

Rpt. 1

DISCLOSED
SECTION

No. 483

STEEL STEAMER OR MOTORSHIP.

State if Report has been sent on the Freeboard of the Vessel VERIFICATION

FORM ONLY

State if Report is sent on the Machinery of the Vessel YES

Received at London Office

DISCLOSED
SECTION

No. 483

Date of completion of report 18. 1. 54 Port of TRIESTE No. 13939Survey held at MONFALCONE Date First Survey 15. 5. 1952 Last Survey 2. 1. 1954On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) STEAM TURBINE TANKER MIRELLA D'AMICO WITH MACHINERY AFTState Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING State Type of Erections POOP, BRIDGE & FOCETONNAGE under Tonnage Deck 18,824 CLASS 100 A I State if with freeboard as condition of Class YES Built at MONFALCONEDo. 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) 188.80 Launched 14. 6. 1953 Yard No. 1775Total - Breadth (greatest moulded) 26.20 Builders CANTIERE RIUNITI DELL'ADRIATICOGross Tonnage 20,417 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 13.922 Owners SOCIETA' DI NAVIGAZIONE D'AMICORegister Tonnage 12,504 1st Longitudinal Number (L x D) - Managers -

(Where necessary to be entered in Reg. Book)

REGISTERED DIMENSIONS.

FEET

Length 634.21' Residence ROMEBreadth 86.4' Port of Registry PALERMODepth 46.0' Draught Moulded 34.2 3/8 If surveyed while building, afloat, or in dry dockBUILDING, AFLOAT AND IN DRYDOCK.
VESSEL UNDOCKED. 9. 12. 53.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	m/m. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		m/m. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
SEE REPORT 1*			Bracket Floors, Frame		
FRAMES, Spacing amidships IN MACHY. SPACE.	815		" " Reversed Frame		
" " from 1/2 length amidships to Collision bulkhead	SEE PLAN		" " Vertical Struts		
" " in peaks	610		Centre Girder, depth and thickness amidships IN MACHY. SPACE	1700 15	
SIDE FRAMING.			" " top Angles	NONE E.W.	
Frame Amidships, Angle, [or]	280 95 10/15		" " bottom Angles	NONE E.W.	
" " Extends up to	SECOND DECK		Side Girders, No. each side and thickness	SEE PLAN OF D. BOTTOM AFT.	
Reversed Frame Amidships, Angle			Margin Plate depth (excl. of flange) and thickness		
" " Extends up to			" " Vertical Angle to Tank side		
Depth of Framing Girder	280		Bracket abaft 1/4 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	230 90 11		" " Vertical Angle to Tank side		
" " Second 'tween Decks, Angle, [or]			Bracket from forward 1/4 len. from stem to Panting Area		
" " Third " " " "			Gussets, spacing and scantling abaft 1/4 len. from stem		
" " from 1/2 len. for'd. to 15% len. from Stem	280 95 10/15		Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area		
" " in Peaks, Angle, [or]	280 95 10/15		Tank Side Brackets, height above base line at toe of Frame and thickness		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			INNER BOTTOM PLATING IN MACHY. SPACE		
State if Frame Joggled	NO		Breadth and thickness of Middle Line Strake	1900 16	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	AS APPROVED		Thickness of remainder in Holds MACHY. SPACE	17 AND 16	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	AS APPROVED		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 OR EQUIVALENT.	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, [or]	SEE REPORT 1*	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [or]		
Middle Line Keelson, on Floors, Angles, INCARGO TANKS. [or]	2300 x 13		Spacing		
" " Through Plate or Inter-costal Plate	WELDED TO SHELL WITH 610 x 30 RIGID PLATE		AFT.	200 9	
" " Foundation Plate on Floors			Second Deck, amidships, Angle, [or]	220 10	
" " Flat Plate Keel Angles			Spacing	EVERY	
Side Keelsons, No. each side			Third Deck, amidships, Angle, [or]		
" " thickness of Inter-costal Plate			Spacing		
" " Angles			Fourth Deck, amidships, Angle, [or]		
DOUBLE BOTTOM IN MACHY. SPACE.			Spacing		
Solid Floors, thickness and spacing	12.5 EVERY		Poop Deck, Angle, [or]	200 9	
" " Are Frame and Reversed Frame joggled?	NONE E.W.		Spacing	EVERY	
Bracket Floors, breadth and thickness at middle line			Bridge Deck, Angle, [or]	200 10	
" " breadth and thickness at margin plate			Spacing	EVERY	
			Forecastle Deck, Angle, [or]	220 10	
			Spacing	EVERY	

