

Rpt. 1.
DISCLOSED
SECTION

No.

863

STEEL STEAMER OR MOTORSHIP.

State if Report has been sent on the Freeboard of the Vessel *no*

State if Report is sent on the Machinery of the Vessel *yes*

Date of completion of report *25th April 1927.*

Port of *BREMEN.*

No.

946

Survey held at *BREMEN*

Date First Survey *22nd May 1926*

Last Survey *25th April*

1927

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

Hel Single Sc. M. V. "BISCAYA"

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

Longitudinal framing, Carrying Propellers in Hull.

State Type of Erections *Forecastle, Bridge & Poop.*

TONNAGE under Tonnage Deck... *564 1/2 tons*

CLASS *+ 100 A1*

State if with freeboard as condition of Class *no*

Built at *BREMEN*

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) *411' 9"*

Launched *3rd February 1927* Yard No. *399*

Breadth (greatest moulded) *54' 11 1/2"*

Builders *DEUTSCHE SCHIFF- & MASCHINEN-BAU GES. WERN. A.G. WESER.*

Total

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *32' 9 3/8"*

Owners *BREMER-DEL-TRANSPORT GES.*

Gross Tonnage *6190 1/4*

1st Longitudinal Number (L x D) *= 13541*

Managers *ATLANTIC TANK REEDEREI.*
(Where necessary to be entered in Reg. Book.) *HAMBURG.*

Net Tonnage *3535 1/4*

2nd Numeral L x (B + D) *= 36257*

Residence *BREMEN.*

REGISTERED DIMENSIONS. FEET.

Framing Depth "d," at middle of length. See Sec. 3 (1d) *12.62*

Port of Registry *BREMEN.*

Length *125.82 m 412' 80*

Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.62*

If surveyed while building, afloat, or in dry dock

Breadth *16.81 m 55' 15*

Do. Long Bridge to top of keel *25' 3 3/8"*

yes, during construction.

