

## STEEL STEAMER or MOTORSHIP.

Received at London Office 29 APR 1929

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 *20<sup>th</sup> April, 1929* Port of *Hamburg* No. *18656*  
Survey held at *Kiel* Date First Survey *4<sup>th</sup> Novemb. 1927* Last Survey *4<sup>th</sup> April 1929*  
On the (State if Machinery fitted Aft and Single, Twin or Triple Screw) *Steel Twin Sc. Motorvessel "CALIFORNIA STANDARD" Machinery aft - Cruiser Stern.*  
State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling, Petrol in Bulk, Long Beam, Bracketless* State Type of Erections *Bridge & Forecastle*

TONNAGE under Tonnage Deck... *10861.887* CLASS *\* 100 A 1* State if with freeboard as condition of Class *Not* Built at *Kiel*  
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 512'-0"* Launched *25<sup>th</sup> Aug. 1928* Yard No. *494*  
Total *✓* Breadth (greatest moulded) *B 67'-11"* Builders *Fried. Krupp, Germaniawerft A.G.*  
Gross Tonnage *11445.134* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 39'-5 1/2"* Owners *Standard Oil Co of California*  
Register Tonnage *6907.521* 1st Longitudinal Number (L x D) *512 x 39.92 = 19517* Managers *Do Do*  
(Where necessary to be entered in Reg. Book.)  
2nd Numeral L x (B + D) *512 (67.19 + 39.92) = 54289* Residence *SAN FRANCISCO*  
REGISTERED DIMENSIONS. *Mr. FEET.* Port of Registry *SAN FRANCISCO*  
Length *156.53 = 513.56* Proportions—Depth to Length—Uppermost continuous deck to top of keel *39.54 : 512.39 = 13.11* If surveyed while building, afloat, or in dry dock  
Breadth *20.78 = 68.18* Do. Long Bridge to top of keel *✓* *White building, Stocks, afloat, Dry-dock.*  
Depth *12.04 = 39.50* Draught Moulded *39'-5 1/2" + 2'-3 3/4" = 41'-9 1/4" (28'-4 1/2")*

## 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	See Long Fram	✓	Bracket Floors, Frame	✓	✓
" " from 3/4 length to Collision bulkhead	Do	✓	" " Reversed Frame	✓	✓
" " in peaks	600	✓	" " Vertical Struts	✓	✓
Aft	800	✓	Centre Girder, depth and thickness amidships	1670 = 16'-12.5	✓
Forward	790	✓	" " top Angles	Double 90 90 14.5	✓
SIDE FRAMING.			" " bottom Angles	Double 130 130 17.0	✓
Frame Amidships, Angle, [ or ]	See Long Fram	✓	Side Girders, No. each side and thickness	3 x 11.5	✓
" " Extends up to	Aft 260 90 10/14 to 3rd Deck	✓	Margin Plate depth (excl. of flange) and thickness	400 x 14.5	✓
Reversed Frame Amidships, Angle	Forward 320 100 17 to D. Tank Top	✓	" " Vertical Angle to Tank side	90 90 13	✓
" " Extends up to	✓	✓	" " Bracket abaft 1/4 len. from stem	Double	✓
Depth of Framing Girder	✓	✓	" " Vertical Angle to Tank side	✓	✓
Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]	✓	✓	" " Bracket forward 1/4 len. from stem	✓	✓
" " Second 'tween Decks, Angle, [ or ]	✓	✓	" " Gussets, spacing and scantling	✓	✓
" " Third " " "	✓	✓	" " Gussets, spacing and scantling	✓	✓
Framing in Peaks, Angle or [	240 85 95/13	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	Engine Seatings	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	260 90 10/14	✓	INNER BOTTOM PLATING.		
State if Frame Joggled	Not	✓	Breadth and thickness of Middle Line Strake	14.5	✓
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	F. Peak 4 plate string. 1000 x 10	✓	Thickness of remainder in Holds	14.5	✓
STRENGTHENING OF BOTTOM FORWARD. State Particulars	F. Hold 4 Web Frames	✓	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?	yes	✓
SINGLE BOTTOM. Forw. Deep-Tank.	3 Strakes Strength	✓	BEAMS.		
Floors, Depth and thickness at mid-line in Holds	Bottom Fr. Double Extra Interc.	✓	Uppermost Continuous Deck, amidships in Wells, Angle, [ or ]	See Long Fram	✓
Height of Brackets at side above base line at toe of frame	✓	✓	" " in way of Bridge, Angle, [ or ]	✓	✓
Middle Line Keelson, on Floors, Angles, E or F	10 - 11	✓	Spacing	✓	✓
" " Through Plate or Intercostal Plate	✓	✓	Second Deck, amidships, Angle, [ or ]	✓	✓
" " Foundation Plate on Floors	✓	✓	Spacing	✓	✓
" " Flat Plate Keel Angles	100 100 15.5	✓	Third Deck, amidships, Angle, [ or ]	✓	✓
Side Keelsons, No. each side	5	✓	Spacing	✓	✓
" " thickness of Intercostal Plate	12	✓	Fourth Deck, amidships, Angle, [ or ]	✓	✓
" " Angles	200 90 10	✓	Spacing	✓	✓
DOUBLE BOTTOM. Aft.			Poop Deck, Angle, [ or ]	✓	✓
Solid Floors, thickness and spacing	800 x 11.5	✓	Spacing	✓	✓
" " Are Frame and Reversed Frame joggled?	90 90 12.5 Double Rev. Fr.	✓	Bridge Deck, Angle, [ or ]	✓	✓
Bracket Floors, breadth and thickness at middle line	✓	✓	Spacing	✓	✓
" " breadth and thickness at margin plate	✓	✓	Forecastle Deck, Angle, [ or ]	✓	✓
			Spacing	✓	✓