PILLARS AND DECKS.

		m/p INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.				m/p INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows		AT ENDS				Stringer Plate, breadth and thickness in way of Bridge					
„ in 'tween Decks, Size and Spacing		AND UNDER BRIDGE				Thickness of Plating abreast Deck openings in way of Wells					
„ „ „ „ „		AS APPROVED. ✓				Thickness of Plating abreast Deck openings in way of Bridge.....					
„ in Holds „ „ „						Thickness of Plating within line of openings...					
„ „ „ „ „						If Sheathed, material and thickness.....					
Centre Line Bulkhead. LONGITUDINAL						Third Deck.					
Stiffeners and Spacing		WING BULKHEADS. CORRUGATED. ✓				Stringer Plate, breadth and thickness.....					
Plating, thickness of		15 13.5 12.5 11 ✓				If Plated, state thickness					
STRINGERS AND DECKS.						Fourth Deck.					
Uppermost Continuous Deck.						Stringer Plate, breadth and thickness.....					
Stringer Plate, breadth and thickness in Wells		2100 29.5 ✓				If Plated, state thickness.....					
„ „ „ „ in way of Bridge		35.5 ✓				Poop Deck.					
„ Angle in Wells		STRINGER WELDED TO A NONE RIVETTED FLAT BAR ON SHEER STRAKE 325 X 30 ✓				Stringer Plate, breadth and thickness.....		1200 9 ✓			
Thickness of Plating abreast Deck openings in way of Wells		26.5 ✓				Plating, Sheathing, material and thickness ...		8.5 65 m/p O. PINE CLEAR OF ERECTIONS ✓			
Thickness of Plating abreast Deck openings in way of Bridge.....		NO DECK OPENINGS IN WAY OF BRIDGE ✓				Bridge Deck.					
Thickness of Plating within line of openings...		26.5 ✓				Stringer Plate, breadth and thickness.....		1200 8 ✓			
If Sheathed, material and thickness.....		NOT SHEATHED ✓				Plating, Sheathing, material and thickness ...		8 65 m/p O. PINE CLEAR OF ERECTIONS ✓			
Second Deck. Aft.						Forecastle Deck.					
Stringer Plate, breadth and thickness in Wells		8.5 PLATED TRANSVERSELY. ✓				Stringer Plate, breadth and thickness.....		1500 9 ✓			
						Plating, Sheathing, material and thickness...		9 NOT SHEATHED. ✓			

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled? <i>NO</i>	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.	
	<i>m/m.</i>	<i>inches.</i>	<i>inches.</i>	<i>inches.</i>		<i>inches.</i>	<i>inches.</i>		<i>inches.</i>	<i>inches.</i>			
Flat Plate Keel.....		1600	30.5	25	30.5								
„ Dbg. (if any)													
Bottom Plating, No. of Strakes <i>FIVE</i>		2010			20 AND								
		2150	20	16	22								
Bilge Plating, No. of Strakes <i>TWO</i>		1900											
		1753	26	-	-								
Side Plating, No. of Strakes <i>FOUR</i>		1988	20	18-16	20 IN WAY OF S. FR.								
				14.5	14.5								
Upper Deck, Sheer- strake in Wells.....		2210	31	18 IN WAY OF HAWSE PIPES	14.5								
Upper Deck, Sheer- strake in Bridge ...		2210	31	-	-								
Strake below Sheer- strake in Wells.....		1988	20	18 1	14.5								
Strake below Sheer- strake in Bridge ...		1988	20	-	-								
Poop Side Plating.....		-	-	-	13								
Bridge Side Plating.....		-	12	-	-								
Forecastle Side Plating		-	-	13	-								

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—
Extending to Upper Deck (Sec. 3 c) SIXTEEN
„ Deck next below ✓
As per Rule AS APPROVED.

FORGINGS AND CASTINGS.

