

## STEEL STEAMER or MOTORSHIP.

Received at London Office

23.1.30

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 10<sup>th</sup> of January 1930 Port of Rotterdam

No. 19131

Survey held at Schiedam

Date First Survey 19<sup>th</sup> of April 1929

Last Survey

4<sup>th</sup> of January 1930

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

Steel Single Screw S.S. "SOCOMBEL"

machinery fitted aft.

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

Full scantling

State Type of Erections Top bridge, etc.

TONNAGE under Tonnage Deck...

1430.55

CLASS +100A1

State if with freeboard as condition of Class

FEET.

Built at

Schiedam

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 235'-0"

Launched 26<sup>th</sup> of Nov. 1929 Yard No. 165

Total

Breadth (greatest moulded)

B 40'-0"

Builders Scheepswaerf M. J. P. Nieuwe Waterweg

Gross Tonnage

1654.28

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

D 19'-6"

Owners Soc. An. "Socombel Transports"

Register Tonnage

916.77

1st Longitudinal Number (L x D)

= 4582

Managers

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

2nd Numeral L x (B + D)

= 13.982

Residence

Athens

REGISTERED DIMENSIONS.

FEET.

237.04

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

9'-10"

Port of Registry

Piræus

h

40.19

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

12

If surveyed while building, afloat, or in dry dock

19.42

Do. Long Bridge to top of keel

✓

Draught Moulded

17-0 3/4

while building

## FRAMES, DOUBLE BOTTOM AND BEAMS.

FRAMES, Spacing amidships	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
Longitudinal framing							
from 1/2 length to Collision bulkhead in forehold	24"	24"	✓				
in peaks after peak	24"	24"	✓				
FRAMING.							
Amidships, Angle [ or ]	180 75 11	✓					
Extends up to	In Engine room						
In Boiler room	poop deck alternately						
Frame Amidships, Angle	200 75 9	✓					
Extends up to	poop deck alternately						
Depth of Framing Girder	2 Midframes in ER, 1 in BR.	✓					
Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]		✓					
Second 'tween Decks, Angle, [ or ]		✓					
Third " In forehold	9 1/2 3 46	✓					
Framing in Peaks, Angle [ or ]	6 3 36	✓					
Diameter and Spacing of Rivets through Frame and Shell Plating	3/4 5 1/4	✓					
State if Frame Joggled	3/4 4 1/8	not joggled					
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	Deep frames, parallel stringers and beams, all as per approved plans.						
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Double riveted bottom frames side keelsons, backbeams to bottom longitudinalinals.						
DOUBLE BOTTOM.							
Floors, Depth and thickness at mid-line in Holds		✓					
Height of Brackets at side above base line at toe of frame		✓					
Middle Line Keelson, on Floors, Angles, [ or ]	Centreline bulkhead						
" " " Through Plate or Intercoastal Plate		✓					
" " " Foundation Plate on Floors		✓					
" " " Flat Plate Keel Angles		✓					
Keelsons, No. each side		✓					
" " thickness of Intercoastal Plate		✓					
" " Angles		✓					
DOUBLE BOTTOM. Engine room, Water room, Forehold.							
Solid Floors, thickness and spacing	24" 32 ER, 42 BR, 32 hold.						
" " Are Frame and Reversed Frame joggled?	frames no reverse yes						
Bracket Floors, breadth and thickness at middle line		✓					
" " breadth and thickness at margin plate		✓					
Bracket Floors, Frame		✓					
" " Reversed Frame		✓					
" " Vertical Struts	ER. BR. ✓ hold.						
Centre Girder, depth and thickness amidships	51 1/2 36 36 1/2 36 1/2 36	✓					
" " top Angles	3 1/2 3 40 3 1/2 3 50 3 1/2 40	✓					
" " bottom Angles	3 1/2 3 40 3 1/2 3 42 3 1/2 40	✓					
Side Girders, No. each side and thickness	2 x 32 1 x 42 1 x 32	✓					
Margin Plate depth (excl. of flange) and thickness		✓					
" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem		✓					
" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem		✓					
" " Gussets, spacing and scantling abaft 1/2 len. from stem		✓					
" " Gussets, spacing and scantling forward 1/2 len. from stem		✓					
Tank Side Brackets, height above base line at toe of Frame and thickness	as per approved plan	✓					
INNER BOTTOM PLATING.							
Breadth and thickness of Middle Line Strake	44 1/2 38 44 1/2 48 48 1/2 38						
Thickness of remainder in Holds	forehold 38						
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						
BEAMS.							
Uppermost Continuous Deck, amidships in Wells, Angle, [ or ]	Longitudinal						
" " in way of Bridge, Angle, [ or ]							
Spacing							
Forward of coll. bulkhead							
Second Deck, amidships, Angle, [ or ]	5 1/2 3 34 5 1/2 3 34						
Spacing	24 24						
In way of afterpeak							
Third Deck, amidships, Angle, [ or ]	6 3 36 6 3 36						
Spacing	24 24						
Fourth Deck, amidships, Angle, [ or ]							
Spacing							
Poop Deck, Angle, [ or ]	150 75 11 1/2 150 75 11 1/2						
Spacing	24 24						
Bridge Deck, Angle, [ or ]	5 1/2 3 36 5 1/2 3 36						
Spacing	24 24						
Forecastle Deck, Angle, [ or ]	5 1/2 3 34 5 1/2 3 34						
Spacing	24 24						



