Rpt. 1.

STEEL STEAMER or MOTORSHIP.

Received at London Office 24 DEC 1934

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 19-12-34 *Port of* Copenhagen *No.* 9502.

Survey held at Odense. *Date First Survey* 23-11-33 *Last Survey* 8-12-1934

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) steel screw motor tanker "EUROPE"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full scantling *State Type of Erections* P, B & F

TONNAGE under Tonnage Deck	7611.11
Do. of space or spaces between Tonnage Dk. and Upper Dk.	✓
Total	7611.11
Gross Tonnage	8371.00
Register Tonnage	5133.65

CLASS +100 A 1 *State if with freeboard as condition of Class* ✓
Carrying petroleum in bulk.

	FEET.	
Length *from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)*	L	465'-0"
Breadth *(greatest moulded)*	B	62'-0"
Depth, *at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)*	D	34'-3"
1st Longitudinal Number (L × D)	=	15540
2nd Numeral L × (B + D)	=	44370
Framing Depth "d," *at middle of length. See Sec. 3 (1d)*		✓
Proportions—*Depth to Length—Uppermost continuous deck to top of keel*		13.58
Do. Long Bridge to top of keel		✓
Draught Moulded		26'-9 1/4"

Built at Odense

Launched 19-9-34 *Yard No.* 54 (53)

Builders A/S Odense Staalskibsværft

Owners Texas Company (Norway) A/S

Managers H.C. Mathiesen
(Where necessary to be entered in Reg. Book.)

Residence Oslo

Port of Registry Oslo

If surveyed while building, afloat, or in dry dock
while building

REGISTERED DIMENSIONS.

FEET.
471.3
62.3
34.1

FRAMES, DOUBLE BOTTOM AND BEAMS.

	Inches IN SHIP.			Any Departure from Approved Plans to be Noted.
Spacing amidships		800		
„ from ~~a length~~ to Collision bulkhead		660		app. 685
„ in peaks AP		605		
FP		610		
FRAMING.				
Amidships, ~~Angle, E or~~ [	250	90	12	
„ Extends up to	upper deck			For particulars of long! frames &c. please see Rpt. 1* on back of this report.
Bed Frame Amidships, Angle				
„ Extends up to				
Web of Framing Girder				
Frames in Uppermost Continuous 'tween Decks, Angle, [or [				
„ **Second 'tween Decks,** Angle, [or [				
„ **Third** „ „ „ AP	200	90	10	app. 11.5
FP	200	90	10	intermediate frames
Framing in Peaks, ~~Angle or~~ [AP	200	90	10	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22		130	
Web if Frame Joggled		Yes		
BRACING ARRANGEMENTS (Sec. 7), state system and particulars	3 side stringers in FP & deep tank (with beams in FP) spaced about 5'-4". Intermediate frames in FP to compensate for thinner frames & to form ice strengthening. Back bars on long! bottom frames in no. 1 centre tank and on lower end of side frames in no. 1 side tank. One intercostal girder each side forward increased.			
STRENGTHENING OF BOTTOM FORWARD. State Particulars		✓		
DOUBLE BOTTOM. (deep tank. Bottom shell				
Floors, Depth and thickness at mid-line in Holds		1850		✓
Height of Brackets at side above base line at toe of frame	150	75	11	double ✓
Middle Line Keelson, ~~on floors, E or [~~, Angles,		1475	11	✓
„ „ „ Through Plate ~~or Intercostal Plate~~				
„ „ „ Foundation Plate on Floors			15-	
„ „ „ Flat Plate Keel Angles	100	100	13 1/2	✓
Side Keelsons, No. each side				
„ thickness of Intercostal Plate				
„ „ Angles				
DOUBLE BOTTOM. in motor room				
Solid Floors, thickness and spacing	10 1/2	every frame		10 1/2
„ „ Are Frame and Reversed Frame joggled ?	yes			
Bracket Floors, breadth and thickness at middle line				
„ „ breadth and thickness at margin plate				