	Casting or Forging.	Scanlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
KEEL, Bar		FLAT PLATE KEEL		
STEM		FASHION PLATE 25-16 ^{3/4} THICK		
STERN FRAME	{ Propeller Post { Rudder	CAST AS STEEL APPROVED I.L.V.A.	LOVERE	
Speed of Vessel		15.7 KNOTS		
RUDDER—Type		BALANCED		
" A x D		SEE PLAN		
" Diam. of head		FORGING 410 5.1-A.C. CORNIGLI		
" Mainpiece at top pintle		415 IN WAY OF TILLER		
" " heel		—		
" how constructed		BUILT UP DOUBLE		
" double or single plate		PLATE ELEC. WELDED		
" 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) OPEN HEARTH
I.L.V.A. STAB. MARGHERA, STAB. SAVONA, STAB. BAGNOLI, STAB. TRIESTE, STAB. NOVI LIGURE
SOC. ITALIANA ACCIAIERIE CORNICIANO, OESTERREICHISCH MONTANGESELLSCHAFT DONAWITZ.
 Has the Steel been tested as required by the Rules? PART ONLY. SEE DECLARATION

EQUIPMENT No. 87600				LETTER <i>pt</i>		ANCHORS. 3. B. 1. S.		
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK. <i>KGS.</i>	WEIGHT OF STOCK.	TEST, PER CERTIFICATE. <i>KGS.</i>	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
3653	1st Bower	<i>7124</i>	<i>5700</i>	<i>82910</i>	<i>6960</i>	CAT STEEL UNION STOCK/ESS	HUTTENUNION A.G. WERKE FORGE	DORTMUND - HORDE 17.11.52. J. QUAST
3652	2nd "	<i>7062</i>	<i>50</i>	<i>82910</i>	<i>6425</i>	<i>20</i>	<i>20</i>	<i>20</i>
3651	3rd "	<i>7010</i>	<i>50</i>	<i>82910</i>	<i>6425</i>	<i>20</i>	<i>20</i>	<i>20</i>
	Collective weight	<i>21196</i>			<i>19810</i>	<i>KGS</i>		
3654	Stream	<i>2188</i>	<i>549</i>	<i>3,930</i>	<i>2160</i>	<i>EX STOCK</i>	UNION STOCK ANCHOR. <i>20</i>	<i>20</i>

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.	Statury.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Chr.		Length.	Chr.
6210	Fathoms 330	Inch. 2 1/16	Tons. 186.75	Tons. 261.5	Cwts. qrs. lbs. 1369-2-12	✓ 59 1/2 x 22 = 1200	Fathoms 330	Inch. 2 1/16	SPECIAL STEEL STRIP LINK	KONINKLIJKE NEDERLANDSCHE STAALIJN GROESMEDEIJ	LEIDEN 3.4.53 (ILLEGIBLE)	TOWLINE	Fathoms 275	Inch. 53.8	Tons. 141,836	Fathoms 255	Inch. 178
Iron Stream Chain or Steel Wire	M. 275	Chr. 50.4	115,836	✓	✓	✓	M 275	Chr. 16 1/2	S.F.S.W. 6X24	S.A. INDUSTRIE METALLURGISCHE PIEMONTESE	USA. 10.7.52. WORKS TESTER.	HAWSERS & WARPS } G. OFF. F.S.W.R	220	22.5	17,177	220	70
			✓														

Steering Gear, Type (Power or hand) ELECTRIC HYDRAULIC Alternative Means of Steering 2. INDEPENDENT UNITS

Steering Chains (Size and Test) ✓ Windlass STEAM Boats FOUR. STEEL

in Holds, thickness and material ✓ Cargo Battens, thickness, material and spacing NONE

Hatchways.—(Upper Deck) 995x12 TO FORE HOLD 750x12 TO CARGO TANKS 32 OFF. Thickness of Hatches STEEL COVERS EFFICIENTLY STIFFENED AND AS APPROVED

Hatchways No. 1 (Fwd.) 4519x5440 No. 2 1700x670 No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

r of Shifting Beams } NONE
or Fore and Afters }

Builder's Signature *[Signature]*
CANTIERI RIUNITI DELL'ADRIATICO
CANTIERE NAVALE MONFALCONE

DECLARATION. It should be stated (a) whether the vessel (if not a motorship) 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 TANKER The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

This vessel has been built under special survey in conformity with the Society Rules and Regulations, and Secretary's letter. The scantlings and arrangements are as given on the Report, and as shown and amended on the approved plans now forwarded. All modifications or additions to the original approved arrangements, have been indicated on the plans, and have been approved as being in accordance with or by standards equivalent to the Rule Requirements. The plans, Midship Section, and Profile and Decks, showing the ship as built on forwarded drawings have been checked with the approved arrangements and found in order. The matters above are not being assigned to this vessel. After about 3000 tons of steel had been tested by the surveyor to Lloyd's Register of Shipping, the owner instructed the Builder that

1st Lie 7.810.320 less
The amount of Entry Fee..... £ 6,638.742
15% of dual class = £ 30,000
Special Survey Fee..... £ 30,000
Car fund..... £ 81,296
General expenses..... £ 86,584
Travelling Expenses, if any..... £ 206,900
Per Tax 3%
State whether the Vessel has been built under Special Survey YES

Fees applied for, 25-1-1954
Received by me, 19
(Special notations, where part of class, to be stated.)
DUAL CLASS
L.R. & F.I.
I am of opinion the Vessel should be Classed 100 A1
CARRYING PETROLEUM
IN BULK.
Signature St. Lumsden
Surveyor to Lloyd's Register of Shipping.