## 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>Two Long Bulkheads.</i>				<i>Space:</i>					
„ Aft in 'tween Decks, Size and Spacing... <i>2 Rows</i>	203	x	10	3200					
„ Form. „ „ „ „ <i>1 Row</i>	178	x	9.5	3980					
„ Form in Holds „ „ <i>1 Row</i>	318	x	12.5	3940					
„ Aft „ M. Space „ <i>2 Rows</i>	305	x	13	4800					
	44	160	16	2400					
<b>Centre Line Bulkhead.</b>									
Stiffeners and Spacing... <i>Two Longitudinal</i>	1380		102 13/16	760					
	200		75 8.5						
Plating, thickness of	14.5		9.5-12.5	x					
<b>STRINGERS AND DECKS.</b>									
<b>Uppermost Continuous Deck.</b>									
Stringer Plate, breadth and thickness in Wells	1700	x	21.5	x					
„ „ „ „ in way of Bridge	1700	x	26	x					
„ Angle in Wells	180	180	20	x					
Thickness of Plating abreast Deck openings } in way of Wells	21.5		x						
Thickness of Plating abreast Deck openings } in way of Bridge	21.5		x						
Thickness of Plating within line of openings...	18		x						
If Sheathed, material and thickness	Aft	Oregon	75	x					
<b>Second Deck, Fore &amp; Aft</b>									
Stringer Plate, breadth and thickness in Wells...	1800	x	10	12					
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									
<b>Third Deck, Aft:</b>									
Stringer Plate, breadth and thickness	1800	x	10	x					
If Plated, state thickness	8	-	9	x					
<b>Fourth Deck.</b>									
Stringer Plate, breadth and thickness				x					
If Plated, state thickness				x					
<b>Poop Deck.</b>									
Stringer Plate, breadth and thickness				x					
Plating, Sheathing, material and thickness				x					
<b>Bridge Deck.</b>									
Stringer Plate, breadth and thickness	1140	x	11.5	x					
Plating, Sheathing, material and thickness				x					
<b>Forecastle Deck.</b>									
Stringer Plate, breadth and thickness	940	x	10	x					
Plating, Sheathing, material and thickness				x					

## SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>Ordinary</i> .			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.		
	Inches.	Inches.	Inches.	Inches.									Inches.
FLAT PLATE KEEL .....	1470	25	21.5	21.5	/	Y.	Double	28	110	Long Overl.	28	125	Lapped
„ DBLG. (if any)	12	0.125	8' x 5' long. Overl.		/	Y.	Y.	Y.	Y.	Y.	Y.	Y.	Y.
BOTTOM PLATING, No. of Strakes .....	1600	18.5-19.5	20.5	13.5	/	Y.	Double	22	88	5	22	100	Lapped.
	1800	17.5	13.5	13.5	/	Y.	25	100		25	112		
BILGE PLATING, No. of Strakes .....	1900	18.5	13.5	13.5	/	Y.	Do	22	88	5	22	100	Do
SIDE PLATING, No. of Strakes .....	2000	17.0	12.5	12.5	/	Y. (nally bullet)	Do	22	77	4	22	88	Do
UPPER DECK, Sheer-strake in Walls..N..	1727	25	12.5	12.5	/	Y.	Do	28	98	5	28	125	Do
UPPER DECK, Sheer-strake in Bridge N.	1727	25	Ends of B	29.5	/	Y.	Do	28	98	5	28	125	Do
STRAKE BELOW Sheer-strake in Walls..M..	1680	23	12.5	12.5	/	Y.	Do	25	88	5	25	112	Do
STRAKE BELOW Sheer-strake in Bridge M.	1680	23	Y.	Y.	/	Y.	Do	25	88	5	25	112	Do
POOP SIDE PLATING .....	Y.	Y.	Y.	Y.	/	Y.	Y.	Y.	Y.	Y.	Y.	Y.	Y.
BRIDGE SIDE PLATING ...	Y.	11.5	Ends	13.5	/	Y.	Double	22	77	2 Ends 3	19 22	66 77	Lapped
FORECASTLE SIDE PLATING	Y.	11.5	Y.	Y.	/	Y.	Single	19	66	2	19	66	Do.

## WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—	Extending to Upper Deck (Sec. 3 c)	" Deck next below	As per Rule
12 Bulkheads.	12 and 5 Part B'lds.	1 A Peak B'ld.	Yes! As approved.

  

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULK'HD, Upper tween decks	✓	14-9-5	L 150-75-12	E 381-102	✓
" " Second Holds	✓	Pt. 1780	11-5	13-4-16	9-60
" " Third "	✓	5-220-75-12-5	190-75-9-5	760	✓
" " Holds	✓	15-9-5	F 3-2290	Y	Y
COLLISION Channel 300 x 100 x 10 1/4	✓	14-7-5	150-70-10	760	Y
AFTER PEAK " "	✓	12-7-5	150-75-10-600	Y	Y

  

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Lower Casting	X	X	✓ X
STEM	Upper Forging	280-75	F. Krupp Essen	As approved
STERN FRAME { Propeller Brackets	Casting Channel	450 65 610	Wilkowitz	"
{ Rudder	Casting	Borsigwerk A.G.	"	"
RUDDER—A x D	1074	Y	Y	"
Speed of Vessel	11.5 Miles	Y	Y	"
RUDDER mainpiece at head	Forged	395 dia	Wilkowitz	"
" " heel	2 Pinches	275 dia	Berg & Eisen	"
" " how constructed	Built streamline	Castings 77 angles	Wilkowitz	"
" double or single plate coupling, vertical or horizontal	Double	12-5	Y	"
	Horizontal	8 Bolts 100 dia	Y	"

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *S.M. open hearth Process.*  
*of approved Works: Plates, Angles, Tubes: Bremerhütte - Henschel Sohn - Dortmunder Union - Thyssen -*  
*Mülheim - Niederheinische Hütte - Charlottenhütte - Burbacher Hütte - Aug. Thyssen Hütte, Hamborn - Gutehoffnungshütte.*  
 Has the Steel been tested as required by the Rules? *yes, by the Society's Surveyors. -*



EQUIPMENT No. 57000												LETTER 94	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.				
1152	1st Bower ...	93	0	4	93	0	4	65	0	0	0	Cwts.	Union-Stockless.	Dortmunder	Düs. 2.4.28 M. Kellner.
1153	2nd „ ...	93	0	16	93	0	16	65	0	0	0	95	„	Union	Düs. 2.4.28 M. Kellner.
1154	3rd „ ...	92	2	0	92	2	0	64	10	0	0		„	Dortmund.	Düs. 2.4.28 M. Kellner.
	Collective weight.	278	2	20								271			
1155	Stream .....	33	3	10	33	3	10	31	10	2	14		Union Stockless	Dortm. Union	Düs. 2.4.28 M. Kellner.

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.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
342	330	2 1/16	125	175	1208-0-18		1200		330	2 1/16	Steel Link	Schlieper Düs. 13.3.28 J. Quast.	TOWLINE...	130	7	120	130	7	
											Grüne Was 777.		HAWSERS & WARPS	200	10"	40	200	8	
		Cir.								Cir.			"	400	8"	27	200	8	
Iron Stream Chain or Steel Wire	120	6"	105		y.		y.		120	6	Steel Wire	Carbonit.	y.	"	200	6"	13	y.	y.

