

STEEL STEAMER ~~OR~~ MOTORSHIP.

Received at London Office 16 MAY 1934

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YES

Date of completion of report

11th May, 1934

Port of

Greenock

No. 19448

Survey held at

Port - Glasgow

Date First Survey

18th April 1933

Last Survey

5th May

1934

On the

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

Single Screw

"ARROW"

State Type

(Full scantling, Complete Superstructure with or without Tonnage Openings)

Full Scantling

State Type of Erections Post, Bridge & Poole

TONNAGE under Tonnage Deck

3811.77

CLASS X100A1

LONGITUDINAL FRAMING AT BOTTOM ADECKS, AND BRIDGE SIDES ARCFORM

State if with freeboard as condition of Class

No

Built at Port - GlasgowLaunched 20th March 1934 Yard No. 866Builders Lithgows LimitedOwners ARROW SHIPPING CO. LD.Managers ISHERWOOD ARCFORM SHIPS LD.

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

Residence 4 LLOYDS AVENUE, LONDON EC3.Port of Registry LONDON

If surveyed while building, afloat, or in dry dock

BUILDING & AFLOAT

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

3811.77

Gross Tonnage

4118.45

Register Tonnage

2478.92

REGISTERED DIMENSIONS.

FEET.

Length

362.5

Breadth

57.5

Depth

24.75

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 360.0

Breadth (greatest moulded)

B 51.75 Normal

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

D 26.75

1st Longitudinal Number (L x D) = 9630

2nd Numeral L x (B + D) 360 x (51.75 + 26.75) = 28260

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

23.54

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

13.45

Do. Long Bridge to top of keel

10.48

Draught Moulded

22.54

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	28"	✓	Bracket Floors, Frame	LONGITUDINAL FRAMING IN	
" " from $\frac{3}{8}$ length to Collision bulkhead	28"	✓	" " Reversed Frame	BOTTOM AS PER PAGE 4.	
" " in peaks	24"	✓	" " Vertical Struts to LONGIT. FRAMING BETWEEN SOLID FLOORS	10" x 42. FLG 3 1/2"	✓
IDE FRAMING.			Centre Girder, depth and thickness amidships	38	49
Frame Amidships, Angle, E or C N.B.S.	11 3 1/2 49	✓	" " top Angles	3 3	47
" " Extends up to	UPPER DECK.	✓	" " bottom Angles	4 4	53
DEEP FRAMING FORWARD.			" " PLATE STIFFENER BETWEEN FLOORS.	12" x 40	FLANGED.
Reversed Frame Amidships, Angle B.A. with Rev Ang	11 3 1/2 49	✓	Side Girders, No. each side and thickness	NONE	AS APPROVED.
" " Extends up to	UPPER DECK.	✓	Margin Plate depth (excl. of flange) and thickness	36"	45
Depth of Framing Girder	13"	✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	DOUBLE 3 1/2 3 1/2	36
Frames in Uppermost Continuous 'tween Decks, Angle, E or C			" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	DOUBLE 3 1/2 3 1/2	36
" " Second 'tween Decks, Angle, E or C			" " Gussets, spacing and scantling abaft 1/2 len. from stem	ANGLE 3 1/2 52	EVERY FRAME.
" " Third " " "			" " Gussets, spacing and scantling forward 1/2 len. from stem	6 ANGLE 4 56	EVERY FRAME.
Framing in Peaks, Angle or C N.B.S.	7 3 35	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	38 1/2	44
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 R 2 6 1/8"	✓	INNER BOTTOM PLATING.		
State if Frame Joggled	YES.	✓	Breadth and thickness of Middle Line Strake	72	44
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	DEEP FRAME SYSTEM WITH 4 SIDE STRINGERS BELOW UPPER DECK AS PER APPROVED PLAN.	✓	Thickness of remainder in Holds		38
STRENGTHENING OF BOTTOM FORWARD. State Particulars	SOLID FLOORS FOR 3/8" LTH 4'-8" APART IN COMBINATION WITH LONGITUDINAL FRAMES TO FERN 140. FOR 2 SOLID FLOORS ON EVERY FRAME SPACED 28" APART. 6 x 6 x 44 FRAMES TO SOLID FLOORS FOR 1/2 LTH WITH 2 COMPLETE ROWS OF RIVETS. BOTTOM SHELL FOR 1/2 LTH IN WAY OF LONG. FRAMING. 2 STRAKES NEXT KEEL 58 BOTTOM SHELL AT TRANSVERSE FRAMING 62	✓	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	E. S. 47 B. S. 54	
ANGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	BOTTOM SHELL FOR 1/2 LTH IN WAY OF LONG. FRAMING. 2 STRAKES NEXT KEEL 58 BOTTOM SHELL AT TRANSVERSE FRAMING 62	✓	Uppermost Continuous Deck, amidships in Wells, Angle, E or C	LONGITUDINAL BEAMS AS	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, E or C	PER PAGE 4	✓
Middle Line Keelson, on Floors, Angles, E or C			Spacing		
" " Through Plate or Intercostal Plate			Second Deck, amidships, Angle, E or C		
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, E or C		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercostal Plate			Fourth Deck, amidships, Angle, E or C		
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, E or C		
Solid Floors, thickness and spacing	38 2 9/4" AND AS APPROVED.	✓	Spacing	LONGITUDINAL BEAMS	
" " Are Frame and Reversed Frame joggled?	YES.	✓	Bridge Deck, Angle, E or C	OF POOP, BRIDGE &	
BRACKETS TO MARGIN BETWEEN SOLID FLOORS	36 FLG 3" ON EVERY FRAME.	✓	Spacing	FOUR DECKS AS PER	
Bracket Floors, breadth and thickness at middle line	LONGITUDINAL FRAMING IN	✓	Forecastle Deck, Angle, E or C	PAGE 4.	
" " breadth and thickness at margin plate	DOUBLE BOTTOM AS PER PAGE 4.	✓	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..... <i>BRIDGE SPACE</i>	1 Row.				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 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					
<i>BRIDGE</i> in [*] tween Decks, Size and Spacing.....	<i>3 1/2" SOLID AT DECK TRANSVERSES.</i>									
" " " " "										
in Holds " "	<i>CENTRE LINE BHP</i>									
" " " " "										
Centre Line Bulkhead. Stiffeners and Spacing..... <i>8 1/2 x 3 x 4 2 BA x 12 x 3 1/2 x 4 5 B A w</i>	<i>56"</i>									
	<i>AND AS PER APPR PLAN.</i>									
Plating, thickness of	<i>30</i>									
STRINGERS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells	<i>74"</i>	<i>78</i>								
" " " " " in way of Bridge	<i>74"</i>	<i>36</i>								
Angle in Wells	<i>6</i>	<i>6</i>	<i>83</i>							
Thickness of Plating abreast Deck openings in way of Wells			<i>58</i>							
Thickness of Plating abreast Deck openings in way of Bridge			<i>32</i>							
Thickness of Plating within line of openings...	<i>IN WELLS</i>	<i>39</i>								
	<i>IN BRIDGE</i>	<i>32</i>								
If Sheathed, material and thickness										
Second Deck. Stringer Plate, breadth and thickness in Wells...										