	Inches IN SHIP.			Any Departure from Approved Plans to be Noted.
Bracket Floors, Frame				
„ „ Reversed Frame				
„ „ Vertical Struts	2132	12	and	✓
Centre Girder, depth and thickness amidships	1087	14	13	
„ „ top Angles	90	90	14	double
„ „ bottom Angles	130	130	15	-"-
Side Girders, No. each side and thickness	3	19	11 ✓	
Margin Plate depth (excl. of flange) and thickness				
„ „ Vertical Angle to Tank side Bracket abaft ¼ len. from stem				
„ „ Vertical Angle to Tank side Bracket forward ¼ len. from stem				
„ „ Gussets, spacing and scantling abaft ¼ len. from stem				
„ „ Gussets, spacing and scantling forward ¼ len. from stem				
Tank Side Brackets, height above base line at toe of Frame and thickness		12 1/2		
INNER BOTTOM PLATING. in motor room				
Breadth and thickness of Middle Line Strake		13 1/4		✓
Thickness of remainder ~~in Holds~~		13 1/4		✓
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 ?		✓		
BEAMS.				
Uppermost Continuous Deck, amidships ~~in Wells, Angle, E or [~~ in side tanks	200	90	11 1/2	✓
„ „ in way of Bridge, Angle, [or [		✓		
Spacing		every frame		
Peak & stringer aft **~~Second~~ Deck,** ~~amidships, Angle, E or [~~	250	90	11	✓
	200	75	9	✓
Spacing		every frame		
Third Deck, amidships, Angle, [or [				
Spacing				
Fourth Deck, amidships, Angle, [or [				
Spacing				
Poop Deck, ~~Angle, E or [~~	200	90	13	✓
	200	75	9	✓
Spacing		every frame		
Bridge Deck, Angle, [or [				
Spacing		long! frames		✓
Forecastle Deck, ~~Angle, E or [~~	200	75	11.5-9	
Spacing		every frame		

2m,1,30. T

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PILLARS AND DECKS.

	~~Inches~~ mm IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	✓	
„ in 'tween Decks, Size and Spacing	✓	
„ „ „ „ „		
„ in Holds „ „		
„ „ „ „		
2 Long^l side ~~Centre line~~ **Bulkheads**		
Stiffeners and Spacing	L 250 90 13½	very fine
Plating, thickness of	13-10	✓
STRINGERS AND DECKS.		
Uppermost Continuous Deck.		
Stringer Plate, breadth and thickness ~~in Wells~~	2050 18-12	720
„ „ „ „ in way of Bridge	18	✓
„ „ „ „ bridge-ends	21	✓
„ Angle in Wells	180 150 18	
Thickness of Plating abreast Deck openings ~~in way of Wells~~	18-9	✓
Thickness of Plating abreast Deck openings in way of Bridge	✓	
Thickness of Plating within line of openings	13-9	✓
If Sheathed, material and thickness	✓	
Peak c stringer deck aft.		
~~Second Deck~~		
Stringer Plate, breadth and thickness in Wells	✓	

	~~Inches~~ mm IN SHIP.	Any Departure from Approved Plans to be Noted.
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~~	10 - 8½	✓
Thickness of Plating within line of openings		
If Sheathed, material and thickness		
Third Deck.		
Stringer Plate, breadth and thickness		
If Plated, state thickness		
Fourth Deck.		
Stringer Plate, breadth and thickness		
If Plated, state thickness		
Poop Deck.		
Stringer Plate, breadth and thickness	965 9½	✓
Plating, Sheathing, material and thickness	6½ where sheathed 7½ -u- unsheathed.	
Bridge Deck.		
Stringer Plate, breadth and thickness	1900 10	✓
Plating, Sheathing, material and thickness	8 no sheathing.	✓
Forecastle Deck.		
Stringer Plate, breadth and thickness	915 9½	✓
Plating, Sheathing, material and thickness	10-9 no sheathing.	✓

SHELL PLATING.

