

STEEL STEAMER or MOTORSHIP.

Received at London Office.....

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 5-3-26Port of KobeNo. 5201.Survey held at INNOSHIMADate First Survey 7th OCTOBER 1924Last Survey MARCH 7th 1926

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

SINGLE SCREW STEAMER "SEIRYU MARU"MACH 1 AMIDSHIPS.

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

FULL SCANTLING.State Type of Erections POOP BRIDGE & FOUL

TONNAGE under Tonnage Deck...}

1601.79CLASS * 100 A.1.State if with freeboard as condition of Class NOBuilt at INNOSHIMADo. of space or spaces between Tonnage Dk. and Upper Dk. ✓

Total

2624.54

Gross Tonnage

1895.82

Register Tonnage

1166.80Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 255.0Breadth (greatest moulded) B 39.0Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 22.751st Longitudinal Number (L x D) = 5801.252nd Numeral L x (B + D) = 15746.25Framing Depth "d," at middle of length. See Sec. 3 (1d) 12.75Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.21Do. Long Bridge to top of keel 8.57Draught Moulded 19.67Launched 1-12-25 Yard No. 1066Builders OSAKA IRON WORKS LTDOwners KITA NIPPON KISEN KABUSHIKA KAISHA.Managers ✓

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

Residence SAKAYE MACHI OHDOMARI KADAFUTO, JAPAN.Port of Registry NISHINOMIYA.

If surveyed while building, afloat, or in dry dock

BUILDING.

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	✓	✓	Bracket Floors, Frame <u>ANGLE</u>	3 3 .34	✓
" " from 1/4 length to Collision bulkhead	✓	✓	" " Reversed Frame <u>DO</u>	3 3 .34	✓
" " in <u>PEAK</u>	24	✓	" " Vertical Struts <u>ON FLOORS</u>	2 1/2 2 1/2 .32	✓
SIDE FRAMING.			Centre Girder, depth and thickness amidships	35 x 44 .36	✓
Frame Amidships, Angle, [or [" " top Angles	3 x 3 x 42 .40	✓
" " Extends up to			" " bottom Angles	3 1/2 x 3 1/2 x 46 .44	✓
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	✓	✓
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	26 x 40 .50	✓
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	5 5 .44	✓
Frames in Uppermost Continuous 'tween Decks, Angle, [or [" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	✓	✓
" " Second 'tween Decks, Angle, [or [" " Gussets, spacing and scantling abaft 1/4 len. from stem	✓	✓
" " Third " " "			" " Gussets, spacing and scantling forward 1/4 len. from stem	✓	✓
Framing in <u>PEAK</u> <u>TANK</u> Angle, [32 32 40	6 x 3 .40	Tank Side Brackets, height above base line at toe of Frame and thickness	60 x 44 .46	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	✓	✓	INNER BOTTOM PLATING.	BR. 50	
State if Frame Joggled	✓	✓	Breadth and thickness of Middle Line Strake	45 x 40 .34	✓
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	✓	✓	Thickness of remainder in Holds	34 .32	✓
STRENGTHENING OF BOTTOM FORWARD. State Particulars	SOLID FLOORS SPACED 44"	✓	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.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, [or [
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [or [
Middle Line Keelson, on Floors, Angles, [or [Spacing		
" " Through Plate or Intercostal Plate			Second Deck, amidships, Angle, [or [
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, [or [
Side Keelsons, No. each side			Spacing		
" " thickness of Intercostal Plate			Fourth Deck, amidships, Angle, [or [
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, [or [
Solid Floors, thickness and spacing	36 .46 in BS 66 x 44"	✓	Spacing		
" " Are Frame and Reversed Frame joggled?	YES	✓	Bridge Deck, Angle, [or [
Bracket Floors, breadth and thickness at UNDER ENGINES middle line	90" x 36	✓	Spacing		
" " breadth and thickness at margin plate			AFT PEAK TANK TOP	5 3 .34	✓
			Forepeak 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.
PILLARS, No. of Rows.....	ONE ON CL.	ONE ON CL.	Stringer Plate, breadth and thickness in way of Bridge	64 x 34	✓
„ in 'tween Decks, Size and Spacing.....	6 x 3 x 40 22'-0" SPACING	✓	Thickness of Plating abreast Deck openings in way of Wells	34	✓
„ „ „ „ „	8 x 4 x 45 54	✓	Thickness of Plating abreast Deck openings in way of Bridge	34	✓
„ in Holds <i>FOR</i> „ „	8 x 3 x 32 x 40 9 x 4 x 4 x 60	✓	Thickness of Plating within line of openings...	34	✓
„ „ „ <i>AFT.</i> „ „	8 x 3 x 32 x 48	✓	If Sheathed, material and thickness	✓	✓
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	✓	✓	Stringer Plate, breadth and thickness.....		
Plating, thickness of	✓	✓	If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	76 BR. END 60 x 50	✓	If Plated, state thickness		
„ „ „ „ in way of Bridge	60 x 34	✓	Poop Deck.		
„ Angle in Wells	5 5 50	✓	Stringer Plate, breadth and thickness	26 x 30	✓
Thickness of Plating abreast Deck openings in way of Wells	32 to 30	✓	Plating, Sheathing , material and thickness	30	✓
Thickness of Plating abreast Deck openings in way of Bridge	30	✓	Bridge Deck.		
Thickness of Plating within line of openings...	30	✓	Stringer Plate, breadth and thickness.....	52 x 40	✓
If Sheathed, material and thickness	NOT SHEATHED	✓	Plating, Sheathing , material and thickness	30	✓
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	64 x 34	✓	Stringer Plate, breadth and thickness.....	26 x 32	✓
			Plating, Sheathing , material and thickness ...	30 WITH 2 1/2" WOOD	✓