Certificates to be sent to THIS OFFICE Tri Date of issue 13/4/54

Committee's Minute TUESDAY 13 MAR 1954

Character assigned 100 A1 Carrying Petroleum in Bulk.
12.53 Mpl. Fitted for oil fuel 1.54 F.P. above 150°F.
Lloyds A+C.P. + LMC 1.54 (Torsional Endorsement)
2 WTB 650 lb. (Spt 624 lb.)
CL.

Write Tri (M)
SRL

011962-011473-0039

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.)

that the remaining steel about 4000 tons should be tested by the Registro Italiano only. Check tests of this steel were carried out by this office with satisfactory results. (See Secretary's letter to Mr. Mann dated 7.5.52 Ref. Ship). of the total quantity tested by Lloyd's Register about 2720 tons was ordinary ship quality and 280 tons of P.403 quality. The position of this latter steel has been indicated on Shell and Deck plans now forwarded. Peaks, D.B. Tanks, Cofferdams, Deep tanks, main cargo tanks, oil fuel Bunker, Bulkheads and Decks tested to Rule Requirements with satisfactory results.

The freeboard marks (assigned by the Registro Italiano) have been cut in the vessel's sides and verified.

Windlass and Steaming gear tried under working conditions and found satisfactory.

The following as built plans are forwarded with this report: Midship Section and Profile, Shell (2 plans) Upper deck (2 plans) Rudders and Stock, Fore end framing, after end framing, Frames in Engine Room, Stemframe, Poop Deck, Bridge Deck, Fore Deck, Transoms (2 plans) Longitudinal Bulkheads, Shell details, Double Bottom aft, Centre line webs in Tanks.

Also forwarded with this Report are 18 Plans approved by the Genoa Surveyor (London Copies), Mill Sheets and 10 Forging Certificates.

PARTICULARS OF ELECTRIC WELDING (if employed) VESSEL ENTIRELY WELDED WITH THE EXCEPTION OF ONE BOTTOM SHELL SEAM, UPPER GILGE STRAKE SEAM, SHEER STRAKE, STRINGER PLATE SHELL CONNECTION ONE DECK SEAM AND FRAMES AT ENDS. WELDING CARRIED OUT BY EXPERIENCED OPERATORS USING APPROVED ELECTRODES.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

CRUISER STERN, LONGITUDINAL FRAMING, ELEC. WELDED EXCEPT PART SHELL AND DECK SEAMS, DECK STRINGER TO SHELL AND FRAMES AT ENDS. E.S.O. D.F. GYRO AND RADAR FITTED. CARRYING PETROLEUM IN BULK

RADAR Equipment (State if fitted) YES

State Type or Pattern No. TYPE 45

State Name and/or of Supplier. JECCA RADAR LTD.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	KGS.	HEAD.	J. Q.	3454	3. 11. 52	SHANK	J. Q.	3458	3. 11. 52
1st Bower.	4633					2491			
2nd "	4616					2446			
3rd "	4504					2506			
STREAM ANCHOR	2188								

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 130.36 ft., R.Q.D. — ft., Bridge 44.8 ft., Forecastle 80.70 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. Signal Letters I. B. G. N. Extreme Breadth over Belting NO BELTING. Over-all Length 656.2' (Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 DECK STEEL, SECOND DECK AFT.

