

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 *18th January 1932* Port of *Rotterdam* No. *20869<sup>a</sup>*  
Survey held at *Rotterdam* Date First Survey *10th June 1930* Last Survey *12th January 1932*On the (State if Machinery Fitted Aft and if Single, Twin or Triple Screw) *Steel twin screw motor tanker, "MALVINA"*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling*State Type of Erections *Pop. bridge, funnel*TONNAGE under Tonnage Deck... *7476.24*CLASS *A 100 A1* State if with freeboard as condition of Class *no*Built at *Rotterdam* *facultie*

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 450.0*Launched *10/6-1931* Yard No. *320*

Total

Breadth (greatest moulded) *B 61.75*Builders *N.V. Maatschappij van Scheeps en werk Rotterdam*Gross Tonnage *8249.36*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*Owners *Petroleum Maatschappij Eigenaars*Register Tonnage *4782.10*1st Longitudinal Number (L x D) *= 15300*Managers *La Corona*

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

2nd Numeral L x (B + D) *= 43087*Residence *S' Gravenhage*

REGISTERED DIMENSIONS. FEET.

Framing Depth "d," at middle of length. See Sec. 3 (1d) *13.24*Port of Registry *"*Length *450.87*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.24*

If surveyed while building, afloat, or in dry dock

Breadth *62.08*Do. Long Bridge to top of keel *26' 27/8"**Building*Depth *34.12*Draught Moulded *26' 27/8"*