Depth *10.02 m 32' 87*

Draught Moulded *25' 3 3/8"*

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.
ES, Spacing amidships	<i>see</i>		Bracket Floors, Frame		
" from 1/2 length to Collision bulkhead	<i>longitud.</i>		" " Reversed Frame		
" in peaks	<i>6' 10" 7m</i>	<i>framing</i>	" " Vertical Struts		
FRAMING.			Centre Girder, depth and thickness amidships	<i>1100 x 12</i>	
ne Amidships, Angle, [or [			" " top Angles	<i>2.2 90 x 19 x 13</i>	
" Extends up to	<i>see</i>		" " bottom Angles	<i>2.2 100 x 100 x 14</i>	
ersed Frame Amidships, Angle	<i>longitud.</i>		Side Girders, No. each side and thickness	<i>3 12-10 7m</i>	
" Extends up to	<i>framing.</i>		Margin Plate depth (excl. of flange) and thickness	<i>950 x 13</i>	
th of Framing Girder			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>7 130 x 130 x 11</i>	
nes in Uppermost Continuous 'tween Decks, Angle, [or [	<i>see</i>		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem		
" Second 'tween Decks, Angle, [or [	<i>longitud.</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>on each frame 645 x 10 7</i>	
" Third " " "	<i>framing</i>		" " Gussets, spacing and scantling forward 1/2 len. from stem		
aning in Peaks, Angle or [	<i>aff. 5 190 x 85 x 11</i>	<i>5 190 x 75 x 12</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>800 x 11.5</i>	
meter and Spacing of Rivets through Frame and Shell Plating amidships	<i>19-22 m 5 1/2"</i>	<i>with 1/4" x 90 x 90 x 13</i>	INNER BOTTOM PLATING.		
e if Frame Joggled	<i>no</i>		Breadth and thickness of Middle Line Strake	<i>1890 x 12.5</i>	
NG ARRANGEMENTS (Sec. 7), state system and particulars	<i>3 stringer 950 x 90 x 90 flange with beam on every 2nd frame</i>	<i>6 240 x 90 x 13</i>	Thickness of remainder in <i>Holds Engine Room</i>	<i>12.5</i>	
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	<i>space of longitudinal 160-600 7m</i>	<i>rev. angle 90 x 90 x 12</i>	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?	<i>yes</i>	
E BOTTOM.			BEAMS.		
es, Depth and thickness at mid-line in Holds	<i>Web frames 106 x 11.5</i>		Uppermost Continuous Deck, amidships in Wells, Angle, [or [	<i>see</i>	
Height of Brackets at side above base line at toe of frame	<i>2570</i>		" " in way of Bridge, Angle, [or [	<i>longitud.</i>	
le Line Keelson, on Floors, Angles, [or [	<i>see Centre-</i>		Spacing	<i>framing</i>	
" " Through Plate or Intercoastal Plate	<i>Line</i>		Second Deck, amidships, Angle, [or [
" " Foundation Plate on Floors	<i>Prillhead</i>		Spacing		
" " Flat Plate Keel Angles	<i>2 x 100 x 100 x 14.5</i>		Third Deck, amidships, Angle, [or [
Keelsons, No. each side	<i>x</i>		Spacing		
thickness of Intercoastal Plate	<i>x</i>		Fourth Deck, amidships, Angle, [or [
Angles	<i>x</i>		Spacing		
E BOTTOM. <i>aff MOTOR SPACE</i>			Poop Deck, Angle, [or [	<i>Frame 1-18 180 x 75 x 10.5 19-29 190 x 75 x 11 30-38 200 x 75 x 11 39-45 150 x 70 x 8</i>	
id Floors, thickness and spacing	<i>10 x 700 7m</i>		Spacing	<i>610 to 700</i>	
" Are Frame and Reversed Frame joggled? <i>frames only</i>	<i>x 90 x 90 x 11</i>		Bridge Deck, Angle, [or [	<i>170 x 75 x 8.5</i>	
Bracket Floors, breadth and thickness at middle line	<i>1000 x 12</i>		Spacing	<i>770</i>	
" breadth and thickness at margin plate	<i>1000 x 12</i>		Forecastle Deck, Angle, [or [<i>180 x 75 x 10.5</i>	
" Spacing	<i>200-610-500</i>		Spacing		

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SECTION
No.
863 C

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Lloyd's Register
Foundation

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	<i>2 in Engine Room</i>	<i>340</i>	<i>14</i>		Stringer Plate, breadth and thickness in way of Bridge	<i>1690</i>	<i>11</i>		
"	in 'tween Decks, Size and Spacing	<i>1 L 250x90x11</i>	<i>250x90x10</i>		Thickness of Plating abreast Deck openings in way of Wells	<i>10,5</i>			
"	" " " "	<i>2 L 230x90x11</i>	<i>230x90x11</i>		Thickness of Plating abreast Deck openings in way of Bridge	<i>10,5</i>			
"	" " " "	<i>3 L 220x75x11</i>	<i>220x75x10</i>		Thickness of Plating within line of openings	<i>X</i>			
"	in Holds " "	<i>4 L 220x85x11</i>	<i>220x75x10</i>		If Sheathed, material and thickness	<i>Not</i>			
"	" " " "	<i>5 L " " "</i>	<i>220x75x9,5</i>		Third Deck.				
		<i>6 L 200x75x10,5</i>	<i>220x75x10</i>		Stringer Plate, breadth and thickness	<i>X</i>			
		<i>7 L 200x75x10</i>	<i>200x75x9,5</i>		If Plated, state thickness	<i>X</i>			
		<i>8 L 180x75x10</i>	<i>180x75x9,5</i>		Fourth Deck.				
Centre Line Bulkhead.		<i>9 L 170x75x9</i>	<i>170x75x9,5</i>		Stringer Plate, breadth and thickness	<i>X</i>			
Stiffeners and Spacing	<i>595-960 Z</i>	<i>10 L " " "</i>	<i>" " "</i>		If Plated, state thickness	<i>X</i>			
Plating, thickness of	<i>9,5-12,5 Z</i>	<i>11 L 150x75x9</i>			Poop Deck.				
		<i>12 L " " "</i>			Stringer Plate, breadth and thickness	<i>1440</i>	<i>21-10,5</i>		
		<i>13 L " " "</i>			Plating, Sheathing, material and thickness	<i>wood 7,5% Oregon pine</i>			
STRINGERS AND DECKS.					Bridge Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness	<i>1450</i>	<i>10,5</i>		
Stringer Plate, breadth and thickness in Wells		<i>1510x18,5</i>	<i>16</i>	<i>salute</i>	Plating, Sheathing, material and thickness	<i>wood 7,5</i>	<i>Lissilo 35-50</i>		
" " " " in way of Bridge		<i>1625x18,5</i>			Forecastle Deck.				
" Angle in Wells	<i>X</i>	<i>150x150x15,5</i>			Stringer Plate, breadth and thickness	<i>1500</i>	<i>9</i>		
Thickness of Plating abreast Deck openings in way of Wells		<i>246-12,5</i>			Plating, Sheathing, material and thickness	<i>wood 8,5</i>	<i>wood 7,5% Oregon pine</i>		
Thickness of Plating abreast Deck openings in way of Bridge		<i>12,5</i>				<i>under windlat 90 Z pitch pine</i>			
Thickness of Plating within line of openings		<i>12,5</i>							
If Sheathed, material and thickness		<i>X</i>							
Second Deck.									
Stringer Plate, breadth and thickness in Wells		<i>1690x11</i>							