Parts of Bottom of Vessel coated with cement or approved composition FORE & AFTER PEAK TANKS AND MACHY. SPACE

D.B. TANKS COATED WITH CEMENT, STRUCTURE

Particulars of composition (if fitted) and of approval BELOW E.R. PLATFORM COATED WITH RED LEAD (NO GILGES)

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft,	Feet.	Tons.	Fore peak tank,	Feet.	Tons.
Double bottom, under Engines and Boilers, AFT	89.80'	280	BALLAST ONLY	39.5'	673
Double bottom, if under Engines only, FRESH WATER OR BALLAST	—	—	After peak tank, FRESH WATER OR BALLAST	24.1'	225
Double bottom, if under Boilers only,	—	—	Deep tank, aft, O.F. BUNKERS. O.F. ONLY	17.1'	1129
Double bottom, forward,	—	—	Deep tank, forward, 2 OFF. O.F. OR BALLAST	44.0' Total	2900 To TA
Total length (if continuous) and Capacity	89.80'	280.	Other tanks, if fitted, FOR DISTILLED WATER ABOVE AFTER PEAK (If necessary furnish further information by sketch.)	8.0'	96.

Order for Special Survey No. 237

Date 14. 5. 52

Dates of Surveys held while building

1952 May 15, 20, 28, July 16, 18, 28, 30, Aug 1, 18, 26, 28, Sept 3, Oct 7, 15, 20, 29, Nov 11, 19, 21, 26, Dec 2, 22, 24, 30, 1953 Jan 5, 8, 22, 28, 29, 30, Feb 4, 9, 12, 16, 19, 23, 27, Mar 3, 5, 6, 12, 13, 20, 21, 25, 26, 27, 30, Apr 2, 3, 3, 7, 8, 10, 11, 15, 16, 20, 22, 27, 28, 30, May 4, 7, 11, 15, 18, 20, 22, 26, 28, 29, June 8, 14, 23, July 1, 13, 23, 27, 31, Aug 7, 17, 20, 26, 29, Sept 4, 9, 10, 22, 28, 30, Oct 7, 9, 23, 27, Nov 3, 12, 15, 26, 27, Dec 6, 9, 14, 29, 29, 1954 Jan 2, 1955 Jan 2, 1956 Jan 2, 1957 Jan 2, 1958 Jan 2, 1959 Jan 2, 1960 Jan 2, 1961 Jan 2, 1962 Jan 2, 1963 Jan 2, 1964 Jan 2, 1965 Jan 2, 1966 Jan 2, 1967 Jan 2, 1968 Jan 2, 1969 Jan 2, 1970 Jan 2, 1971 Jan 2, 1972 Jan 2, 1973 Jan 2, 1974 Jan 2, 1975 Jan 2, 1976 Jan 2, 1977 Jan 2, 1978 Jan 2, 1979 Jan 2, 1980 Jan 2, 1981 Jan 2, 1982 Jan 2, 1983 Jan 2, 1984 Jan 2, 1985 Jan 2, 1986 Jan 2, 1987 Jan 2, 1988 Jan 2, 1989 Jan 2, 1990 Jan 2, 1991 Jan 2, 1992 Jan 2, 1993 Jan 2, 1994 Jan 2, 1995 Jan 2, 1996 Jan 2, 1997 Jan 2, 1998 Jan 2, 1999 Jan 2, 2000 Jan 2, 2001 Jan 2, 2002 Jan 2, 2003 Jan 2, 2004 Jan 2, 2005 Jan 2, 2006 Jan 2, 2007 Jan 2, 2008 Jan 2, 2009 Jan 2, 2010 Jan 2, 2011 Jan 2, 2012 Jan 2, 2013 Jan 2, 2014 Jan 2, 2015 Jan 2, 2016 Jan 2, 2017 Jan 2, 2018 Jan 2, 2019 Jan 2, 2020 Jan 2, 2021 Jan 2, 2022 Jan 2, 2023 Jan 2, 2024 Jan 2, 2025 Jan 2, 2026 Jan 2, 2027 Jan 2, 2028 Jan 2, 2029 Jan 2, 2030 Jan 2, 2031 Jan 2, 2032 Jan 2, 2033 Jan 2, 2034 Jan 2, 2035 Jan 2, 2036 Jan 2, 2037 Jan 2, 2038 Jan 2, 2039 Jan 2, 2040 Jan 2, 2041 Jan 2, 2042 Jan 2, 2043 Jan 2, 2044 Jan 2, 2045 Jan 2, 2046 Jan 2, 2047 Jan 2, 2048 Jan 2, 2049 Jan 2, 2050 Jan 2, 2051 Jan 2, 2052 Jan 2, 2053 Jan 2, 2054 Jan 2, 2055 Jan 2, 2056 Jan 2, 2057 Jan 2, 2058 Jan 2, 2059 Jan 2, 2060 Jan 