

STEEL STEAMER OR MOTORSHIP.

Received at London 20 AUG 1930

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 *5th August*Port of *Glasgow*No. *50695*Survey held at *Glasgow*Date First Survey *26. 8. 29*Last Survey *5th August**1930*

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

*Steel Single Screw motor**oil Tanker**"LAUREL"**(machty aft)*

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

*Full Scantling*State Type of Erections *P.B. & F.*TONNAGE under Tonnage Deck... *9136.26*CLASS *+100 A.I.*State if with freeboard *ho*"Carrying Petroleum in Bulk" of Class *"Longitudinal framing"*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 481.5*Total *9136.26*Breadth (greatest moulded) *B 65.25*Gross Tonnage *10014.41*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 35.66*Register Tonnage *6042.53*1st Longitudinal Number (L x D) *= 17170*2nd Numeral L x (B + D) *= 48588*

REGISTERED DIMENSIONS. FEET.

Framing Depth "d," at middle of length. See Sec. 3 (1d) *19.22*Length *482.3*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.30*Breadth *65.65*Do. Long Bridge to top of keel *✓*Depth *35.60*Draught Moulded *26'-10 1/2"*Built at *Glasgow*Launched *12th May 1930* Yard No. *28*Builders *Blythwood Shipbldg Co. Ltd.*Owners *Rederiaktiebolaget oil Transporter*Managers *Olsen & Wright*