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled?			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. <i>L</i>	Inches. <i>th</i>	Inches. <i>L</i>	Inches. <i>th</i>	Inches. <i>L</i>	Inches. <i>L</i>	Inches. <i>th</i>	Inches. <i>L</i>	Inches. <i>th</i>	Inches. <i>L</i>	Inches. <i>th</i>			
FLAT PLATE KEEL	1300	23.5	18.5	18.5		double	28	112	4 3	25 28	90 100	double thaps	
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes ..3.....	2045	15.5	16-15.5	12.5-15.5		double	22	90	4 ends 3	22	90	lapped	
BILGE PLATING, No. of Strakes .....2.....	2045	15.5	12.5	12.5-15		"	22	90	4 " 3	22-19	90-66	"	
SIDE PLATING, No. of Strakes ..3.....	1350	15	11.5	11.5		"	22-19	90-76	3	22-19	76-66	"	
	1980				"	22-19	90-76	3	22-19	76-66	"		
	1960				"	22-19	90-76	3	22-19	76-66	"		
UPPER DECK, Sheer-strake in Wells.....	2000	—	—	11.5		"	28	112	4	28	112	"	
UPPER DECK, Sheer-strake in Bridge ...	1900	26.5	—	—		"	28	112	3	28	98	double thaps	
STRAKE BELOW Sheer-strake in Wells.....	1950	—	—	11.5		"	22	90	3	22	76	lapped	
STRAKE BELOW Sheer-strake in Bridge ...	1980	15	—	—		"	22	90	3	22	76	"	
POOP SIDE PLATING	2330	—	—	22-11.5		quadouble double single	28 22 19	112 90 76	4 4 3	25 22 19	100 90 66	"	
BRIDGE SIDE PLATING ...	2310	11	—	—		double	19	76	2	19	66	"	
FOREC'TLE SIDE PLATING	2600	—	10.5	—		single	19	76	2	19	66	"	