2, 2061 Jan 2, 2062 Jan 2, 2063 Jan 2, 2064 Jan 2, 2065 Jan 2, 2066 Jan 2, 2067 Jan 2, 2068 Jan 2, 2069 Jan 2, 2070 Jan 2, 2071 Jan 2, 2072 Jan 2, 2073 Jan 2, 2074 Jan 2, 2075 Jan 2, 2076 Jan 2, 2077 Jan 2, 2078 Jan 2, 2079 Jan 2, 2080 Jan 2, 2081 Jan 2, 2082 Jan 2, 2083 Jan 2, 2084 Jan 2, 2085 Jan 2, 2086 Jan 2, 2087 Jan 2, 2088 Jan 2, 2089 Jan 2, 2090 Jan 2, 2091 Jan 2, 2092 Jan 2, 2093 Jan 2, 2094 Jan 2, 2095 Jan 2, 2096 Jan 2, 2097 Jan 2, 2098 Jan 2, 2099 Jan 2, 2100 Jan 2, 2101 Jan 2, 2102 Jan 2, 2103 Jan 2, 2104 Jan 2, 2105 Jan 2, 2106 Jan 2, 2107 Jan 2, 2108 Jan 2, 2109 Jan 2, 2110 Jan 2, 2111 Jan 2, 2112 Jan 2, 2113 Jan 2, 2114 Jan 2, 2115 Jan 2, 2116 Jan 2, 2117 Jan 2, 2118 Jan 2, 2119 Jan 2, 2120 Jan 2, 2121 Jan 2, 2122 Jan 2, 2123 Jan 2, 2124 Jan 2, 2125 Jan 2, 2126 Jan 2, 2127 Jan 2, 2128 Jan 2, 2129 Jan 2, 2130 Jan 2, 2131 Jan 2, 2132 Jan 2, 2133 Jan 2, 2134 Jan 2, 2135 Jan 2, 2136 Jan 2, 2137 Jan 2, 2138 Jan 2, 2139 Jan 2, 2140 Jan 2, 2141 Jan 2, 2142 Jan 2, 2143 Jan 2, 2144 Jan 2, 2145 Jan 2, 2146 Jan 2, 2147 Jan 2, 2148 Jan 2, 2149 Jan 2, 2150 Jan 2, 2151 Jan 2, 2152 Jan 2, 2153 Jan 2, 2154 Jan 2, 2155 Jan 2, 2156 Jan 2, 2157 Jan 2, 2158 Jan 2, 2159 Jan 2, 2160 Jan 2, 2161 Jan 2, 2162 Jan 2, 2163 Jan 2, 2164 Jan 2, 2165 Jan 2, 2166 Jan 2, 2167 Jan 2, 2168 Jan 2, 2169 Jan 2, 2170 Jan 2, 2171 Jan 2, 2172 Jan 2, 2173 Jan 2, 2174 Jan 2, 2175 Jan 2, 2176 Jan 2, 2177 Jan 2, 2178 Jan 2, 2179 Jan 2, 2180 Jan 2, 2181 Jan 2, 2182 Jan 2, 2183 Jan 2, 2184 Jan 2, 2185 Jan 2, 2186 Jan 2, 2187 Jan 2, 2188 Jan 2, 2189 Jan 2, 2190 Jan 2, 2191 Jan 2, 2192 Jan 2, 2193 Jan 2, 2194 Jan 2, 2195 Jan 2, 2196 Jan 2, 2197 Jan 2, 2198 Jan 2, 2199 Jan 2, 2200 Jan 2, 2201 Jan 2, 2202 Jan 2, 2203 Jan 2, 2204 Jan 2, 2205 Jan 2, 2206 Jan 2, 2207 Jan 2, 2208 Jan 2, 2209 Jan 2, 2210 Jan 2, 2211 Jan 2, 2212 Jan 2, 2213 Jan 2, 2214 Jan 2, 2215 Jan 2, 2216 Jan 2, 2217 Jan 2, 2218 Jan 2, 2219 Jan 2, 2220 Jan 2, 2221 Jan 2, 2222 Jan 2, 2223 Jan 2, 2224 Jan 2, 2225 Jan 2, 2226 Jan 2, 2227 Jan 2, 2228 Jan 2, 2229 Jan 2, 2230 Jan 2, 2231 Jan 2, 2232 Jan 2, 2233 Jan 2, 2234 Jan 2, 2235 Jan 2, 2236 Jan 2, 2237 Jan 2, 2238 Jan 2, 2239 Jan 2, 2240 Jan 2, 2241 Jan 2, 2242 Jan 2, 2243 Jan 2, 2244 Jan 2, 2245 Jan 2, 2246 Jan 2, 2247 Jan 2, 2248 Jan 2, 2249 Jan 2, 2250 Jan 2, 2251 Jan 2, 2252 Jan 2, 2253 Jan 2, 2254 Jan 2, 2255 Jan 2, 2256 Jan 2, 2257 Jan 2, 2258 Jan 2, 2259 Jan 2, 2260 Jan 2, 2261 Jan 2, 2262 Jan 2, 2263 Jan 2, 2264 Jan 2, 2265 Jan 2, 2266 Jan 2, 2267 Jan 2, 2268 Jan 2, 2269 Jan 2, 2270 Jan 2, 2271 Jan 2, 2272 Jan 2, 2273 Jan 2, 2274 Jan 2, 2275 Jan 2, 2276 Jan 2, 2277 Jan 2, 2278 Jan 2, 2279 Jan 2, 2280 Jan 2, 2281 Jan 2, 2282 Jan 2, 2283 Jan 2, 2284 Jan 2, 2285 Jan 2, 2286 Jan 2, 2287 Jan 2, 2288 Jan 2, 2289 Jan 2, 2290 Jan 2, 2291 Jan 