## 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	<i>1737</i>		Bracket Floors, Frame	<i>✓</i>	
" " from $\frac{3}{8}$ length to Collision bulkhead	<i>1686</i>		" " Reversed Frame	<i>✓</i>	
" " in peaks	<i>1610</i>		" " Vertical Struts	<i>✓</i>	
IDE FRAMING.			Centre Girder, depth and thickness amidships	<i>1523 14 1/2</i>	
Frame Amidships, Angle, $\square$ or $\sqsubset$	<i>250 90 11 further as approved.</i>		top Angles	<i>90 90 13</i>	
" " Extends up to	<i>Upper deck.</i>		" " bottom Angles	<i>130 130 15</i>	
Reversed Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness	<i>15 further as approved.</i>	
" " Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>straight 13 1/2</i>	
Depth of Framing Girder	<i>All bulb angle frames.</i>		" " Vertical Angle to Tank side	<i>✓</i>	
Frames in Uppermost Continuous Deck, Angle, $\square$ or $\sqsubset$	<i>250 90 11</i>		Bracket abaft $\frac{1}{4}$ len. from stem	<i>✓</i>	
" " Second Deck, Angle, $\square$ or $\sqsubset$	<i>250 90 11</i>		" " Vertical Angle to Tank side	<i>✓</i>	
" " Third " " " "	<i>✓</i>		Bracket forward $\frac{1}{4}$ len. from stem	<i>✓</i>	
Framing in Peaks, Angle or $\square$	<i>200 90 11</i>		Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<i>✓</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 5/4 further as approved.</i>		Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<i>✓</i>	
State if Frame Joggled	<i>Yes</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Webframes and stringers as approved.</i>		INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Back bars on longitudinal extra transverse in V. I. Cargo tanks and double riveted frames all as approved.</i>		Breadth and thickness of Middle Line Strake	<i>1860 13</i>	
ANGLE BOTTOM.			Thickness of remainder in Holds	<i>26 + 13 further as per plan approved.</i>	
Floors, Depth and thickness at mid-line in Holds	<i>1970 x 10</i>		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>✓</i>	
Height of Brackets at side above base line at toe of frame	<i>✓</i>		BEAMS.		
Middle Line Keelson, on Floors, Angles, $\square$ or $\sqsubset$	<i>Centre line bulbhead in way tank forward.</i>		Uppermost Continuous Deck, amidships	<i>230 90 14</i>	
" " Through Plate or Intercoastal Plate	<i>✓</i>		" " in Wells, Angle, $\square$ or $\sqsubset$	<i>250 90 11</i>	
" " Foundation Plate on Floors	<i>✓</i>		" " in way of Bridge, Angle, $\square$ or $\sqsubset$	<i>749 + 686 + 610</i>	
" " Flat Plate Keel Angles	<i>100 100 13</i>		Spacing	<i>749 + 686 + 610</i>	
Side Keelsons, No. each side	<i>10 1/2</i>		Second Deck, amidships, Angle, $\square$ or $\sqsubset$	<i>✓</i>	
" " thickness of Intercoastal Plate	<i>150 150 11</i>		Spacing	<i>✓</i>	
" " Angles	<i>10 1/2</i>		Third Deck, amidships, Angle, $\square$ or $\sqsubset$	<i>✓</i>	
DOUBLE BOTTOM. in motor space			Spacing	<i>✓</i>	
Solid Floors, thickness and spacing	<i>10 1/2 + 12 1/2 every frame.</i>		Fourth Deck, amidships, Angle, $\square$ or $\sqsubset$	<i>✓</i>	
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Spacing	<i>✓</i>	
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		Poop Deck, Angle, $\square$ or $\sqsubset$	<i>200 75 12 1/2</i>	
" " breadth and thickness at margin plate	<i>✓</i>		Spacing	<i>749 + 610</i>	
			Bridge Deck, Angle, $\square$ or $\sqsubset$	<i>200 75 11</i>	
			Spacing	<i>737</i>	
			Forecastle Deck, Angle, $\square$ or $\sqsubset$	<i>230 90 13</i>	
			Spacing	<i>686 + 610</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.
<b>PILLARS, No. of Rows.....</b>	<i>In foremast 3" as per plan</i>			Stringer Plate, breadth and thickness in way of Bridge .....	✓		
" in 'tween Decks, Size and Spacing.....	<i>In poop steel bulkheads.</i>			Thickness of Plating abreast Deck openings in way of Wells .....	✓		
" " " " " "	<i>above deep tank</i>			Thickness of Plating abreast Deck openings in way of Bridge .....	✓		
" " " " " "	<i>240 x 85 x 9 1/13</i>			Thickness of Plating within line of openings...	✓		
" in Holds " "	<i>300 x 100 x 10/16</i>			If Sheathed, material and thickness .....	✓		
" " " " " "	<i>In deep tank #1 130 x 130 x 11</i>			<b>Third Deck.</b>			
<b>Centre Line Bulkhead.</b>				Stringer Plate, breadth and thickness.....	✓		
Stiffeners and Spacing.....	<i>250 90 11 to 280 x 90 x 12</i>			If Plated, state thickness.....	✓		
Plating, thickness of .....	<i>1437 mm distance.</i> <i>10.7 + 19.7</i>			<b>Fourth Deck.</b>			
<b>STRINGERS AND DECKS.</b>				Stringer Plate, breadth and thickness.....	✓		
<b>Uppermost Continuous Deck.</b>				If Plated, state thickness .....	✓		
Stringer Plate, breadth and thickness in Wells	<i>2145 x 17.8</i>			<b>Poop Deck.</b>			
" " " " in way of Bridge	<i>24 x 22.7</i>			Stringer Plate, breadth and thickness .....	<i>940 9 1/2</i>		
" Angle in Wells .....	<i>180 180 15</i>			Plating, Sheathing, material and thickness .....	<i>steel 7 1/2 x 6 1/2</i>		
Thickness of Plating abreast Deck openings in way of Wells .....	<i>17.4</i>			<b>Bridge Deck.</b>			
Thickness of Plating abreast Deck openings in way of Bridge .....	<i>17.4</i>			Stringer Plate, breadth and thickness.....	<i>1420 x 11</i>		
Thickness of Plating within line of openings...	<i>14.8</i>			Plating, Sheathing, material and thickness .....	<i>steel 8</i>		
If Sheathed, material and thickness .....	✓			<b>Forecastle Deck.</b>			
<b>Second Deck.</b>	<i>forward and aft.</i>			Stringer Plate, breadth and thickness.....	<i>9 1/2</i>		
Stringer Plate, breadth and thickness in Wells...	<i>11 x 9</i>			Plating, Sheathing, material and thickness .....	<i>steel 7 1/2 pine 12 1/2</i>		