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

Residence *Stockholm*Port of Registry *Stockholm*If surveyed while 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.
FRAMES, Spacing amidships <i>Longitudinal framing</i>			Bracket Floors, Frame	<i>✓</i>	
" " from 1/3 length to Collision bulkhead.....	<i>27"</i>		" " Reversed Frame	<i>✓</i>	
" " in peaks.....	<i>24"</i>		" " Vertical Struts	<i>✓</i>	
IDE FRAMING. aft (Spaced 30") <i>11x3 1/2 x 48 to Main dk.</i>			Centre Girder, depth and thickness amidships <i>46 1/8 x 54 - 50</i>		
Frame Amidships, Angle, E or C	<i>9x3 1/2 x 44 1/2 to U dk. 1/2 pop. alt.</i>		" " top Angles (double)	<i>3 1/2 x 3 1/2 x 56</i>	
" " Extends up to	<i>6x3 1/2 x 42 O.A. Int. Upper 1/2 pop. alternately</i>		" " bottom Angles (double)	<i>5 x 5 x 58</i>	
IDE FRAMING FOR? <i>11x3 1/2 x 54 B.A. In Deep Tank</i>			Side Girders, No. each side and thickness <i>Free</i>	<i>A 98 B 98 C 144</i>	
Reversed Frame Amidships, Angle	<i>12x3 1/2 x 58 B.A. In Hold to main dk. 1/2 to U dk. alt.</i>		Margin Plate depth (excl. of flange) and thickness <i>Level 56</i>		
" " Extends up to	<i>10x3 1/2 x 38 B.A. to U & P dk. alt.</i>		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>✓</i>	
IDE FRAMING IN WAY OF BRIDGE (SPACED 30") <i>7x3 x 48 B.A. 7x3 x 34 B.A.</i>			" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>✓</i>	
Depth of Framing Girder <i>As indicated above spaced 30"</i>			" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	<i>✓</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, E or C.....	<i>✓</i>		" " Gussets, spacing and scantling forward 1/2 len. from stem.....	<i>✓</i>	
" " Second 'tween Decks, Angle, E or C.....	<i>✓</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>10'-8 1/2"</i>	
" " Third " " " " " " " "	<i>✓</i>		INNER BOTTOM PLATING. (IN MACHY SPACE)		
Framing in Peaks, Angle, E or C	<i>9x3 1/2 x 44.</i>		Breadth and thickness of Middle Line Strake ...	<i>54 (See plan of Engine Seating)</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships <i>Longitudinal</i>	<i>7/8" - 5/16"</i>	<i>✓</i>	Thickness of remainder in Holds	<i>1.25 - 54</i>	
State if Frame Joggled	<i>Yes.</i>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bulkheads and Boiler Room?	<i>Yes</i>	
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Deep framing & Stringers</i>		BEAMS.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Shell increased etc as per approved Plans.</i>		Uppermost Continuous Deck, amidships in Wells, Angle, E or C <i>Longitudinal framing</i>		
ANGLE BOTTOM. (FORWARD)			" " in way of Bridge, Angle, E or C		
Floors, Depth and thickness at mid-line in Holds <i>In Deep Tank</i>	<i>44 x 44</i>		Spacing		
Height of Brackets at side above base line at toe of frame	<i>Varying from approx 6'-6" to 6'-8"</i>		UPPER AFT		
Middle Line Keelson, on Floors, Angle, E or C <i>Forward.</i>	<i>(Centre line Bld.) 5'-48"</i>		Second Deck, amidships, Angle, E or C <i>8x3 x 48 Spaced 24"</i>		
" " " " Through Plate or Intercostal Plate			UPPER DECK FORWARD <i>8x3 x 30 Spaced 30"</i>		
" " " " Foundation Plate on Floors			Spacing	<i>8x3 x 32 Spaced 27"</i>	
" " " " Flat Plate Keel Angles <i>4 x 4 x 53 (to C/L Bld.)</i>			MAIN AFT		
Side Keelson, No. each side <i>Two</i>			Third Deck, amidships, Angle, E or C <i>9x3 1/2 x 34 Spaced 30"</i>		
" " thickness of Intercostal Plate... <i>Top B.A.</i>	<i>9x3 1/2 x 48</i>		Spacing	<i>10x3 1/2 x 32 Spaced 24"</i>	
" " Angles <i>Bottom O.A.</i>	<i>3 1/2 x 3 x 40</i>		MAIN DECK Spacing FORWARD <i>9x3 x 44 Spaced 27"</i>		
DOUBLE BOTTOM. AFT IN MACHY SPACE (See also approved Plan)			Spacing	<i>7x3 x 36 Spaced 24"</i>	
Solid Floors, thickness and spacing <i>88 1/2 x 44 (at Side)</i>			Fourth Deck, amidships, Angle, E or C <i>✓</i>		
" " Are Frame and Reversed Frame joggled?	<i>46 1/8 x 44 (at Centre)</i>		Spacing	<i>✓</i>	
Bracket Floors, breadth and thickness at middle line <i>✓</i>			POOP DECK, Angle, E or C <i>9x3 1/2 x 46</i>		
" " breadth and thickness at margin plate <i>✓</i>			Spacing	<i>8 x 3 x 40 - 34</i>	
			Spacing	<i>30" - 24"</i>	
			Bridge Deck, Angle, E or C <i>7 1/2 x 3 x 38</i>		
			Spacing	<i>33"</i>	
			Forecastle Deck, Angle, E or C <i>10 x 3 1/2 x 54</i>		
			Spacing	<i>alt 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.....				Stringer Plate, breadth and thickness in way of Bridge	50 1/2 x .46		
„ in 'tween Decks, Size and Spacing.....				Thickness of Plating abreast Deck openings in way of Wells <i>In Jammer Tanks</i>	.45		
„ „ „ „ „				Thickness of Plating abreast Deck openings in way of Bridge			
„ in Holds „ „				Thickness of Plating within line of openings.....			
„ „ „ „ „				If Sheathed, material and thickness	<i>unsheathed</i>		
Centre Line Bulkhead.				Third Deck.			
Stiffeners and Spacing..... <i>Longitudinals spaced 3'-2 1/2 to 1'-11" as approved</i>	11 x 3 1/2 x .54 S.A. 76	11 x 3 1/2 x .54 S.A. 76		Stringer Plate, breadth and thickness.....	✓		
Plating, thickness of	5/16 x .36	5/16 x .36		If Plated, state thickness.....	✓		
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....	✓		
Stringer Plate, breadth and thickness in Wells	66 x .93	✓		If Plated, state thickness	✓		
„ „ „ „ in way of Bridge	66 x 1.09			Poop Deck.			
„ Angle in Wells	7 x 7 x .76	✓		Stringer Plate, breadth and thickness .....	.38		
Thickness of Plating abreast Deck openings in way of Wells .....	.87 x .50	✓		Plating, Sheathing, material and thickness ...	.28	2 1/2 Oregon Pine	
Thickness of Plating abreast Deck openings in way of Bridge .....	.87 x .50	✓		Bridge Deck.			
Thickness of Plating within line of openings.....				Stringer Plate, breadth and thickness.....	43 x .44	✓	
If Sheathed, material and thickness	<i>unsheathed</i>			Plating, Sheathing, material and thickness ...	.35	2 1/2 Oregon Pine.	
Second Deck.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells...	50 1/2 x .46	✓		Stringer Plate, breadth and thickness.....	.38		
				Plating, Sheathing, material and thickness ...	.36	2 1/2 Oregon Pine.	

SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>no.</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing or. to cr.		Diam.	Spacing or. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	55 1/4	1.03	.84	.84	.81 at ends	Double	1	4	Five 1/2 Four	1 1/8	4 1/2	Lapped.
" <u>DBLO (if any)</u>	✓											
BOTTOM PLATING, No. of Strakes <i>four</i>		.67	.52	.52	<i>72 from Rib position of Collision Bulkhead to Longitudinal Framing.</i>	Double	7/8	3 1/4	Four	7/8	3 1/2 - 3 3/4	Lapped
BILGE PLATING, No. of Strakes <i>one</i>		.72	.52	.55	✓ .70 - .52	Double	7/8	3 1/2	Four	7/8	3 1/2	Lapped
SIDE PLATING, No. of Strakes <i>four</i>		.64	.48	.48	✓	3 Double 1 Double	7/8	3 1/2	Four	7/8	3 1/2	Lapped
UPPER DECK, Sheer-strake in Wells.....	52	1.06	.48	.48	✓	Double	1	4	Five	1 1/8	5	Lapped
UPPER DECK, Sheer-strake in Bridge ...	52	1.26	✓	✓		Double	1	4	Five	1 1/8	5	Lapped.
STRAKE BELOW Sheer-strake in Wells.....	61	.86	.48	.48	52 x .90	Double	1	4	Four	1	4	Lapped
STRAKE BELOW Sheer-strake in Bridge ...	61	.86	✓	✓		Double	1	4	Four	1	4	Lapped
POOP SIDE PLATING .....				.42		Single	7/8	3 1/2	Two	3/4	2 7/8	Lapped
BRIDGE SIDE PLATING ...		.44				Single	7/8	3 1/2	Two	3/4	2 7/8	Lapped.
FOREC'TLE SIDE PLATING			.44			Single	7/8	3 1/2	One	3/4	2 7/8	Lapped.

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Casting or Forging.	Scandlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c)	Fifteen				
" Deck next below	One				
As per Rule	Fifteen as approved L.V.D. One " " " " M.O.				
	Plating Thickness,	STIFFENERS.			
		VERTICAL.	HORIZONTAL.		
		Scandlings, Spacing.	Scandlings, Spacing.		
In way of Summer Tanks MIDSHIP BULK'D, Upper tween decks	.38-.36 as approved	Spaced 30" $\frac{7}{8} \times 3 \times .38$ B.A. $\frac{6}{8} \times 3 \times .42$ " $6 \times 3 \times .40$ " $6 \times 3 \times .38$ "			
" " Second "					
Horizontally Stiffened " Third "					
" " Holds .....	.52-.38	Spaced 30" as approved $12 \times 3 \times .48$ A } $6 \times 3 \times .42$ "			
(COLLISION) (in Hold) .....	.54-.33	$10 \times 3 \times .44$ A } $8 \times 3 \times .44$ " } Spaced 24"			
AFTER PEAK Vertically Stiffened. ....	.47-.30	$8 \times 3 \times .52$ B.A. } $3 \times 3 \times .30$ O.A. } Spaced 24"			
KEEL, Bar				Rolled Steel	
STEM				Ingot Steel	11 x 23 1/4
STERN FRAME { Propeller Post				Forged.	11 x 9 1/4
{ Rudder "					9 1/4 x 9
RUDDER—A x D.....	880				
Speed of Vessel.....	11 1/2 Knots.				
RUDDER mainpiece at head ...				Ingot Steel	14 1/2
" " heel ...	10 1/2			Forged	
" " how constructed					
" double or single plate coupling, vertical or horizontal.....				Forged Arms	Shrunk on & Keyed to Post.
				Single plate	1/16. ✓
				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*

David Colville & Sons Ltd

Steel Cor of Scotland Ltd

Wm. Beardsmore

1000

Has the Steel been tested as required by the Rules?

Yes.