SCANTLINGS.

STRAKES.	AS IN VESSEL. AMIDSHIPS. Breadth.	AMIDSHIPS. Thickness.	FORWARD. Thickness.	AFT. Thickness.	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.
	~~Inches~~ mm	~~Inches~~ mm	~~Inches~~ mm	~~Inches~~ mm	
FLAT PLATE KEEL	1400	25	19.75	19.75	✓
„ DBLG. (if any)	✓				✓
BOTTOM PLATING, No. of Strakes 4	A c B	16.5	15	17	✓
	C c D	17.5	16.5	15	✓
BILGE PLATING, No. of Strakes 1		17.5	15	17.5	✓
SIDE PLATING, No. of Strakes 3		16.5	16.5	12.5	✓
UPPER DECK, Sheer-strake in Wells	1510	22.5	12.5	12.5	16 mm doubling in way of poop front
UPPER DECK, Sheer-strake in Bridge	1510	22.5			16½ mm doubling in way of bridge ends
STRAKE BELOW Sheer-strake in Wells	2200	16½	16½	12½	✓
STRAKE BELOW Sheer-strake in Bridge	2200	16.5			✓
POOP SIDE PLATING				12-10	✓
BRIDGE SIDE PLATING		11			✓
FOREC'TLE SIDE PLATING			10.5		✓

RIVETING.

EDGES. State if joggled? no. SINGLE OR DOUBLE.	EDGES. RIVETS. Diam. Inches.	EDGES. RIVETS. Spacing cr. to cr. Inches.	BUTTS. NO. OF ROWS OF RIVETS.	BUTTS. RIVETS. Diam. Inches.	BUTTS. RIVETS. Spacing cr. to cr. Inches.	BUTTS. STRAPPED OR LAPPED.
						double straps
double	25	100	3	28	105	double straps
✓						
double	22	80	4-3	22	85	lapped
-u-	22	80	4-3	22	85	-u-
-u-	22	80	4-3	22	85	-u-
-u-	25	90	3	25	100	double straps (ends lapped)
-u-	25	90	3	25	100	-u-
-u-	22	80	4-3	22	85	lapped
-u-	22	80	4	22	85	-u-
single	19	75	2-1	19	65	-u-
-u-	19	75	2	19	65	-u-
-u-	19	75	1	19	65	-u-

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 *c*) 14

„ Deck next below ✓

As per Rule ✓

		Plating Thickness. mm	STIFFENERS. VERTICAL. Scantlings.	STIFFENERS. VERTICAL. Spacing. mm	STIFFENERS. HORIZONTAL. Scantlings.	STIFFENERS. HORIZONTAL. Spacing.
MIDSHIP BULKH'D, Upper tween decks			✓			
„ „ Second „			✓			✓
„ „ ~~Third~~ Side tanks		13-9½	250·90·11½ L	785	Pl. 1450·11½ face bar 250·90·12½ L	upper
„ „ ~~Hold~~ Centre tanks		13-8½	250·90·13½ L	787	Pl. 1000·10 face bar 150·90·14	lower
„ „ above peak deck		8-6½	150·75·9 ⊿	610	Tank deck	
COLLISION „ ~~(in Hold)~~ below	-u-	13-8	230·90·12 L	610	610·9 Pl. 5'-4"	
AFTER PEAK „ below	-u-	11.5-8	180·75·8 L-200·75·9 L	610	boiler platform	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓			
STEM	forging cast steel	260×70	✓ --	
STERN FRAME Propeller Post	forged	263 mm Ø	✓	
STERN FRAME Rudder „		324	✓	
RUDDER—A×D		12	✓	
Speed of Vessel				
RUDDER mainpiece at head	simplex balanced rudder.			✓
„ „ heel				
„ how constructed				
„ double or single plate				
„ coupling, vertical or horizontal				

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

Plates:- Mannesmannröhren-Werke Abg.-Huckingen and Vereinigte Stahlwerke, Dortmund.