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>no</i>	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.	Diam.		Spacing cr. to cr.
	Inches.	Inches.	Inches.	Inches.									
FLAT PLATE KEEL .....	21 7/8	2 1/2	19.8	19.8		Double	1	4	III / III	1	4	Lapped	
" DBLG. (if any)	25 4/5												
BOTTOM PLATING, No. of of Strakes .... 3 .....	25 5/8	16 1/2	12.7	12.7		"	7/8	3 1/2	III / III	7/8	3 1/2	"	
BILGE PLATING, No. of Strakes .... 1 .....	25 4/5	16 1/2	12.7	12.7		"	7/8	3 1/2	III / III	7/8	3 1/2	"	
SIDE PLATING, No. of Strakes .... 3 .....	24 8/10	15 1/2	12.2	12.2		"	7/8	3 1/2	III / III	7/8	3 1/2	"	
UPPER DECK, Sheer- strake in Wells .....	24 8/10	15 1/2	12.2	12.2		"	7/8	3 1/2	III / III	7/8	3 1/2	"	
UPPER DECK, Sheer- strake in Bridge ...	12 9/5	24 1/2	12.2	12.2		"	1	4	III / III	1 1/8	4 1/2	"	
UPPER DECK, Sheer- strake in Bridge ...	12 9/5	29.4	-	-		"	1	4	III	1	4	"	
STRAKE BELOW SHEER- strake in Wells .....	19 4/10	19.2	12.2	12.2		"	1	4	III / III	1	4	"	
STRAKE BELOW SHEER- strake in Bridge ...	19.2					"	1	4	III	1	4 1/8	"	
POOP SIDE PLATING .....			10 + 12 1/2			Single	7/8	3 1/2	III / II	3/4	2 5/8	"	
BRIDGE SIDE PLATING ...	11					Double	7/8	3 1/2	II	3/4	2 5/8	"	
FOREC'TLE SIDE PLATING			11			single	7/8	3 1/2	I	3/4	2 5/8	"	

## WATERTIGHT BULKHEADS.

Total No. of <sup>0</sup> **W.T. BULKHEADS** in Vessel— 14✓

Extending to Upper Deck (Sec. 3 c) 14✓

„ Deck next below 13✓

As per Rule

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....				<i>Flat keel plate</i>
<b>STEM</b> .....				<i>267 x 67 Rolled material</i>
<b>STERN FRAME</b> {				
Propeller Post .....				
Rudder .....				<i>Forged 203 x 114 Wilton Forge</i>
<b>RUDDER—A x D</b> .....				<i>678 Rotterdam</i>
<b>Speed of Vessel</b> .....				<i>12 1/2 knots.</i>
<b>RUDDER</b> mainpiece at head				<i>Forged 330 Wilton Forge</i>
" " heel ...				<i>250 Rotterdam</i>
" " how constructed				<i>Single plate as per plan by Lloyd's surveyors</i>
" " double or single plate				
" " coupling, vertical or				
" " horizontal .....				<i>Horizontal</i>

				STIFFENERS.				
				Plating Thickness.	VERTICAL.		HORIZONTAL.	
					Scantlings.	Spacing.	Scantlings.	Spacing.
<b>MIDSHIP BULKH'D</b> , Upper tween decks				12.7	250x90x11		755x10.2	
"	"	Second	"	10.2	707		640x10.2	
"	"	Third	"	9.7	approved.			
"	"	Holds .....	"	12.4	230x90x12			
<b>COLLISION</b>	"	(in Hold) .....	"	16	4100x65x7 1/2	610	3 plankings	stringers.
<b>AFTER PEAK</b>	"	" .....	"	12.7	12x3 1/2x.50			
				7.5	6 1/2x3x.36	610		

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens Martin Process*  
*Darrie & Co. Ltd. Glasgow; Cargo Fleet Iron Co. Ltd. Middlesbrough; Vereinigte*  
*Stahlwerke August Thyssen Hütte Hameln a/Rh.; Societe Anonyme d'Acierie*  
 Has the Steel been tested as required by the Rules? *Yes.* *Marine, Societe des Forges et Acieries de Denain*  
*et Anzin, Belgique.*