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 following approved plans are forwarded herewith:—

- ✓ Midship Section Midship Section (as built) forwarded in advance
- ✓ Profile + Decks Profile + Decks (as built)
- ✓ Oil Fuel Bunkers + after C/D. Bulkheads. Hy Plan of O.T. Bunkers.
- ✓ Multiple Punching of Keel + Revised plan (2 plans)
- ✓ Aft Peak Framing
- ✓ Aft end Framing
- ✓ Pumping out at fore end.
- ✓ Fore C/D. Bldg.
- ✓ Steam Steering Gear + Tiller (2 plans)
- ✓ Stern frame + Rudder.
- ✓ Web frames + Pillars in S.R.
- ✓ Engine Seating.
- ✓ Stools at fore end of Engine Bedplate.
- ✓ Midship Bulkhead.
- ✓ Hy Plan of Midship Section.
- ✓ Fore end Framing
- ✓ Fore Peak Bld.
- ✓ Aft Peak Bld.
- ✓ Machinery Casings.
- ✓ Girders + Pillars under main dk + dynamo flat (2 plans)

3 Longing Certificates attached.

T.R.M.H.

THE FOLLOWING DAMAGES WERE SUSTAINED BEFORE DELIVERY OF VESSEL.

Nº 1 DAMAGE :- Stated to have been caused by vessel bumping Quay wall at Princes Dock on the 7th June 1930.

NOW DONE ON ACCOUNT OF Nº 1 DAMAGE :- Vessel placed in Drydock + found indented in vicinity of Nº 2 Tank between Transverses. (Port Side) Shell plates Nº E 19 + F 19 (Port Side) were renewed + lower longitudinal on F. 19. removed, failed, + replaced.

Nº 2 + 3 Tanks u-tested under pressure + found Satisfactory.

Nº 2 Damage :- Stated to have been caused by vessel bumping Quay wall on leaving Drydock (after completion of repairs) on 15th July/30.

NOW DONE ON ACCOUNT OF Nº 2 DAMAGE :- Vessel placed in Drydock + found indented in Nº 2 Tank (port) Transverse Nº 67 being buckled in way of Shell E. 19 + F. 19. Shell plates E. 19 + F. 19. (Port) renewed. - Transverse in way (Nº 67) Cropped + Part renewed. Lower long on F. 19 removed failed + replaced. Nº 2 + 3 Tanks (Port) tested under pressure + found Satisfactory.

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

1st Bower	50.2.11	M.K.	III	10.3.30
2nd "	50.0.5	K.H.	10184	16.3.30
3rd "	46.3.16	K.H.	10185	18.3.30

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 99 ft., R.Q.D. ✓ ft., Bridge 32 ft., Forecastle 39 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)

Two Dks (See)

Official No. : Signal Letters
particulars of composition ✓

Is bottom of Vessel coated with cement Peaks only if not give

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	✓	Total	Fore peak tank,		221
Double bottom, under Engines and Boilers, at C/D + Sides	75	90.4	After peak tank,		97
Double bottom, if under Engines only, at Sides	25	148	Deep tank, aft,		✓
Double bottom, if under Boilers only,	✓		Deep tank, forward,	40.5	446
Double bottom, forward,	✓		Other tanks, if fitted,		✓
Total capacity of double bottom		238.4	(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. 6039

Date 5.10.29

Dates of Surveys held while building

1929 Aug 26. 28 Sep 5. 10 Oct 1. 9. 14. 21. 22. 23. 28. 29. 30. 31 Nov 1. 4. 5. 6. 7. 8. 11. 12. 13. 14. 15. 18. 19
20. 21. 22. 26. 26. 27. 28. 29 Dec 3. 4. 5. 6. 9. 12. 17. 20. 23. 24. 26. 27 (1930) Jan 8. 9. 10. 13. 14. 15. 16. 17. 20
21. 22. 23. 24. 27. 28. 29. 30. 31 Feb 3. 4. 6. 7. 11. 13. 17. 18. 19. 20. 25. 26. 27. 28 Mar 3. 4. 5. 6. 7. 10. 11. 12. 13. 14. 15
17. 18. 19. 20. 21. 24. 25. 26. 27. 28. 29 Apr 1. 2. 3. 4. 5. 7. 8. 9. 10. 11. 14. 15. 17. 18. 22. 23. 28 May 1
2. 5. 8. 12. 22. 28 June 4. 18. 30 July 3. 7. 8. 9. 10. 15. 17. 28. 29. 30. 31 Aug 1. 4. 5. 18
Total No. of Visits 143

Rpt. 1*.