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)	18				
Deck next below	X				
As per Rule	yes				
		STIFFENERS.			
Plating Thickness.	VERTICAL.		HORIZONTAL.		
	Scantlings.	Spacing.	Scantlings.	Spacing.	
SUMHERTANK-BULKH.	8-5	6 1/2 x 25 x 9	6 1/2 x 22	—	
CARGO ROOMS-44, 49, 52		150 x 150 x 13	150 x 150 x 13	5 1/2	
MIDSHIP BULKH'D, Upper tween decks	8-5-12-5	110 x 90 x 10	2280	150 x 70 x 11	760
55, 58, 59, 61, 65, 68, 71, 74, 72		840 x 72			
Second		150 x 150 x 13	220 x 90 x 14		
COFFERD. 45, 46, 79-80	8-5-13	1050 x 145	8605	150 x 70 x 11	760
Third					
Holds		150 x 70 x 10	600	350 x 8	1880
		130 x 65 x 7-5		7-25 x	1850
COLLISION	12-6-5	180 x 75 x 10			1650
		140 x 70 x 7-5	600	500 x 9-5	2100
AFTER PEAK	12-7-5			8-5	1900
		KEEL, Bar			
		lower part	casting		
		two upper parts	forging	250 x 75 x 350	ROMBACHER-HÜTTE, GEORGSMARIEN-HÜTTE. one upper part ROMBACHER-HÜTTE.
		Propeller Post	casting	210	232
		Rudder			A.G. WESER.
		RUDDER—A x D			
		Speed of Vessel	10.5	forging	255 mm (see plan)
		RUDDER mainpiece at head	casting in		Port & Rudder as
		heel	connection with		per upper plan.
		how constructed	heel		BOCHUMER-VEREIN.
		double or single plate			
		coupling, vertical or			
		horizontal			

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *open hearth.*
*Kruppel & Sohn, Charlottenhütte, Rheinfurth, Borsigwerke, Vereinigte Hüttenwerke, Mühlheim, Solde, Düsseldorf, Preuss. -Lagerungs- u. Berg-
 w. & Hütten-Ges., Mannesmann-Ludwigshafen, Gutehoffnungshütte, Thyssen, Hamborn, Dortmunder Union.*
 Has the Steel been tested as required by the Rules? *yes by the Society's Surveyors.*

EQUIPMENT No. 37167												LETTER Z	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.	Cwts.			
843	1st Bower ...	64	0	16				50	15	0	0	63 3/4	Guson-Hain	O. Guson	Magdeburg 30.3.27
844	2nd „ ...	71	2	23				54	15	0	0		"	"	
845	3rd „ ...	71	0	4				54	10	0	0		"	"	Karl Hauss
	Collective weight.	206	3	15								182			
286	Stream	15	0	18	7	1	10	16	14	1	14	(bullet)			

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.	Stain-tory.	Break-ing.	Supplied.	Per Rule.			Length. Diam.					Length. Cir.	Tons.	Length. Cir.
35	270 2 1/2	10200	142800	41560 Ry	34460 Ry	270 2 1/2	2 1/2	270 2 1/2	Med. Link	Borrig-W.	2.3.27 Borrig-W. H. Kolbow.	TOWLINE	220m	5	220m 5
Iron Stream Chain or Steel Wire												HAWERS & WARPS	2x165	3	
	165 4 3/4							165m 4 3/4	sp. wire				2x165	8	2x165 8

Steering Gear, Steam *Electric Atlas-Werke* Steering Gear, Hand *complete Atlas-Werke.*

Boats *2 life boats 7.5x2.55x1.02 m and two others.* Steering Chains, Size and Test *X* Windlass *stern for 57 m cable.*

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

Cargo Hatchways.—(Upper Deck) *only one forward* Thickness of Hatches *90 mm*

Size of No. 1 Hatchway (Forward) *2010x2200* No. 2 *all other* No. 3 *hatches* No. 4 *1800x1800* No. 5 *2m* No. 6

Number of Shifting Beams and/or Fore and Afters *X*

Deutsche Schiff- und Maschinenbau Aktiengesellschaft
Werk: Act. Ges. "Weser"
Builder's Signature *J. H. Ulrichs.*

GENERAL DECLARATION *This vessel has been built in accordance with the approved and amended rules, the requirements embodied in the Secretary's letter and other reports in conformity with the Rules and Society's Requirements for carrying Oil in Bulk with Longitudinal Bracing.*

The workmanship is throughout of the best description for this type of vessel. 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 fitted and tested as required by the Rules and Cofferdams, Summar tanks, Oil tanks, Gas and Fuel oil tanks have been fitted and tested with a pressure of 8' 0" above the highest point of expansion tanks and were found perfectly tight. Air and sounding pipes of all tanks comply with the Rules. The bracing arrangements strengthening of bottom forward have been carried out as approved and to our satisfaction. All steel material used in the construction of this