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 cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	45	54 ✓	50 ✓	50 ✓	✓	DOUBLE	$\frac{7}{8}$ - $\frac{3}{4}$	$3\frac{1}{2}$ - 3	TREBLE	$\frac{7}{8}$ - $\frac{3}{4}$	$3\frac{1}{2}$ - $2\frac{5}{8}$	LAPPED
„ DBLG. (if any)		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
BOTTOM PLATING, No. of Strakes3.....		44 ✓	38 ✓	38 ✓	✓	DOUBLE	$\frac{3}{4}$	3	TREBLE-DLG	$\frac{3}{4}$	$2\frac{5}{8}$	✓
BILGE PLATING, No. of Strakes1.....		44 ✓	38 ✓	38 ✓	✓	"	"	"	"	"	"	✓
SIDE PLATING, No. of Strakes4.....		44 ✓	38 ✓	38 ✓	✓	SINGLE	"	"	"	"	"	"
UPPER DECK, Sheer-strake in Wells...1...	54	52 ✓	38 ✓	38 ✓	✓	"	$\frac{7}{8}$ - $\frac{3}{4}$	$3\frac{1}{2}$ - 3	"	$\frac{7}{8}$ - $\frac{3}{4}$	$3\frac{1}{2}$ - $2\frac{5}{8}$	✓
UPPER DECK, Sheer-strake in Bridge 1..)	54	44 ✓	-	-	✓	"	$1 - \frac{3}{4}$	4 - 3	QUAD-TREB	$1 - \frac{3}{4}$	$3\frac{1}{2}$ - $2\frac{5}{8}$	✓
STRAKE BELOW Sheer-strake in Wells...1..)		48 ✓	38 ✓	38 ✓	✓	"	$\frac{3}{4}$	3	TREBLE-DLG	$\frac{3}{4}$	$2\frac{5}{8}$	✓
STRAKE BELOW Sheer-strake in Bridge 1..)		44 ✓	✓	✓	✓	"	"	"	"	"	"	✓
POOP SIDE PLATING (2).		✓	✓	32 ✓	✓	"	$\frac{5}{8}$	$2\frac{1}{2}$	DOUBLE	$\frac{5}{8}$	$2\frac{1}{4}$	✓
BRIDGE SIDE PLATING (2)		40 ✓	✓	✓	✓	"	$\frac{3}{4}$	3	TREBLE.	$\frac{3}{4}$	$2\frac{5}{8}$	✓
FORECASTLE SIDE PLATING (2)		✓	34 ✓	✓	✓	"	$\frac{5}{8}$	$2\frac{1}{2}$	DOUBLE	$\frac{5}{8}$	$2\frac{1}{4}$	✓

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

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

FOUR

„ Deck next below.....