## 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>2 in way of ere chain</i>		Stringer Plate, breadth and thickness in way of Bridge .....	✓	
"    in 'tween Decks, Size and Spacing.....	✓		Thickness of Plating abreast Deck openings in way of Wells .....	✓	
"    "    "    "    "    "	✓		Thickness of Plating abreast Deck openings in way of Bridge .....	✓	
"    in Holds    "    "			Thickness of Plating within line of openings...	✓	
"    "    "    "    "			If Sheathed, material and thickness .....	✓	
<b>Centre Line Bulkhead.</b>			<b>Third Deck.</b>		
Stiffeners and Spacing..... <i>± 28"</i>	<i>10. 3 1/2 x .54 ÷ 47. 3. 40</i>		Stringer Plate, breadth and thickness.....	✓	
Plating, thickness of .....	<i>58" x .44" ÷ .34"</i>		If Plated, state thickness.....	✓	
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells	<i>48 x .48 ÷ .44</i>		If Plated, state thickness .....	✓	
"    "    "    "    in way of Bridge	<i>.58 In way of break prop. .58</i>		<b>Poop Deck.</b>		
"    Angle in Wells .....	<i>6 6 .50</i>		Stringer Plate, breadth and thickness .....	<i>.30</i>	✓
Thickness of Plating abreast Deck openings in way of Wells .....	<i>.34</i>		Plating, Sheathing, material and thickness ...	<i>.30 Oregon pine 2 1/2</i>	
Thickness of Plating abreast Deck openings in way of Bridge .....	<i>.34</i>		<b>Bridge Deck.</b>		
Thickness of Plating within line of openings...	<i>.34</i>		Stringer Plate, breadth and thickness.....	<i>.34</i>	<i>.32</i>
If Sheathed, material and thickness .....	✓		Plating, Sheathing, material and thickness ...	<i>.32</i>	<i>.30 Oregon pine 2 1/2</i>
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells...	<i>.36</i>		Stringer Plate, breadth and thickness .....	<i>.30</i>	
			Plating, Sheathing, material and thickness ...	<i>.30</i>	<i>unsheathed.</i>

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>not joggled.</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.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL .....	43"	.66"	.52"	.52"	✓	Double.	7/8	3 1/2"	4 and 3	7/8	3 1/2"	lapped
„ DBLG. (if any)	✓	✓	✓	✓		✓						
BOTTOM PLATING, No. <i>A</i> of Strakes .....	78 1/2 62 1/2 63	.46	.38	.44	<i>Thickness thickness of flat bottom maintain need tall plate portion of collision in Bulkhead.</i>	Double.	3/4	2 5/8	3	3/4	2 5/8	lapped
BILGE PLATING, No. of Strakes .....	66 1	.46	.38	.38		Double	3/4	2 5/8	3	3/4	2 5/8	lapped
SIDE PLATING, No. of Strakes .....	63 63 1/2 2	.44	.38	.38		Double	3/4	2 5/8	3 and 2	3/4	2 5/8	lapped
UPPER DECK, Sheer-strake in Wells .....	86 1/2	.50	.38	.38		Double			3 and 2	7/8	3 1/2	lapped
UPPER DECK, Sheer-strake in Bridge ...		.56				Double			3	7/8	3 1/8	lapped
STRAKE BELOW Sheer-strake in Wells .....		.62 at break of poop.				Double			4	7/8	3 1/8	lapped
STRAKE BELOW Sheer-strake in Bridge ...		✓				✓						
POOP SIDE PLATING .....		.32"				Single	5/8	2 1/2	1	5/8	2 1/4	lapped
BRIDGE SIDE PLATING ...		.32				Single	5/8	2 1/2	1	5/8	2 1/4	lapped
FOREC'TLE SIDE PLATING		.34				Single	5/8	2 1/2	1	5/8	2 1/4	lapped