P. T. O.

The amount of Entry Fee £10 : 0 : 0 Fees applied for, *1/5 1927*

Special Survey Fee.... £532 : 3 : 0 Received by me, *3 June 1927*

Travelling Expenses, if any £ 0 : 17 : 0

Embarking " " 25 : 0 : 0

I state whether the Vessel has been built under Special Survey *yes*

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

Signature *J. H. Ulrichs. With. Meyer.*

Certificates to be sent to *Bremen Office.* Date of issue *13/5/27* *J. H. L. Kamm* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 13 MAY 1927*

Character assigned *+ 100 A 1*

carrying petroleum in bulk

Lloyds accp + here 4.27 cl

Oil Engines

2 water Tube DB 20016

Eng. 1/2

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This vessel has been made at works approved and tested by the Trinity's Surveyors in accordance with the Rules. The Anchor and Cables have been

Attached: Table with Longitudinal Framing.
Test Certificates.
Inter. Certificate.

Wilk. Meigs.

1st Bower 843. Head 42:2:5 CWL. SHANK 17:2:25 CWL. Drop Knt 12 feet, Bent Knt good 154 29.3.27.

2nd " 844. " 42:2:3 " " 21:0:3 " " 12 " " " " " " "

3rd " 845. " 46:2:20 " " 21:0:3 " " 12 " " " " " " "

particulars of composition *Nothing in coffer-dams & oilholds, cement in waterballast tanks aft.* Is bottom of Vessel coated with cement *no* if not g

PARTICULARS OF WATER

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,	50.52	98	Deep tank, aft, <i>Cofferdam aft.</i>	21.0	121
Double bottom, if under Boilers only,	13.78	44	Deep tank, forward,	18.0	151
Double bottom, forward,			Other tanks, if fitted, <i>Cofferdam fwd.</i>	3.45	169
Total capacity of double bottom		142	(If necessary, furnish further information by sketch.)	25.25	164
				3.45	144
				TOTAL	799

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

23.5.26, 14.6.26, 17.6.26, 22.6.26, 3.7.26, 6.7.26, 9.7.26, 12.7.26, 16.7.26, 19.7.26, 22.7.26, 27.7.26, 2.8.26, 4.8.26, 9.8.26, 14.8.26, 16.8.26, 23.8.26, 30.8.26, 2.9.26, 6.9.26, 9.9.26, 13.9.26, 16.9.26, 20.9.26, 23.9.26, 27.9.26, 30.9.26, 4.10.26, 7.10.26, 8.10.26, 9.10.26, 11.10.26, 12.10.26, 15.10.26, 28.10.26, 4.11.26, 15.11.26, 12.12.26, 13.12.26, 14.12.26, 15.12.26, 17.12.26, 20.12.26, 24.12.26, 27.12.26, 31.12.26, 1.1.27, 1.3.8, 10.11.15, 18.22/2.27, 17.9.17, 18.29/3.27, 1.5.20, 22.25/4.27.

Total No. of Visits: 81

PARTICULARS OF LONGITUDINAL FRAMING. M.S. "BISCAYA".