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.		
FLAT PLATE KEEL	<i>47½</i>	<i>65</i>	<i>63</i>	<i>63</i>		<i>DOUBLE</i>	<i>⅞"</i>	<i>3½"</i>	<i>4R - 3R</i>	<i>⅞"</i>	<i>3½"</i>	<i>LAPPED.</i>	
<i>„ DELG. (if any)</i>					<i>BOTTOM SHELL 2 STRAKES EACH SIDE OF KEEL FORWARD OF ½ LTH .58</i>								
					<i>SIDE SHELL FORWARD IN WAY OF DEEP FRAMING .57</i>								
BOTTOM PLATING, No. of Strakes		<i>51</i>	<i>44</i>	<i>44</i>		<i>DOUBLE</i>	<i>⅞"</i>	<i>3½"</i>	<i>3R</i>	<i>⅞"</i>	<i>3⅝"</i>	<i>„</i>	
BILGE PLATING, No. of Strakes		<i>53</i>	<i>44</i>	<i>44</i>		<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	
SIDE PLATING, No. of Strakes		<i>53</i>	<i>42</i>	<i>42</i>		<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	
			<i>1.01 AT BRIDGE ENDS</i>										
UPPER DECK, Sheer-strake in Wells.....	<i>76</i>	<i>73</i>	<i>42</i>	<i>42</i>		<i>„</i>	<i>1"</i>	<i>4"</i>	<i>5R - 3R</i>	<i>1⅝"</i>	<i>5"</i>	<i>„</i>	
UPPER DECK, Sheer-strake in Bridge ...	<i>„</i>	<i>53</i>				<i>„</i>	<i>⅞"</i>	<i>3½"</i>	<i>3R</i>	<i>⅞"</i>	<i>3⅝"</i>	<i>„</i>	
STRAKE BELOW Sheer-strake in Wells.....	<i>76</i>	<i>64</i>	<i>42</i>	<i>42</i>		<i>„</i>	<i>„</i>	<i>„</i>	<i>4R - 3R</i>	<i>„</i>	<i>3½"</i>	<i>„</i>	
STRAKE BELOW Sheer-strake in Bridge ...	<i>„</i>	<i>53</i>				<i>„</i>	<i>„</i>	<i>„</i>	<i>3R</i>	<i>„</i>	<i>3⅝"</i>	<i>„</i>	
POOP SIDE PLATING				<i>36</i>		<i>SINGLE</i>	<i>¾</i>	<i>3.0</i>	<i>1R</i>	<i>¾</i>	<i>2⅝"</i>	<i>„</i>	
BRIDGE SIDE PLATING ...		<i>51</i>				<i>DOUBLE</i>	<i>⅞"</i>	<i>3½"</i>	<i>3R</i>	<i>⅞"</i>	<i>3⅝"</i>	<i>„</i>	
FOREC'TLE SIDE PLATING			<i>40</i>			<i>SINGLE</i>	<i>¾</i>	<i>3.0</i>	<i>1R</i>	<i>¾</i>	<i>2⅝"</i>	<i>„</i>	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	6
Extending to Upper Deck (Sec. 3 c)	6
" Deck next below	✓
As per Rule	6