## WATERTIGHT BULKHEADS.

## FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—					Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.	
Extending to Upper Deck (Sec. 3 c) <i>2 under depth 7 over depth</i>									
" Deck next below <i>✓</i>									
As per Rule <i>yes</i>									
					STIFFENERS.				
Plating Thickness.					VERTICAL.		HORIZONTAL.		
					Scantlings.	Spacing.	Scantlings.	Spacing.	
MIDSHIP BULKH'D, Upper tween decks .40"									
"	"	Second	"		<i>Sheff plate and</i>				
"	"	Third	"	<i>1 web 21 x 38</i>	<i>lower stiff as</i> <i>✓</i>				
"	"	Holds	.....	<i>.44 ÷ 34 × 3 × 31.36</i>	<i>per appd plan</i> <i>✓</i>				
COLLISION " (in Hold) ..... <i>.44 ÷ 26 × 6½ × 3 × 36 × 24</i>									
AFTER PEAK " " ..... <i>.60 ÷ 32</i>					<i>as per approved plan</i> <i>✓</i>				
KEEL, Bar .....					<i>Flat bulkplate</i>				
STEM .....					<i>rolled material 7¼" x 2"</i>				
STERN FRAME {					Propeller Post ..... <i>Cast steel as</i>				{ Raker & C <sup>r</sup>
RUDDER—A × D.....									
Speed of Vessel.....					<i>± 10 knots</i> <i>✓</i>				
RUDDER mainpiece at head ...					<i>G 7⁄8"</i> <i>Koda Works Olsen</i>				
" " heel .....					<i>Castings Cast &amp; put in</i> <i>✓</i>				
" how constructed .....					<i>as per approved plan</i> { Raker & C <sup>r</sup>				
" double or single plate coupling, vertical or horizontal .....					<i>Double plates .50"</i> <i>Rudderhead</i> <i>✓</i>				
					<i>horizontal coupling</i> <i>✓</i>				

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens-Martin process.*  
*Ignat Colville & Son; Leane & Partners Ltd; Connell Iron Works; Widdingham Iron Works; Brown Fawcett; Appleby*  
*Ron Co; Dorman Long & Co; Gutehoffnungshütte, Vereinigte Stahlwerke; Fried. Krupp*  
Has the Steel been tested as required by the Rules? *Yes. By Surveyors at Steel works*



EQUIPMENT No. <u>13982</u>										LETTER <u>p</u>		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.				
<u>1375</u>	1st Bower ...	<u>31</u>	<u>0</u>	<u>20</u>	<u>Shallen</u>			<u>30</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>30-2-0</u>	<u>Hall's patent</u>	<u>N.K.R.F.</u>	<u>Rotterdam N.K.R.F. 8.7.29</u>
<u>1376</u>	2nd "	<u>30</u>	<u>2</u>	<u>22</u>	<u>"</u>			<u>29</u>	<u>7</u>	<u>0</u>	<u>0</u>	<u>30-2-0</u>	<u>Rotterdam</u>		<u>8.7.29</u>
<u>1378</u>	3rd "	<u>25</u>	<u>3</u>	<u>8</u>	<u>"</u>			<u>26</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>26-0-0</u>	<u>"</u>		<u>16.7.29</u>
	Collective weight.	<u>87</u>	<u>2</u>	<u>22</u>				<u>87</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>87-0-0</u>	<u>"</u>		
<u>1379</u>	Stream .....	<u>7</u>	<u>3</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>10</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>7-3-0</u>	<u>Common Stock</u>	<u>"</u>	<u>16.7.29</u>

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.	Diam.					Fathoms.	Ins.		Tons.	Tons.
594	139 1/2	1 5/8	47 1/2	66 1/2	330	0	0	319 1/2	240	1 5/8	Shallen.	den in Thite den in Thite	28. 11. 29.	TOWLINE	90	3 1/4	22	90	3 1/4
579	18 joining	3	in	Shallen	6	3	5		for	1 5/8	Schwerdt	Schwerdt/Ruhr. eler J. Ruhr.	24. 9. 29.	HAWSERS & WARPS	90	2 1/4	9 1/2	90	2 1/4
		Or.								Or.				"	90	2 1/4	9 1/2	90	2 1/4
Iron Stream } Steel Wire }	75	3 3/4		29					75	3 3/4				"	90	1 3/4	5 1/2	90	1 3/4
														"	90	1 3/4	5 1/2	90	1 3/4

Steering Gear, Steam Vertical Steam, direct acting, patent Steering Gear, Hand yes.