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. Spang.	Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Number.			Diameter.	
Framing of \angle , \square or \square														$\frac{1}{2}$ Ins.	$\frac{1}{2}$ Ins.		
Frames in Bridge 'tween Decks ...																	
Frames from Uppermost Continuous Deck No. 1		L 170x85x9.5			L 170x85x9.5			do					22 6	6		7 6	22
" 2		" " "			" " "			"					" "	6		" "	"
" 3		" " "			" " "			"					" "	6		" "	"
" 4 2nd DECK		-			-			-					-	-		-	-
" 5		L 190x85x10			L 190x85x10			L 180x85x10					22 6	6		7	22
" 6		L 200x85x10			L 200x85x10			L 200x85x9.5					" "	6		9	"
" 7		L 200x85x11			L 200x85x11			L 200x85x9.5					" "	8 riv. 4 1/2		9	"
" 8		L 220x85x10.5			L 220x85x10.5			L 200x85x11.5					" "	" "		10	"
" 9		L 230x90x11			L 230x90x11			L 220x90x10					" "	" "		10	"
" 10		L 230x90x11			L 230x90x11			L 230x90x10					" "	" "		10	"
" 11		L 240x90x11.5			L 240x90x11.5			L 230x90x11					" "	8 riv. 3 1/2		10 9	"
" 12		L 250x90x12			L 250x90x12			L 250x90x11					" "	" "		16	"
" 13		L 280x90x14			L 280x90x14			L 270x90x13					" "	" "		"	"
" 14		L 300x95x15			L 300x95x15			L 300x95x15					" "	" "		"	"
" 15		L 300x102x11x17			L 300x100x11x17			L 300x100x11x17					" "	" "		"	"
15-23					16-23												
" 16																	
Spacing of Longitudinal Frames		Amidships 760 Z			At Ends 760-630 Z												
Double Bottoms		Tank Top Longitudinals															
L, \square or \square		Bottom "															
Spacing of Longitudinals		Amidships			At Ends...												
Transverses.																	
In Bridge		Depth and Thickness 500x10															
'tween Decks		Face Angles 90 Z flange															
		Lugs to Shell 90x90x12															
In Upper 'tween Decks.		Depth and Thickness 500x10															
		Face Angles single 90x90x10															
		Lugs to Shell 90x90x10															
In Hold.		Depth and Thickness 740x11.5															
		Face Angles single 130x90x15															
		Lugs to Shell 150x150x11.5															
		Brackets 10 Z															
Spacing of Transverse Frames		2310 Z															
		* State if joggled or liners.															
Longitudinal Beams of \angle , \square or \square		Bridge Deck ...															
		Upper "															
		Second "															
		Third "															
		in way of pump															
		L 170x75x9			L 180x75x10.5												
		L 170x75x11.5			L 200x75x10												
</																	

as fitted 366 mm ✓ Is the screw shaft fitted with a continuous liner ✓

Screw Shaft, diameter

as per Rule

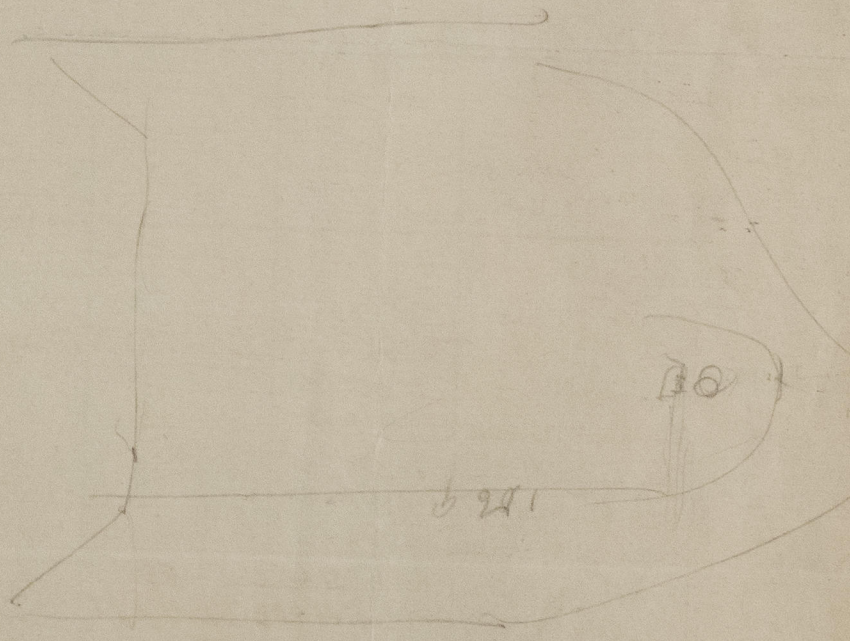
366 mm

Is the

screw

shaft fitted with a continuous liner

✓



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