"

As per Rule.....

"

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	28	4 1/2 x 34	33"	✓	✓
„ „ Second „	✓	✓	✓	✓	✓
„ „ Third „	✓	✓	✓	✓	✓
„ „ Holds	36-30-28	7 x 34	24	✓	✓
COLLISION „ (in Hold)	50-34	5 x 30	32	7 x 34	30"
AFTER PEAK „ „	60-30-28	4 1/2 x 34	33	✓	✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	FLAT PLATE	✓	✓	✓
STEM	FORG	7 1/4 x 2 1/2	O.I.W.	✓
STERN FRAME	Propeller Post	C.S.	8 1/2 x 5 1/2	KOBE
	Rudder „	C.S.	7 1/2 x 5 1/2	STEEL WORKS
RUDDER—A x D	224	✓	✓	✓
Speed of Vessel	12 KNOTS	✓	✓	✓
RUDDER mainpiece at head	FORG	7 1/4 dia.	O.I.W.	✓
„ „ heel	"	5 1/2 dia.	O.I.W.	✓
„ how constructed	BUILT UP WITH SHRUNK ARMS	✓	✓	✓
„ double or single plate	SINGLE	✓	✓	✓
„ coupling, vertical or horizontal	HORIZONTAL	✓	✓	✓

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

PLATES & BARS:— DORMAN LONG. YAWATA STEEL & CARNEGIE STEEL

RIVETS:— OSAKA IRON WORKS

ALL OPEN HEARTH PROCESS.

Has the Steel been tested as required by the Rules?

YES.

EQUIPMENT No. 16541												LETTER 91	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.	Owts.			
86859	1st Bower ...	34	1	0	STOCKLESS			31	16	1	0	33.0	HALLS C.S. HEAD	N.HINGLEY & SONS LTD	NETHERTON. 3-5-24 H.G.
86604	2nd „ ...	32	3	5				30	15	2	14	33.0	“ “ “	“ “ “	“ 18-10-23 H.G.
86993	3rd „ ...	28	0	13				27	4	1	14	28.0	“ “ “	“ “ “	“ 12-7-24 H.G.
	Collective weight.	95	0	18								94.0			
86995	Stream	8	2	8	2	1	16	10	15	0	0	8.5	ORDINARY (F.W.I.)	“ “ “	“ 12-7-24 H.G.

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.	Statutory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Tons.	Length.	Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.			Fathoms.	Ins.		Fathoms.	Ins.		
1294	241 ¹ / ₂	1 ¹ / ₈	51 ¹ / ₄	71 ³ / ₄	362-1-23		344 ³ / ₄		240	1 ¹ / ₈	STUD LINK.	OSAKA CH. WKS. LTD	OSAKA. 12-24-25	TOWLINE...	90	3 ¹ / ₂	35.12	90	3 ¹ / ₂
Stream Chain and Steel Wire		Cir.								Cir.				HAWSERS & WARPS	2@90	6"	MANILA ROPE	2@90	6"
	75	4		48.2					75	4	G.S.W.R	YOKOHAMA SEIKO K.	YOKOHAMA 17-11-24 J.C.		2@90	5"		2@90	5"

Steering Gear, Steam *MADE BY O.I.W. LTD GOOD & EFFICIENT*, Steering Gear, Hand *MADE BY O.I.W. (SCREW GEAR) GOOD.*