2, 2292 Jan 2, 2293 Jan 2, 2294 Jan 2, 2295 Jan 2, 2296 Jan 2, 2297 Jan 2, 2298 Jan 2, 2299 Jan 2, 2300 Jan 2, 2301 Jan 2, 2302 Jan 2, 2303 Jan 2, 2304 Jan 2, 2305 Jan 2, 2306 Jan 2, 2307 Jan 2, 2308 Jan 2, 2309 Jan 2, 2310 Jan 2, 2311 Jan 2, 2312 Jan 2, 2313 Jan 2, 2314 Jan 2, 2315 Jan 2, 2316 Jan 2, 2317 Jan 2, 2318 Jan 2, 2319 Jan 2, 2320 Jan 2, 2321 Jan 2, 2322 Jan 2, 2323 Jan 2, 2324 Jan 2, 2325 Jan 2, 2326 Jan 2, 2327 Jan 2, 2328 Jan 2, 2329 Jan 2, 2330 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2497 Jan 2, 2498 Jan 2, 2499 Jan 2, 2500 Jan 2, 2501 Jan 2, 2502 Jan 2, 2503 Jan 2, 2504 Jan 2, 2505 Jan 2, 2506 Jan 2, 2507 Jan 2, 2508 Jan 2, 2509 Jan 2, 2510 Jan 2, 2511 Jan 2, 2512 Jan 2, 2513 Jan 2, 2514 Jan 2, 2515 Jan 2, 2516 Jan 2, 2517 Jan 2, 2518 Jan 2, 2519 Jan 2, 2520 Jan 2, 2521 Jan 2, 2522 Jan 2, 2523 Jan 2, 2524 Jan 2, 2525 Jan 2, 2526 Jan 2, 2527 Jan 2, 2528 Jan 2, 2529 Jan 2, 2530 Jan 2, 2531 Jan 2, 2532 Jan 2, 2533 Jan 2, 2534 Jan 2, 2535 Jan 2, 2536 Jan 2, 2537 Jan 2, 2538 Jan 2, 2539 Jan 2, 2540 Jan 2, 2541 Jan 2, 2542 Jan 2, 2543 Jan 2, 2544 Jan 2, 2545 Jan 2, 2546 Jan 2, 2547 Jan 2, 2548 Jan 2, 2549 Jan 2, 2550 Jan 2, 2551 Jan 2, 2552 Jan 2, 2553 Jan 2, 2554 Jan 2, 2555 Jan 2, 2556 Jan 2, 2557 Jan 2, 2558 Jan 2, 2559 Jan 2, 2560 Jan 2, 2561 Jan 2, 2562 Jan 2, 2563 Jan 2, 2564 Jan 2, 2565 Jan 2, 2566 Jan 2, 2567 Jan 2, 2568 Jan 2, 2569 Jan 2, 2570 Jan 2, 2571 Jan 2, 2572 Jan 2, 2573 Jan 2, 2574 Jan 2, 2575 Jan 2, 2576 Jan 2, 2577 Jan 2, 2578 Jan 2, 2579 Jan 2, 2580 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2747 Jan 2, 2748 Jan 2, 2749 Jan 2, 2750 Jan 2, 2751 Jan 2, 2752 Jan 2, 2753 Jan 2, 2754 Jan 2, 2755 Jan 2, 2756 Jan 2, 2757 Jan 2, 2758 Jan 2, 2759 Jan 2, 2760 Jan 2, 2761 Jan 2, 2762 Jan 2, 2763 Jan 2, 2764 Jan 2, 2765 Jan 2, 2766 Jan 2, 2767 Jan 2, 2768 Jan 2, 2769 Jan 2, 2770 Jan 2, 2771 Jan 2, 2772 Jan 2, 2773 Jan 2, 2774 Jan 2, 2775 Jan 2, 2776 Jan 2, 2777 Jan 2, 2778 Jan 2, 2779 Jan 2, 2780 Jan 2, 2781 Jan 2, 2782 Jan 2, 2783 Jan 2, 2784 Jan 2, 2785 Jan 2, 2786 Jan 2, 2787 Jan 2, 2788 Jan 2, 2789 Jan 2, 2790 Jan 2, 2791 Jan 2, 2792 Jan 2, 2793 Jan 2, 2794 Jan 2, 2795 Jan 2, 2796 Jan 2, 2797 Jan 2, 2798 Jan 2, 2799 Jan 2, 2800 Jan 2, 2801 Jan 2, 2802 Jan 2, 2803 Jan 2, 2804 Jan 2, 2805 Jan 2, 2806 Jan 2, 2807 Jan 2, 2808 Jan 2, 2809 Jan 2, 2810 Jan 2, 2811 Jan 2, 2812 Jan 2, 2813 Jan 2, 2814 Jan 2, 2815 Jan 2, 2816 Jan 2, 2817 Jan 2, 2818 Jan 2, 2819 Jan 2, 2820 Jan 2, 2821 Jan 2, 2822 Jan 2, 2823 Jan 2, 2824 Jan 2, 2825 Jan 2, 2826 Jan 2, 2827 Jan 2, 2828 Jan 2, 2829 Jan 2, 2830 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2997 Jan 2, 2998 Jan 2, 2999 Jan 2, 3000 Jan 2, 3001 Jan 2, 3002 Jan 2, 3003 Jan 2, 3004 Jan 2, 3005 Jan 2, 3006 Jan 2, 3007 Jan 2, 3008 Jan 2,

