
Double bottom, under Engines and Boilers, Feed W 14/31	42.0	66.6	After peak tank,	22.0
Double bottom, if under Engines only, Coff. 3/37	15.0	✓	Deep tank, aft,	6.5
Double bottom, if under Boilers only, Feed W. 37/49	30.0	92.2	Deep tank, forward,	35.0
Double bottom, forward,			Other tanks, if fitted, Deep Cofferdam	3.0
Total length (if continuous) and Capacity	93.0	158.8	(If necessary furnish further information by sketch.)	

Order for Special Survey No. 5892

Date 18-2-49.

Dates of Surveys held while building

(1951) MAR. 12, APR. 28, 10, 12, 19, 24, 26, 27, MAY 3, 8, 18, 23, 24, 29, 30, JULY 28, AUG. 10, 14, 21, 30, SEPT. 11, 14, 21, 24, 25, 28, 31, NOV. 2, 6, 13, 14, 15, 16, 19, 20, 23, 25, DEC. 7, 12, 28, (1952) JAN. 5, 11, 15, 16, 17, 23, FEB. 4, 6, 8, 12, 15, 20, 26, 27, 28, 11, 12, 13, 14, 18, 19, 20, 21, 24, 25, 26, 27, 28, 31, APR. 1, 2, 3, 4, 7, 8, 9, 10, 15, 17, 18, 21, 22, 23, 24, 25, 28, 29, 30, MAY 1, 2, 3, 5, 16, 20, 22, JUNE 16, 18, JULY 18, 22, 23, AUG. 13, 27, 28, 29, SEPT. 11, 12, 25, 26, 29, OCT. 1, 2, 3, 6, 9, 13, 15, 16, 24, 28, 29

STEE

Lloyd's Register Foundation



# CALTEX LIVERPOOL PARTICULARS OF LONGITUDINAL FRAMING.

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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.
Centre Girder	60x44 with 10x50 face plate											
Edge 'twon Becks	44 brackets & 7x44 flat bar stiff											
Uppermost Longitudinal												
Centre Girder No. 1	17x4x4x	66/68		17x4x4x	66/68		15x4x4x 1/60 [in Fwd Q.F.B.]	Longt's	Welding	End		
" 2	-20-			-20-			15x4x4x 1/62 [in After P.R.]	welded to	increased	brackets		
" 3	-20-			-20-				shell with	at ends of	welded to		
" 4	-20-			-20-				double	longt's (clear	bulkheads		
" 5	-20-			-20-				continuous	of N° 2	& stiffeners		
" 6	Longitudinal Bulkhead.							welds as	tanks) as	as approved.		
" 7	17x4x4x	66/68		17x4x4x	66/68			approved	approved			
" 8	-20-			-20-			(N° 2) 46 intercostal pl. with 6x46 face pl (N° 7)					
" 9	-20-			-20-			42 intercostal plate 6x6x50 face angle (N° 9)					
" 10	-20-			-20-			-20- with 30x46 plate flanged 5" in for 2 bay N° 2.					
" 11	-20-			-20-								
" 12	-20-			-20-								
" 13							42x46 floors 3 1/2" flanged in					
" 14							N° 1 & 9 wing cargo tanks					
" 15							clear of transverses					
" 16												
Amidships	30"											
At Ends	30"											
Top Longitudinals												
Bottom												
Longitudinals												
At ends...												
Transverse Framing.												
Transverse Webs												
Wing Tanks												
Depth and Thickness	39x46 (Rule) As midships											
Face Angles	with 6" fl. except as											
Lugs to Shell	EW to Bulk'd noted below.											
Depth and Thickness	39x46 Bunkers as											
Face Angles	with 6" flange approved											
Lugs to Shell	EW to shell.											
Depth and Thickness	65x50 Intermediate Transverses N° 1 centre tank 46 plate & 3/2x3/2x46 top bar											
Face Angles	15x1.04 46 bottom transverses extended to lower											
Stiffeners	9x50 strut in N° 1 & 9 tanks (wings).											
Lugs to Shell	8x42 B.P. 6x44											
Back Bars	EW to shell											
Brackets	42											
Transverse Frames	11'2"											
gged or liners.												
Bridge Deck	6x3 1/2x36 to be welded.						Spacing.					
Upper	10x42 B.P. 10x42 B.P. (clear of end bunkers)						30"					
Upper C.A.	60x44 with 10x50 face plate						30"					
Second	44 brackets & 7x44 flat stiff											
Third												
Plate.	36x44											
Face	5x42 flat. 9x50											
Plate	36x44											
Face	5x42 fl. 7"											
Plate	18x40 6x44 (clear of tanks).											

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.

W. Robinson's Register Foundation

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