Boats *ONE LIFE BOAT & TEMMA.* Steering Chains, Size and Test *1" DIA: 135 = 24 TONS P.S. = 12 TONS.* Windlass *MADE BY O.I.W. (STEAM) GOOD.*

Ceiling in Holds, thickness and material *2 1/2" WOOD UNDER HATCHES ONLY.* Cargo Battens, thickness, material and spacing *6" x 2" WOOD 8" APART*

Cargo Hatchways.—(Upper Deck) *.44 PLATE 30" ABOVE DECK*, Thickness of Hatches *2 1/2" WOOD.*

Size of No. 1 Hatchway (Forward) *19'-0" x 16'-0"* No. 2 *22'-0" x 16'-0"* No. 3 *22'-0" x 16'-0"* No. 4 *17'-0" x 16'-0"* No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters *Nº 1, 2 & 3 HATCHES = 3* *Nº 4 HATCH = 2.*

Builder's Signature *H. Sasako.*

GENERAL DECLARATION

This vessel has been constructed under special survey, in accordance with the Rules & approved plans. The materials have been tested found efficient & the workmanship throughout is good. All double bottom & peak tanks have been tested with a head of water to weather deck & found sound & tight. Weather decks, shaft tunnel & bulkheads, have been hose tested & found good & tight

Sister Vessels S.S. "KUN MARU" KOBÉ RPT N° 4538 & "GENBU MARU" KOBÉ RPT N° 5101
Plan of midship section, & Profile & Decks—forwarded herewith.
Old from Kopen here,

The amount of Entry Fee *Yen : 54.-* Fees applied for, *Mar. 19th 1926*
Special Survey Fee.... *Yen 27.47.-* Received by me, *Apr. 12th 1926*
Travelling Expenses, if any, & INCLUDING MARCH 5 *162.-*

I am of opinion the Vessel should be Classed **100 A.1.**

State whether the Vessel has been built under Special Survey *YES.* Signature *A.D. Buchanan.*
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *KOBÉ* Date of issue *19/5/26.*

Committee's Minute *TUES. 18 MAY 1926*
Character assigned *100 A.1.*
+ L.M.C. 3.26
J.D. C.R.
Lloyd's A.C.P.
My

Below the Committee's Minute.

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.)

Copies of the principal Forging & Casting certificates are forwarded herewith. viz

Stern frame Cert N^o 360
Stim bars " " 501
Rudder Stock " " 507
" Main Piece " " 508
" Arms " " 510.
" Giller " " 740

Plans of midship section & profile & deck plan forwarded herewith,

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	^{ENT. CR. LBS} 18 - 2 - 0	N.D.	86859.	7-2-24.
	2nd "	18 - 0 - 14	N.D.	86604	31-8-23.
	3rd "	16 - 0 - 11	N.D.	86993	16-6-24.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 16.63 ft., R.Q.D. ☒ ft., Bridge 65.0 ft., Forecastle 28.38 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated **NOT JOINED.**

No. and Material of Decks (this information is to be given as it should appear in the Register Book) **2 Decks steel**

Official No. **31352** ; Signal Letters **T. C. G. D** Is bottom of Vessel coated with cement. **YES** if not give particulars of composition ☒

PARTICULARS OF WATER BALLAST.—					
Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	✓ 67.0	96	Fore peak tank,	14.375	45
Double bottom, under Engines and Boilers,	✓ 36.5	86 FM.	After peak tank,	16.625	16
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	✓	✓
Double bottom, forward,	✓ 108.5	224	Other tanks, if fitted,		
Total capacity of double bottom 406			(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. **5**

Date **30-10-24**

Dates of Surveys held while building

1924. OCT. 7, NOV. 6, 12, 17, DEC. 5, 22.
1925. JAN. 10, 15, FEB. 7, MAR. 6, 19, 23, 30, APRIL 13, 17, 29.
AUG. 3, 12, 27, OCT. 2, 20, 27, NOV. 30, DEC. 1, 3.
1926. JAN. 7, 11, 21, 28, FEB. 8, 25, 27, MARCH 8, 9, 17.