Boats 2 lifeboats Steering Chains, Size and Test ✓ Windlass Horizontal Steam, patent.

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

Cargo Hatchways. (Upper Deck) all oil light steel hatchways. Thickness of Hatches oil light steel covers.

Size of No. 1 Hatchway (Forward) ✓ No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters ✓

ROTTERDAMSCHЕ DROOGDOX MAATSCHAPPIJ

Builder's Signature

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.

Oil fuel in Crumbunker. Flashpoint above 150° Fahr.

The workmanship was found good and the vessel has been built in accordance with the approved plans and Secretary's letters M. 14/10, 18/10 & 17/12-29 and 3/1-30 to our office; M. 8/6 & 11/7-29 to the Newcastle Surveyors and Rotterdam letters M. 14/5, 17/10, 21/12 and 31/12-29, respecting this case and in general conformity with the Society's Rules.

Cargotanks, fuelbunker, fore and afterpeak tanks, double bottom tanks in forebody, engine room and boiler room have been tested with a head of water as required by the Rules and found sound and tight.

Certipatent rudder tested and found tight. Freeboard markings verified and cut in on the vessel's side. Certificates of sternframe and rudder, rudderhead, quadrant and tiller sent herewith. The following plans have been approved for this

The amount of Entry Fee ..... 60.00 Fees applied for, 15/1 1922

Special Survey Fee..... 2838.60 Received by me, 31.1.30

Travelling Expenses, if any 36.50

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

Longitudinal framing.  
Carrying petroleum in bulk.

State whether the Vessel has been built under Special Survey yes.

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Rotterdam Surveyors date of issue 28/1/30

Committee's Minute, TUE. 28 JAN 1930

Character assigned + 100 A1

Carrying Petroleum in bulk

Wrote R.H.M.

Lloyd's acc. + Lmb. 1.30 32, Cf.  
Fitted for oil fuel 1.30 32. above 150°



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Lloyd's Register Foundation

0054 2/3



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.)

Send, copies of which are being retained in your office for record. Midship section and sillight Bulkheads. Profile and deck plans; Construction in machinery space, oil fuel bunker and pump room; Fore and after peaks and foreholds; Certificate under and stem frame; Cast steel quadrant and tiller.

PILLARS, No. 0

" in 'tv

" "

" in H

" "

Centre Line  
Stiffeners and

Plating, thick

STRINGERS AND  
Uppermost C  
Stringer Plate

" "

" Ang

Thickness of  
in way of

Thickness of  
in way of

Thickness of

If Sheathed

Second Deck  
Stringer Plate

STRAKE

FLAT PLATE KE

" DBL

BOTTOM PLATING  
of Strakes.

BILGE PLATING  
Strakes ....

SIDE PLATING  
Strakes ....

UPPER DECK  
strake in W

UPPER DECK  
strake in E

STRAKE BELOW  
strake in V

STRAKE BELOW  
strake in E

POOP SIDE PL

BRIDGE SIDE

FORECASTLE SI

Total No. of

SHIP

"

"

"

COLLISION

TER F

TEEL.

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

1st Bower	Antwerp 7.3095	20 <sup>wt</sup> - 0 - 13	Mr D.C. Butler	22 <sup>nd</sup> 2 - 1929
2nd "	"	3138	20 - 1 - 15	"
3rd "	"	3101	18 - 2 - 18	"
				22 <sup>nd</sup> 2 - 1929

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 60.75 ft., R.C.D. — ft., Bridge 24 ft., Forecastle 18.25 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated no.

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 J. H. K. N.

Particulars of composition ✓ Is bottom of Vessel coated with cement yes. if not give

### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft, Crossbunker aft	14-0	58.
Double bottom, if under Boilers only,			Deep tank, forward,	10-0	29.5
Double bottom, forward,			Other tanks, if fitted,	14-0	391.1
			(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. 770.

Date 13<sup>th</sup> of May '29.

Dates of Surveys  
held while building

19.29/4.29 21/5 - 7.11/6 - 2/7 - 7.12.13.26/8 - 3.4.5.17.23.24.26/9 -  
2.4.8.11.14.16.18.22.23.24.25.26.28.29.30/10 - 1.5.7.9.11.13.14.  
16.18.19.20.22.23.25.26.28/11 - 3.5.6.9.13.16.17.19.23.30.31/12 -  
3.4/1-1930

Total No. of Visits 61.