Profiles:- Gutehoffnungshütte, Oberhausen.

Has the Steel been tested as required by the Rules? Yes.

EQUIPMENT No 45795 LETTER C+ ANCHORS.

Number of Certificate.	Anchors.	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	cwts.	qrs.	lbs.	Weight required by Table 53. Cwts.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
1809	1st Bower ...	78	0	2		—		57	17	2	0	77·0·0	"Union"	Dortmund Hoerden Hüttenverein A/G	Dortmund 15/3/34 M. Berg
1810	2nd " ...	78	0	0		—		57	12	2	0	77·0·0	—"—		
1811	3rd " ...	66	3	14		—		52	2	2	0	65·2·0	—"—		
	Collective weight.	222	3	16								219·2·0			
1812	Stream	22	1	6	6	0	14	22	13	0	14	22·0·0	Forged steel Stock anchor	—"—	—"—

10

CHAIN CABLES. HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts. qrs. lbs.	Per Rule. Cwts.	Length and Size per Table 53. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	Where and when tested, and Superintendent.
1015	301½	2 7/16	106.9	149 5/8	971·2·8	890·1·0	300	2 7/16	stud link	Mann. Kettenwerke Schliepen	Grüne i.W. 22/2/34 J. Quast
~~Iron Stream Chain or~~ Steel Wire	120	Cir. 5		52.8	/		120	Cir. 5	(6×12)	Jacob Holm & Sønner	Cpn. 7/9/34

Material.	Length and Size supplied. Length. Fathoms.	Cir. Ins.	Breaking Test of Steel Wire. Tons.	Length and Size per Table 53. Length. Fathoms.	Cir. Ins.	
Towline...	130	5¼	77½	130	5¼	(6×24)
Hawsers & Warps	2×100	2¾	15.2	2×100	2¾	(6×12)
"	2×100	8	Hemp	2×100	8	
"						

Steering Gear, Steam Deutsche Werke, Kiel **Steering Gear, Hand** Deutsche Werke, Kiel

Boats 1 @ 20'-0" × 6'-9" × 2'-8"; 2 @ 26'-0" × 8'-4" × 3'-3"; 1 dinghy @ 16'-0" × 5'-8" × 2'-3" **Steering Chains,** Size and Test Telemotor **Windlass** Clarke, Chapmann & Co.

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

oil tight ~~Cargo~~ **Hatchways.**—(Upper Deck) 1.600 × 1.225 × 810 Z × 10 Z thick
—"— —"— (expansion trunks) 1.600 × 1.225 × 305 Z × 10 Z thick
gas tight hatchway (upper deck) ~~Thickness of Hatches~~ :- 2.640 × 3.540 × 760 Z × 11 Z thick.

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** ✓

ODENSE STAALSKIBSVÆRFT
VED A. P. MØLLER

Builder's Signature E. Ringsted.

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* is a tanker *The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.*

Vessel fitted for carrying oil fuel in double bottom, in boiler oil tank above aft peak and in deep tanks forward and aft. F.P. of oils above 150° F, also requirements of sec. 20 of the Rules complied with.
The vessel has been built in accordance with the approval plans, the Society's Rules, the Secretary's letters and to my satisfaction.
The material and workmanship employed during the construction of the vessel are of good quality.
The vessel is intended to carry petroleum in bulk and all the cargo tanks, oil fuel- and lub-oil-tanks, cofferdams, deeptanks, double bottom tanks, peak tanks, F.W.- and feed water tanks have been tested according to the Rules and found tight.
Windlass and steering arrangements tried and found satisfactory. The freeboard has been marked on the vessels sides, cut in and verified.
The vessel is fitted with intermediate frames for ice strengthening but notation not desired.