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Total No. of Visits **38**

pt. 1*.

PARTICULARS OF LONGITUDINAL FRAMING.

01N.N:1066

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.	Rivets in Brackets to Bulkheads.	
														Diam.	Spang.		Number.	Diameter.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.		Inches.	
Framing of X, L or K																		
Frames in Bridge 'tween Decks ...		7	3 1/2	36	7	3 1/2	36	6	3	32	6	3	32	3/4	4 1/2		7	3/4
Frames from Uppermost Continuous Deck		7	"	"	7	"	"	"	"	36	"	"	"	"	"		"	"
Framing from Awning, Shelter or Upper Deck to Margin Plate.	No. 1	7	"	"	7	"	"	"	"	"	"	"	"	"	"		"	"
	" 2	7	"	"	7	"	"	"	"	"	"	"	"	"	"		"	"
	" 3	7	"	44	7	"	40	7	"	42	7	"	38	"	"	8	"	
	" 4	8	"	42	8	"	"	8	"	40	7 1/2	"	40	"	"	3 3/4 FOR 8 RIVETS	"	"
	" 5	8 1/2	"	44	8	"	44	8 1/2	"	42	8	"	42	"	"	"	9	"
	" 6	9	"	50	8 1/2	"	46	9	"	44	8 1/2	"	44	"	"	"	10	"
	" 7	9	4	58	9	"	50	9	"	50	9	"	50	"	"	"	10	"
	" 8																As APPROVED.	
	" 9																	
	" 10																	
	" 11																	
	" 12																	
	" 13																	
	" 14																	
	" 15																	
	" 16																	
Spacing of Longitudinal Frames		Amidships 30			At Ends 30			Amidships 30			At Ends 30							
Double Bottoms	Tank Top Longitudinals	7	3 1/2	36	7	3 1/2	36	7	3	36	7	3	32	3/4	4 1/2			
	Bottom	7	"	44	7	"	38	7	"	40	7	3	38	"	"	3 3/4 FOR 4 RIVETS		
		30			AT COLL. END			30			21							
Spacing of Longitudinals					21						21							
Transverses.														Rivets in Lugs to Shell Diam. Spang.				
Bridge 'tween Decks	Depth and Thickness	12x375x3 1/2x62			12x375x3 1/2x62													
	Face Angles	CHANNEL																
	Lugs to Shell*	✓			✓									3/4	3 3/4			
Awning, Shelter or 'tween Decks.	Depth and Thickness	12x375x3 1/2x62			12x375x3 1/2x62			12x375x3 1/2x62			12x375x3 1/2x62							
	Face Angles	CHANNEL																
	Lugs to Shell*	LINERS FITTED												3/4	3 3/4			
In Hold.	Depth and Thickness	26x46 R1			20x22x44			26x46 R1			20x22x44							
	Face Angles	6 3 1/2 48			6 3 1/2 48			6 3 1/2 48			6 3 1/2 48							
	Lugs to Shell*	5 5 44			5 5 44			5 5 44			5 5 44			3/4	3 3/4			
Bracketing of Transverse Frames		10'0" MS & NON			11'0"			10'0" MS & NON			11'0"							
* State if joggled or liners.																		
Longitudinal Beams of L or K	Bridge Deck	7	3 1/2	37				6	3	32				Spacing. 34"				
	Angon Shelter Dk.																	
	Upper	7	3 1/2	36	7	3 1/2	36	6	3	32	5 1/2	3	32	32x33				
	Second	8	"	40	7	"	40	7 1/2	"	38	7	"	38	46x48				
	Third				7	"	36				5 1/2	"	32	36x38				
														In Ships.		As approved.		
														Plate. Angles.		Plate. Angles.		
														12x375x3 1/2x62		12x375x3 1/2x62		
														FACE ANGLE		As APPROVED.		
														13x375x4x61		13x375x4x61		
														Do Do		Do Do		
														12x375x3 1/2x62		12x375x3 1/2x62		