Steering Gear, Steam *Direct Electric driven, good.* Steering Gear, Hand *yes, efficient.*

Boats *4 at 24'6" x 7'7" x 3'1"* Steering Chains, Size and Test *No chains.* Windlass *Direct Electric driven, good.*

Ceiling in Holds, thickness and material *Forehold only 5/2 Pine.* Cargo Battens, thickness, material and spacing *Forehold only 4/2 Pine 160 space.*

Cargo Hatchways.—(Upper Deck) *Built, steel plates & angles.* Thickness of Hatches *Built, steel hinged n. Turnbuckles.*

Size of No. 1 Hatchway (Forward) *10'4" x 11'0"* No. 2 *6'0" x 3'7"* No. 3 *6'0" x 3'7"* No. 4 *6'0" x 3'7"* No. 5 *6'0" x 3'7"* No. 6 *6'0" x 3'7"*

Number of Shifting Beams and/or Fore and Afters *No shifting beams, no fore afters. Stiffeners riveted to hatches.*

**FRIED. KRUPP**  
GERMANIAWERFT  
Aktiengesellschaft

Builder's Signature

*E. J. J. J. J.*

**GENERAL DECLARATION.** It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *yes, 170°* (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *Tanker.* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

*This vessel has been built in accordance with the approved and amended Plans, the Requirements embodied in the Secretary's letters, and in all other respects in conformity with the Rules and Society's Requirements for vessels "Carrying Oil in Bulk with Bracketless, Longitudinal Framing".*

*The workmanship is throughout of the best description for this type of vessels, all parts conforming well with each other, without use of any packing, and efficiently riveted together. The peak tanks, deep tanks and double bottom tanks have been filled and tested as required by the Rules, and cofferdams, oil tanks and fuel oil tanks have been filled and tested with a pressure of 8'0" above the highest point of expansion tanks and were found perfectly tight. All sounding pipes of all tanks comply with the Rules. The painting arrangements and strengthening of bottom forward have been carried out as approved and to our satisfaction.*

The amount of Entry Fee ..... £ 12 : 0 : 0 Fees applied for, *13 April 1929*

Special Survey Fee.... £ 702 : 2 : 0 Received by me, *London.*

Travelling Expenses, if any £ 47 : 18 : 0 *14.5.29*

Freight £ 15 : 0 : 0

State whether the Vessel has been built under Special Survey *yes, Special Survey.* Signature *Chisholm, J. J. J.*

Certificate to be sent to *the Owners* Date of issue *15/5/29.* Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI. 3 MAY 1929**

Character assigned *+ 100 A1 Carrying Petroleum in Bulk*

*Lloyd's A & C* *+ LMA 4:29 Cr.*

*Oil Engines*

*2 W.T. & B. 200lbs*

*2 S.B. 100lbs*

*Not Longitudinal Framing, Bracketless System*

*My*

*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.)

All steel material used in the construction of this vessel have been made at Works approved and tested by the Society's Surveyors in accordance with the Rules. -

The Freeboard approved by the Committee have been marked on the vessel side verified and cut in. - The draft corresponding to the assigned Summer freeboard is 28' 7" as given in the Builders Deadweight and Displacement Scale. -

The Anchors and Cables have been compared with certificates and were found in order. - General Equipment satisfactory in all respects. -

Plans attached:

20 approved Plans

1 Section as built

1 Profile as built

1 Cargo plan with Displ. Scale

1 Interims Certificate.

7. Test Certificates.

1 Table with Longit. Framing.

A. Christolm. P. Kiers.

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

1st Bower 1152: Head W = 60.1.10 - 12 Feet - L.R. 32 MK. 21.3.28. Düsseldorf.  
2nd ,, 1153: Head W = 60.2.11 - 12 Feet - L.R. 33 MK. 21.3.28. Do  
3rd ,, 1154: Head W = 59.3.27 - 12 Feet - L.R. 3614 MB. 24.3.28. Do.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 39.31 ft., Forecastle 44.37 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. 2nd deck in forehold. -

Official No. ☒ ; Signal Letters M.H.B.P. Is bottom of Vessel coated with cement No if not give particulars of composition Cargo tanks - Cofferd. not coated, Motor space Bitumastic. F.W. Tanks Cement. -

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	26.40	285
Double bottom, under Engines and Boilers,			After peak tank,	26.25	185
Double bottom, if under Engines only,	81.36	329	Deep tank, aft,	13.12	839
Double bottom, if under Boilers only,			Deep tank, forward,	49.21	695
Double bottom, forward,			Other tanks, if fitted, 2 Cofferdams	6.56	484
Total capacity of double bottom		329	(If necessary, furnish further information by sketch.)		2488

\* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 443

Date 13th June, 1927.