MOTOR TANKER "LAUREL"

GLASGOW REPORT No 50695
PARTICULARS OF LONGITUDINAL FRAMING.

ALL SECTIONS ARE "NEW BRITISH STANDARD" EXCEPT WHERE NOTED OTHERWISE.

FRAMING.		AMIDSHIPS.			AT ENDS.			AMIDSHIPS.			AT ENDS.			RIVETING.		
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
Framing of L, L or C		See Below.														
Frames in Bridge 'tween Decks ...		Transverse Framing														
Frames from Uppermost Continuous Deck		No. 1	7 1/2 x 3 1/2 x .46 BA			F 7 1/2 x 3 1/2 x .46 BA			8 x 3 1/2 x .34 BA			F 7 1/2 x 3 1/2 x .46 BA			7/8 5/16 5/16	
		" 2	* -do- " A -do-			A -do-			-do-			F A -do-			" " "	
		" 3	* -do- " F -do-			A -do-			-do-			F A -do-			" " "	
* Old British Standard.		" 4	8 x 3 1/2 x .42 " A -do-			F 8 x 3 1/2 x .42 "			8 x 3 1/2 x .42 "			F 8 x 3 1/2 x .42 "			" " "	
		" 5	9 x 3 1/2 x .45 " A -do-			F 9 x 3 1/2 x .45 "			9 x 3 1/2 x .45 "			F 9 x 3 1/2 x .45 "			" " "	
		" 6	10 x 3 1/2 x .40 " A -do-			F 10 x 3 1/2 x .40 "			10 x 3 1/2 x .40 "			F 10 x 3 1/2 x .40 "			" " "	
		" 7	10 x 3 1/2 x .44 " A -do-			F 10 x 3 1/2 x .44 "			10 x 3 1/2 x .44 "			F 10 x 3 1/2 x .44 "			" " "	
		" 8	10 x 3 1/2 x .48 " A -do-			F 10 x 3 1/2 x .48 "			10 x 3 1/2 x .48 "			F 10 x 3 1/2 x .48 "			" " "	
		" 9	11 x 3 1/2 x .40 " A -do-			F 11 x 3 1/2 x .40 "			11 x 3 1/2 x .40 "			F 11 x 3 1/2 x .40 "			" " "	
		" 10	11 x 3 1/2 x .43 " A -do-			F 11 x 3 1/2 x .43 "			11 x 3 1/2 x .43 "			F 11 x 3 1/2 x .43 "			" " "	
		" 11	11 x 3 1/2 x .52 " A -do-			F 11 x 3 1/2 x .52 "			11 x 3 1/2 x .52 "			F 11 x 3 1/2 x .52 "			" " "	
		" 12	12 x 4 x 4 x .48 " A -do-			F 12 x 4 x 4 x .48 "			12 x 4 x 4 x .48 "			F 12 x 4 x 4 x .48 "			" " "	
		" 13	15 x 4 x 4 x .53 " A -do-			F 15 x 4 x 4 x .53 "			15 x 4 x 4 x .53 "			F 15 x 4 x 4 x .53 "			" " "	
		" 14	-do- .58 " A -do-			F 15 x 4 x 4 x .58 "			-do- .48 " A -do-			F 15 x 4 x 4 x .58 "			" " "	
		" 15	-do- .48 " A -do-			F 12 x 4 x 4 x .48 "			-do- " A -do-			F 15 x 4 x 4 x .48 "			" " "	
		" 16	-do- .48 " A -do-			F -do-			-do- " A -do-			F -do-			" " "	
Spacing of Longitudinal Frames		+ 1/8" 24	2'-6" - 3'-1"			2'-0" - 3'-0"			2'-6" - 3'-8"			2'-0" - 3'-0"			" " "	
Double Bottoms		Tank Top Longitudinals														
L, L or C		Bottom														
Spacing of Longitudinals		Amidships														
		At Ends...														
Transverses.																
In Bridge		Depth and Thickness														
'tween Decks		Face Angles														
		Lugs to Shell														
In Upper 'tween Decks.		Depth and Thickness														
		Face Angles														
		Lugs to Shell														
In Hold.		Depth and Thickness														
		Face Angles														
		Lugs to Shell														
		Brackets														
Spacing of Transverse Frames		10'-9" + 9'-0"														
		10'-9" + 9'-0"														
		10'-9" + 9'-0"														
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