25 JAN 1932

EQUIPMENT No 44610										LETTER C +		ANCHORS.			
Number of Certificate.	Anchor.	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.			
33587	1st Bower ...	84	3	7	shackles			161	0	0	0	77-0-0	Regulation	J. H. Butler	Summerland 23/1-31
33544	2nd " ...	77	3	0	"			57	12	2	0		"	"	J. H. Butler 23/12-30
33589	3rd " ...	65	3	7	"			51	10	0	0		"	"	" 23/1-31
	Collective weight.	228	1	14								219-2-0			J. H. Butler
46010	Stream .....	22	0	6	15	2	24	22	7	2	0	22-0-0	Common stock	J. C. Paul	Quality Heath 18/11-30

CHAIN CABLES.													HAWERS 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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Length.	Cir.					Length.	Cir.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
2104	210	2 7/16	106 2/3	149 5/8	621-3-16		890-1-0	300	2 7/16	106 2/3	stud	NU. NKAF	L.H. Willems Hollandsche 20-50	wire LOWLINE...	120	5	59	120	5
2077	90	2 7/16	106 2/3	149 5/8	272-0-15						stud	"	"	L.H. Willems 12 1/2-50	wire HAWERS & WARPS	4x100	2 3/4	4x100	2 3/4
					9040-3														
		Cir.								Cir.					"				
Iron Stream Chain or Steel Wire	130	5 1/4		70					130	5 1/4					"				

Steering Gear, Steam *Yes direct acting* Steering Gear, Hand *Yes*

Boats *4 lifeboats* Steering Chains, Size and Test *✓* Windlass *Ton steam patent*

Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *✓*

Cargo Hatchways, (Upper Deck) *Oil tight hatches* Thickness of Hatches *Steel covers*

Size of No. 1 Hatchway (Forward) *✓* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. **WILTON-FLENOORD.**

Number of Shifting Beams and/or Fore and Afters *✓* (M.V. WILTON'S Machinefabriek en Scheepswerf (WILTON'S Engineering & Shipway Co.) Maatschappij voor Scheeps- en Werktuigbouw "FLENOORD" N.V.)

Builder's Signature *M. Wilton*

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

The workmanship has been found good and the vessel has been built in accordance with the approved plans and Secretary's letters given on the other side respecting this case and in general conformity with the Society's Rules. Cargo tanks, wing tanks, fuel bunkers, settling tanks, day tanks, fore and afterpeak tanks, cofferdams, and double bottom tanks tested as required by the rules and found sound and tight.

True and marking verified and cut in the vessels sides. Certificates of forgings and castings enclosed herewith.

The amount of Entry Fee ..... £ 132.00 Fees applied for, *19*

Special Survey Fee..... £ 7312.00 Received by me, *26.2.1932*

Travelling Expenses, if any £ 90.00

I am of opinion the Vessel should be Classed *+ 100 A1* Carrying petroleum in bulk. Longitudinal framing bottom and deck.

Signature *R. Leuvenburg* J. H. Heuvelaar

State whether the Vessel has been built under Special Survey *✓* Surveyor to Lloyd's Register of Shipping.

H.M. Certificate to be sent to *Rotterdam* Date of issue *5/2/32*

Committee's Minute *FRI. 29 JAN 1932*

Character assigned *+ 100A1*

*Carryg. petroleum in Bulk*

*Lloyd's A & C.P.*

*write at X*

*2 L.M.C. 1.32 C.L.*

*2 D.B. 150 lb.*

*M.Y.*



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.)