MIRELLA D'AMICO
C.R.O.A. YARD. NO 1445

TRI. REPORT. NO 13939

FRAMING.			AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.		RIVETING.							
			In Ship.			In Ship.					Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.			
											Diam. Speng.		Inches.		Number. Diameter.			
											Ins. Ins.		Inches.		Inches.			
Framing of L , L or E ...																		
Frames in Bridge 'tween Decks ...																		
Frames from Uppermost Continuous Deck																		
No. 1			220 11			220 11												
" 2			220 11			220 11												
" 3			220 11			220 11												
" 4			220 12			220 12												
" 5			240 11			240 11												
" 6			260 12			260 12												
" 7			260 12			260 12												
" 8			280 13			280 13												
" 9			280 13			280 13												
" 10			280 14			280 14												
" 11			300 14			300 14												
" 12			300 14			300 14												
" 13			300 14			300 14												
" 14			300 16			300 16												
" 15			300 16			300 16												
BOTTOM LONGITUDINALS			ALL 400x14 FLANGED 160			160												
Spacing of Longitudinal Frames			Amidships			SIDE 785 BOTTOM 770												
			At Ends			" 785 " 770												
Double Bottom			Tank Top Longitudinals															
" or " Bottom																		
Spacing of Longitudinals			Amidships			NONE												
			At ends...															
Transverses.																		
Side (between Decks)			Depth and Thickness			NONE												
			Face Angles			NONE												
			Lugs to Shell*			NONE												
Side (in Hold)			Depth and Thickness			1100 TOP 1300 BOTTOM x 12												
TANKS			Face Angles			300 15 PLATE 275 15 200 15												
			Lugs to Shell*			NONE E.W.												
Bottom			Depth and Thickness			1440 12												
			Face Angles			245 25 CENTRE 300 15 SIDE												
			Lugs to Shell*			NONE E.W.												
			" " Back Bars			✓												
			Brackets			NONE CONTINUOUS												
Spacing of Transverse Frames...			3100 AND 3000															
			* State if joggled or liners.															
Longitudinal Beams of E or E			Bridge Deck			✓												
			Upper			260 12 T												
			Second			✓												
			Third			✓												
Transverse Beams.			Plate.			240x20 CENTRE TANKS 1040x11 200x15 SIDE												

NOTE.—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, &c., on the first page.

Is the arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one