Dates of Surveys held while building

1927: Nov. 4.9.18.21.23.28.30 Dec. 5.14.15.21.28.30. 1928: Jan. 2.13.16.18.20.22.25.27.30 Feb. 1.3.6.8. 10.13.15.17.20.24.27 March 2.5.7.9.12.16.19.21.26.30 April 4.11.13.16.20.25 May 2.14.18.25.30 June 8.13. 20.22.25.29 July 2.4.6.9.11 Aug 8.10.17.22.27.29.31 Sept. 17.21.26. Oct. 2.29 Nov. 16.23. Dec. 6.13.20. 1929: Jan. 4.11.30 Feb. 6.22 March 4.6.8.11.21.26.28 April 3.4. -

Total No. of Visits 96.



Conia Standard

## 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. Diam. Speng.	Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads. Number. Diameter.
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Inches.		
L. C. or C. ....																
Bridge 'tween Decks ..	180	75	9	180	75	9	5	✓	✓				19	110		✓
Uppermost Continuous	230	90	11	180	90	10	5	✓	✓				22	130		✓
No. 1	230	90	11	180	90	10	5	✓	✓				22	130		✓
" 2	230	90	11	180	90	10	5	✓	✓				22	130		✓
" 3	220	80	9 1/2	180	90	10	5	✓	✓				22	130		✓
" 4	260	90	10 1/4	190	85	10	5	✓	✓				22	130		✓
" 5	260	90	10 1/4	190	85	10	5	✓	✓				22	130		✓
" 6	280	95	10 1/5	200	90	10	5	✓	✓				22	130		✓
" 7	280	95	10 1/5	230	90	11	5	✓	✓	220	85	10.5	22	130		✓
" 8	300	100	10 1/6	220	80	9 1/2	5	✓	✓				22	130		✓
" 9	300	100	10 1/6	240	85	9 5/13	5	✓	✓				22	130		✓
" 10	305	102	13 1/6	240	85	9 5/13	5	✓	✓				22	130		✓
" 11	305	102	13 1/6	260	90	10 1/4	5	✓	✓				22	130		✓
" 12	305	102	13 1/6	260	90	10 1/4	5	✓	✓				22	130		✓
" 13	350	100	14 1/6										22	130		✓
" 14	380	102	13 5/16										22	130		✓
18-21 and " 15	432	102	12 5/16							Tank No 1			22	130		✓
7 and 23-28 " 16	432	102	15 5/16							22 x 100			22	130		✓
Amidships .....		760														✓
At Ends .....					760											✓
Tank Top Longitudinals																✓
Bottom .....																✓
Longitudinals { Amidships																✓
At Ends...																✓
Transverses.																
Depth and Thickness	Br. 660	10		First 535	9.5								19	95		✓
Face Angles .....	90	90	12	75	flanged.											✓
Lugs to Shell .....	90	90	12	75	75	9.5							19	95		✓
Depth and Thickness				F. 610	10					Apf 650	10					✓
Face Angles .....				90	90	10				75	flanged.					✓
Lugs to Shell .....	side			150	150	12				90	90	10		22	110	✓
Depth and Thickness	1000	12.5	7720	12.5	1980	12.5				765	11.5	840		12.5		✓
Face Angles .....	180	75	11.5	130	75	11				150	90	12.5		180	90	12
Lugs to Shell .....	150	150	12.5	90	90	12.5				3	150	150	12	150	150	12
Brackets .....				2600	12.5	1200				11.5	12.5			22	110	✓
Transverse Frames .....	3555			2485						3160	3200					✓
if joggled or liners.																✓
Bridge Deck ..	180	75	9							F. D. Tank top			760			✓
Upper ..	240	90	11	180	75	9				240	85	9.5	13			✓
Second ..	220	85	11	180	75	9				180	75	9.5				✓
Third ..				180	75	9				180	75	9.5				✓
Side Transverse																✓
Centre																✓
Beams																✓
Form.																✓

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 in the framing, etc. on the first page.

Chisholm & Co. Ltd.