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL , Bar	✓			
STEM	ROLLED STEEL.	9 x 2 5/16		
STERN FRAME { Propeller Post	CAST	8 x 2 1/2	QUITE OFF HUNG WHITE	AS PER APPR PLAN.
{ Rudder " FIN...	STEEL	8 x 2 1/2	ABT DUSSELDORF	
RUDDER —A x D.....	438			
Speed of Vessel	10 1/2 K			
RUDDER mainpiece at head ...	UPPER STOCK CASTING	9 1/2 DIA. 10 x 7 1/2	STORMMENS VERKEERD	AS PER APPR PLAN.
" " heel ...	"	6 1/2 x 6	NEAR 0310	
" how constructed	CAST STEEL FRAME & ARMS			
" double or single plate	WITH 38 DOUBLE PLATES AS APPR			
" coupling, vertical or horizontal.....	HORIZONTAL			

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD , Upper between decks					
" " Second "					
" " Third "					
" " Holds	46-30	15 x 4 1/2 x 4 1/2 x 42	45"		
		AND AS APPROVED.			
COLLISION " (in Hold)	49-26	10 x 3 1/2 x 46	24"	W.T. FLAT & 1 SEMI BOX BEAM.	
AFTER PEAK " "	75-30	9 x 3 1/2 x 39	24"	2 AT BOTTOM 3 x 3 x 40 BA. TUNNEL RECESS TOP, & 1 SEMI BOX BEAM.	

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	OPEN HEARTH PROCESS.
	Solville's Ld ; Corbett Iron Co ; Lancashire Steel Co. Ld.	
	Shinningrove Iron Works.	
	Has the Steel been tested as required by the Rules?	YES

EQUIPMENT No. 29631										LETTER <i>w</i>	ANCHORS.				
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 33.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
34584	1st Bower ...	52	3	21	Stockless			44	5	0	0	52½	BYERS IMPROVED	NOT STATED.	SUNDERLAND 16.10.33
34583	2nd „ ...	52	2	0	"			43	18	3	0	52½	D°	D°	D° 14.10.33
34585	3rd „ ...	45	1	0	"			39	8	0	14	44½	D°	D°	D° 16.10.33
	Collective weight.	150	2	21	/							149½			
34291	Stream	14	1	0	3	2	14	15	16	3	14	14	COMMON	D°	D° 23-3-33

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.	Cir.		Length.	Cir.
98367	270	1 13/16	82.8	115.9	461-3-21	447 1/2	270	1 13/16	"TAYCO" STUD LINK	S. TAYLOR & SONS L ^d	NETHERTON 16-11-33 H. GREEN.	TOWLINE...	120	4 1/2	43.3	120	4 1/2
Stream Cables or Steel Wire	90	4 1/2	43.3				90	4 1/2	STEEL WIRE			"	2290	2 1/2	13.2	2290	2 1/2

Steering Gear, Steam by Lt. Gregor. Port Glasgow Engine Works. Steering Gear, Hand by relieving tackle led to Post Winch.
Boats 2 Lifeboats, 1 Bug, 1 Dinghy. Steering Chains, Size and Test $1\frac{3}{8}$ " Short Link; 22 $\frac{5}{8}$ " Long. Windlass steam by Clark Chapman & Co. Ld.
Ceiling in Holds, thickness and material $2\frac{1}{2}$ " W.P. under Hatches only. Cargo Battens, thickness, material and spacing 6" x 2" W.P. spaced 9" apart.
Cargo Hatchways.—(Upper Deck) Steel beamings & angles. Thickness of Hatches Soherwood patent steel hatch covers as appd.
Size of No. 1 Hatchway (Forward) 28'-0" x 20'-0" No. 2 28'-0" x 20'-0" No. 3 21'-0" x 20'-0" No. 4 28'-0" x 20'-0" No. 5 28'-0" x 20'-0" No. 6 ✓
Number of Shifting Beams and/or Fore and Afters 3 Webs in Nos 1, 2, 4 & 5 Hatches; 2 Webs in No 3 Hatch.