1\*.

## 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. Inches.	Rivets in Brackets to Bulkheads.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			Number.	Diameter. Inches.	
g of $\frac{1}{2}$ , L or H	.....																	
in Bridge 'tween Decks ...																		
from Uppermost Continuous																		
Plank	No. 1	6"	3"	.40"				6"	3"	.40"				$\frac{3}{4}$ "	$4\frac{1}{2}$ "	✓	7	$\frac{7}{8}$ "
	" 2	6"	3"	.40"				6"	3"	.40"				$\frac{3}{4}$ "	$4\frac{1}{2}$ "	✓	7	$\frac{7}{8}$ "
	" 3	$7\frac{1}{2}$ "	3"	.34"				$7\frac{1}{2}$ "	3"	.34"				$\frac{3}{4}$ "	$4\frac{1}{2}$ "	✓	8	$\frac{7}{8}$ "
	" 4	8"	3"	.44"				8"	3"	.44"				$\frac{3}{4}$ "	$4\frac{1}{2}$ "	✓	8	$\frac{7}{8}$ "
	" 5	$8\frac{1}{2}$ "	3"	.44"				$8\frac{1}{2}$ "	3"	.44"				$\frac{3}{4}$ "	$4\frac{1}{2}$ "		9	$\frac{7}{8}$ "
	" 6	9"	3"	.48"				9"	3"	.48"				$\frac{3}{4}$ "	$4\frac{1}{2}$ "		9	$\frac{7}{8}$ "
bilge	" 7	11"	$3\frac{1}{2}$ "	.46"				11"	$3\frac{1}{2}$ "	.46"				$\frac{3}{4}$ "	$4\frac{1}{2}$ "		15	$\frac{7}{8}$ "
	" 8																	
	" 9																	
	" 10																	
	" 11																	
	" 12																	
	" 13																	
	" 14																	
	" 15																	
	" 16																	
ing of	Amidships .....	28" to 30"						28" to 30"										
itudinal	At Ends .....																	
ames																		
Tank Top Longitudinals																		
Bottom	" 7	$11\frac{1}{2}$ "	$3\frac{1}{2}$ "	.52"				$11\frac{1}{2}$ "	$3\frac{1}{2}$ "	.52"				$\frac{3}{4}$ "	4"		15	$\frac{7}{8}$ "
Amidships		29"						29"										
At Ends...																		
Transverses.																		
Depth and Thickness		$14\frac{1}{2}$ "	x	.38"				$14\frac{1}{2}$ "	x	.38"								
Face Angles		$\Delta$ 3	3	.38"				$\Delta$ 3	3	.38"								
Lugs to Shell		3	3	.38"				3	3	.38"				$\frac{3}{4}$ "	$3\frac{3}{4}$ "			
Depth and Thickness		18"	x	.38"				18"	x	.38"								
Face Angles		$3\frac{1}{2}$ "	$3\frac{1}{2}$ "	.38"				$3\frac{1}{2}$ "	$3\frac{1}{2}$ "	.38"								
Lugs to Shell		5"	5"	.38"				5"	5"	.38"				$2R\frac{3}{4}$ "	$3\frac{3}{4}$ "			
Depth and Thickness		32"	x	.40"				32"	x	.40"								
Face Angles		$\Delta$ 6	4	.56"				$\Delta$ 6	4	.56"								
Lugs to Shell		5"	5"	.40"				5"	5"	.40"				$2R\frac{3}{4}$ "	$3\frac{3}{4}$ "			
Brackets		$56" \times 32" \times .40"$	FL5"					$56" \times 32" \times .40"$	FL5"									
ing of Transverse Frames		10'-0"						10'-0"										
* State if joggled or liners.																		
itudinal	Upper Deck	In way of main tank			$6\frac{1}{2}$ "	3	.42"	$6\frac{1}{2}$ "	3	.42"				29"				
Beams of	Upper	Summit			$6\frac{1}{2}$ "	3	.38"	$6\frac{1}{2}$ "	3	.38"				32"				
L or E	Second				$7\frac{1}{2}$ "	3	.40"	$7\frac{1}{2}$ "	3	.40"				32"				
	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.

11.24.—T.

10 coupling bolts, 2 feed pump valves, 2 bilge pump valves  
50 assorted bolts and nuts