The amount of Entry Fee Kr.	246.40	Fees applied for, 20.12.1934.
" Freeboard	425.60	
Special Survey Fee. Kr.	13.751.64	Received by me, 3.1.1935 HD 4/1
Late fee's Kr.	90.00	
Travelling Expenses, if any Kr.	1.719.33	

AWM

I am of opinion the Vessel should be Classed +100 A 1 carrying petroleum in bulk.
~~Long frames at bottom & decks in centre tanks~~

State whether the Vessel has been built under Special Survey yes

Signature S. Sandersen.
Surveyor to Lloyd's Register of Shipping.

Certificate ~~to be~~ sent to Surveyors office, Cpn Date of issue 8/1/35

Committee's Minute TUE. 1 JAN 1935

Character assigned +100 A1
carrying petroleum in bulk

Lloyd's RoC +LMC 12.34 Oil Eng. CL
Rudder Electrically welded 2 DB - 180 lbs

My

The Surveyors are requested not to write on or 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.*)

Appraved plans:-

Midship section ✓
Profile & deckplans ✓
Outside plating ✓
O.T. bulkhead fr. 163-164 ✓
" " " 40-41 ✓
Oil deep tank fr. 34-40 ✓
A.P. bulkhead ✓
F.P. bulkhead ✓
Tankstops & engine seating ✓
Arrt. of for'd end ✓
Strengthening at ends of poop & bridge ✓
Stern & steering gear foundation ✓
Hatch covers for dry cargo & hold ✓
Tanks for boiler oil, feed water & F.W. ✓
Web on fr. 22 ✓

Certificates:-

1 rudder quadrant
1 beam keep
1 interim (hull).

Particulars of **Drop Test** of Cast Steel Anchors, viz.:—Weight, Surveyor's Initials, Number of Certificate, Date of Test.		Head				Shank			
	1st Bower	51·0·25	KH	10326	5·3·34	26·3·5	KH	1452	5·3·34
	2nd "	51·0·10	KH	10327	5·3·34	26·3·18	KH	1451	5·3·34
	3rd "	44·0·11	KH	10328	5·3·34	22·3·3	KH	1453	5·3·34

99 tons deadweight

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 96.21 ft., R.Q.D. ✓ ft., Bridge 36.75 ft., Forecastle 36.2 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*) 1 dk (stl.)

Official No. ✓ : Signal Letters LIWT Is bottom of Vessel coated with cement no if not give particulars of composition ✓

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Oil Cap.ty Tons	*Length. Feet.	Water Capacity. Tons.
F.W. & Feed water tanks in counter	—		119.0
~~Double bottom, aft,~~			
Double bottom, under Engines and Boilers, fr. 12-20 & 29-40	178.7	49.9	206.0
Double bottom, if under Engines only, fr. 21-28 (Lub. oil)	48.9	18.4	—
~~Double bottom, if under Boilers only,~~ Boiler oil tank above aft peak fr. 6-11	91·8 ✓	10.0	— fuel
Double bottom, forward,		Total capacity of double bottom	

Where Fitted.	Oil Cap.ty Tons	*Length. Feet.	Water Capacity. Tons.
Fore peak tank, fr. 174 - stl.		24.1	133.5
After peak tank, fr. 1 - 10/11		21·8	69.6
Deep tank, aft, (wing tanks) fr. 34 - 40	284.8	15·8	328.2 fuel
Deep tank, forward, fr. 164 - 174	980.3 ✓	21.7	1109.9
Other tanks, if fitted,			
(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. 60

Date ~~10 - 2 - 34~~

Dates of Surveys held while building

1933:- 6/12 21/12 24/12 8/3 14/3 23/3 3/4 6/4 11/4 21/4 26/4 4/5 9/5 15/5 22/5 30/5 12/6 28/6 4/7 13/7 19/7 21/7 26/7 3/8 11/8 16/8 24/8 28/8 29/8 1/9 6/9 8/9 10/9 12/9 15/9 20/9 25/9 2/10 5/10 10/10 16/10 20/10 3/11 10/11 21/11 24/11 30/11