- Secretary's letters M Jan numbers of sister vessels see below.
- 10/3-1930 Midship section; midship bulkhead; sketch showing alternative attachment of bottom longitudinalinals to transverse bulkheads.
- 17/3-1930 Propeller brackets.
- 21/3-1930 Transverse bulkhead stiffeners in wing tanks.
- 25/3-1930 Breadth and thickness of strakes of shell plating.
- 26/3-1930 Modified scantlings in way of forward oil tank and riveting list.
- 27/3-1930 Profile and deck plating; 31/5-1930 Transverse bulkhead and midship stringer.
- 7/4-1930 Equipment.
- 14/4-1930 Skinframe and rudder.
- 30/4-1930 Proposed alternative arrangement of the stiffening of the cufferdam bulkhead.
- 5/5-1930 Plan of afterend.
- 6/5-1930 Alternative method of attaching the aftermost stiffener of the longitudinal bulkhead to the shell in the wing tanks. Proposal to double rivet the lap of the transverse bulkhead webs on centre girder.
- 6/5-1930. Position of holes to be cut in the centre girder for pipeline.
- 7/5-1930 Plan showing the proposal to overlap the frames on the baskets.
- 10/5-1930 Structural arrangement in way of the fore end.
- 14/5-1930 Typical arrangements of holes through the main transverse flange for heating coils.
- 14/5, 28/5, 31/5, 15/6, 1930 Motoseating.
- 23/5-1930 Plan of afterpeak bulkhead.
- 27/5-1930 Proposal to cut two additional lightning holes 8 inches in diameter each frame space.
- 19/6-1930 Plan showing the frames at the afterend.
- 24/6-1930 Construction of double bottom in way of the motor engines.
- 2/7-1930 Midship section, transverse bulkhead and stiffeners.

Amsterdam Jan N: 210-211

Rottterdam sister vessels Macuba; Magdala; Maya; Murena; already reported to London

Copies of all plans in London

Sister vessel Macuba Rottterdam Rep: 20458

Nederlandsche 210.

"Mamwantara"

" Magdala "

" 20591

The shell plating in these vessels is composed of one more strake -

" Maya "

" 20753

" Murena "

" 20841

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

1st Bower

50 Cut-3 Qrs-15 lbs L.R. N: 6515

Antwerp 17/12-.30 A. Bennett.

2nd "

47 Cut-2 Qrs-3 lbs L.R. N: 4854

" 15/10-.30 H.B. Bogena

3rd "

42 Cut-0 Qrs-19 lbs L.R. N: 6313

" 23/12-.30 A. Bennett.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 102.5 ft., R.Q.D. ✓ ft., Bridge 34.8 ft., Forecastle 42.6 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 steel deck.

Official No. ; Signal Letters

Is bottom of Vessel coated with cement ✓ if not give particulars of composition

not in cargo tanks.

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	26.2	225
Double bottom, under Engines and Boilers,			After peak tank,	16.7	41
Double bottom, if under Engines only,	68.8	222	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	31.5	355
Double bottom, forward,			Other tanks, if fitted, Fuel bunker.	12.1	500
Total capacity of double bottom			(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. 797

Date 8/4-.30

Dates of Surveys held while building

10/6; 17-22/7; 7-11-14-18-29/8; 18-24-26-30/9; 7-9-20/10; 11-13-26/11; 10-15-29-30/12; 6/1; 10-13-16-22-23-27-29/11; 3-4-13-18-19-20-24-25-27/2; 5-13-20-21-26/3; 2-10-13-15-17-25/4; 2-5-8-13-21-29/5; 10-15-21-31/6; 10-25/6; 25-26/8; 1-4-7/9; 5-17-29/10; 7-8-9-13-22/12; 1931. 7-12/1; 1932

Total No. of Visits 85



p 1\*.

25 JAN 1932

## 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.	Speng.	Number.		Diameter.	
ag of L, L or C .....																	
s in Bridge 'tween Decks ...																	
s from Uppermost Continuous Deck No. 1																	
" 2																	
" 3																	
" 4																	
" 5																	
" 6																	
" 7																	
" 8																	
" 9																	
" 10																	
" 11																	
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" 13																	
" 14																	
" 15																	
" 16																	
ng of udinal nes																	
Amidships .....																	
At Ends .....																	
Tank Top Longitudinals																	
Bottom																	
of Longitudinals																	
Amidships																	
At Ends...																	
Transverses.																	
Depth and Thickness																	
Face Angles .....																	
Lugs to Shell* .....																	
Depth and Thickness																	
Face Angles .....																	
Lugs to Shell* .....																	
Depth and Thickness																	
Face Angles .....																	
Lugs to Shell* .....																	
Back Bars ...																	
Brackets .....																	
of Transverse Frames .....																	
State if joggled or liners.																	
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 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.