1934:- 4/12 8/12

Total No. of Visits 49

Rpt. 1*.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS. In Ship. Ins.			ENDS. In Ship. Ins.			AMIDSHIPS. Per Rule or as approved. Ins.			ENDS. Per Rule or as approved. Ins.			RIVETING. Rivets in Longitudinal Frames. Diam. Ins.	Speng. Ins.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads. Number.	Diameter. Inches.
Framing of ~~L, L or~~ [.....																	
Frames in Bridge 'tween Decks ...	180	75	10 [				180	75	10 [				22	130			
Frames from ~~Uppermost Continuous Deck~~ Long. bulkheads No. 1	17·4	×4	×.51/.68 [				17·4	×4	×.51/.68 [				22	130	10-22 Rivs Sp. 75	19	22
„ 2		do						do					do			do	
„ 3		do						do					do			do	
„ 4		do						do					do			do	
„ 5		do						do.					do.			do.	
„ 6																	
„ 7																	
„ 8																	
„ 9																	
„ 10																	
„ 11																	
„ 12																	
„ 13																	
„ 14																	
„ 15																	
„ 16																	
Spacing of Longitudinal Frames — Amidships		787						787									
Spacing of Longitudinal Frames — At Ends																	
Double Bottoms L, L or [— Tank Top Longitudinals																	
Double Bottoms L, L or [— Bottom „																	
Spacing of Longitudinals — Amidships																	
Spacing of Longitudinals — At Ends...																	
Transverses.															Rivets in Lugs to Shell Diam.	Speng.	
Web frames In Bridge 'tween Decks — Depth and Thickness	380	× 9.5					380	× 9.5									
Face Angles ...	75	75	10				75	75	10								
Lugs to Shell* joggled	90	90	10				90	90	10								
In Upper 'tween Decks. — Depth and Thickness																	
Face Angles																	
Lugs to Shell*.....																	
Bottom Transverses In ~~Hold~~. Centre tanks — Depth and Thickness	1400		12.5				1400		12.5								
Face Angles	230	90	12.5	double			230	90	12.5	double							
Lugs to Shell* joggled	150	150	12				150	150	12				22	95			
„ „ Back Bars ...	90	90	12.5				90	90	12.5				22	95			
Brackets	1950	2150	12.5				1950	2150	12.5								
Spacing of Transverse Frames		3.200						3.200									
* State if joggled or liners.																	

		Spacing.	Transverse Beams.	In Ships. Plate.	Angles.	As approved. Plate.	Angles.
Longitudinal Beams of ~~L, L or E~~ — Bridge Deck [	150 75 8	787		250·8½	150·75·12	250·8½	150·75·12
Upper [in Centre tanks	200 90 12	787		710·10½	150·75·12½	710·10½	150·75·12½
Second „	✓			✓			
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.*

500,12,27.—T.

0239 3/3

(Cert. B.)—10m,2,34.

012142-012147-0241

worked from ~

Driven by ~

Auxiliary Air Compressors, *No.* 2 *No. of stages* 2 *Diameters* 11¼" - 4¾" *Stroke* 8 *Driven by* Two 79 BHP steam engines.

Small Auxiliary Air Compressors, *No.* ~ *No. of stages* ~ *Diameters* ~ *Stroke* ~ *Driven by* ~

~~Scavenging~~ Air ~~Pumps~~, *No.* 1 OFF ROTARY SUPERCHARG BLOWER *Diameter* 183 M³/min. *Stroke* ~ *Driven by* main engine.

Auxiliary Engines *crank shafts, diameter* *as per Rule* Nom. *as fitted* ~

1m,12,30. T.

012142-012147-0246 1/3