Builder's Signature **FOR LITHGOWS LIMITED.** *L. Campbell.*

GENERAL DECLARATION. *It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel*.....*No*.....*(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo*.....*No*.....*The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.*

This vessel has been built in accordance with the Approved Plans & in general conformity with the Society's Rules for the class contemplated.

The materials & workmanship are of good quality.

All the Double Bottom Tanks, the fore peak tank, & the after peak tank, were tested in accordance with Rule requirements & found satisfactory.

Weather Decks, Shaft Tunnel, & WT Bulkheads were hose tested & found satisfactory.

Freeboard verified & marks cut in on vessels sides.

The amount of Entry Fee £ 8 : 0 : 0

Special Survey Fee.... £ 280 : 18 : 0

FREEBOARD.

~~Travelling Expenses, if any~~ £ 15 : 0 : 0

Fees applied for,

8TH MAY 1934

Received by me,

10TH MAY 1934.

I am of opinion the Vessel should be Classed **✠ 100 A1**

"LONGITUDINAL FRAMING AT BOTTOM & DECK, & BRIDGE SIDES."

"ARCFORM"

LOCKED INTERCHANGEABLE STEEL HATCH COVERS.

State whether the Vessel has been built under Special Survey YES

Signature *L. Dunsen*

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Greenock.

Date of issue 23/5/24

Committee's Minute GLASGOW 15 MAY 1934

Character assigned $\frac{1}{2}$ 100 H

534

Lloyd's atch.

+ L. Mc 5.34 7D

Elec. Light.

Longitudinal Framing at
Bottom & Decks & Bridge Sides

Are form

✓
Steel
Locked, interchangeable Flat Hatch Locks

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Lloyd's Register

012888-012897-0230^{a/3}

the Plans should be embodied.)

Welding carried out in Ship.

Decks. All hatch coaming, casing & deckhouse coaming angles welded at corners.
Tunnel. Plating & stiffeners welded throughout.
Erection Bulkheads. Stiffeners welded to plating.
Ventilator coverings welded to coaming angle.
Bulwark stays welded to deck & bulwark.
Hatch coaming stays welded to deck & bulk angle stiffener on hatch coamings.
Stringer angle butts welded.
Upper Deck Stringer Plates in Poop & Fore peak tank welded to shell.
Stringers in Fore Peak Tank & in After Peak Tank attached to shell with continuous welding in each frame space.
Pillars in Poop, Bridge & Fore spaces welded head & heel.

The welding has been carried out as per approved Welding List & in compliance with the Society's Regulations for Electric Arc Welding to Ship Construction, & found satisfactory.

List of Plans.

Midship Section; Profile & Decks; Sternframe; Rudder; Tank side frame brackets in painting area; Gunsets at Hatch corners; Tunnel Plan; Deck binders; Double Bottom in Engine Space; Side Stringers; W.T. Bulkheads; Shell; E & S Casings; Poop, Bridge & Fore Bulkheads; Quadrant; Steel Hatches; Welding list; Pumping Arrangements; Midship Section (as built).

Forging Reports Sternframe; Rudder; Teller:

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	WEIGHT HEAD & PIN. 31 - 3 - 21	SURV INITS D.C.B.	NO CERTIFICATE 3368	DATE OF TEST. 17-6-31
	2nd "	32 - 0 - 0	N.B.	8655	12-9-30
	3rd "	29 - 2 - 0	K.H.	956H	24-2-33

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 33.08 ft., R.Q.D. ✓ ft., Bridge 122.0 ft., Forecastle 30.58 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 OK (STL)

Official No. 163465 : Signal Letters

Is bottom of Vessel coated with cement Yes. if not give

particulars of composition PORTLAND CEMENT IN DOUBLE BOTTOM UNDER BOILERS & IN FORE & AFTER PEAKS. ELSEWHERE CEMENT WASH.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	100.33	196	Fore peak tank,		
Double bottom, under Engines and Boilers,	21.0	67	After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,		75
Double bottom, if under Boilers only, DRY TANK. H.T.C.	18.7	✓	Deep tank, forward,		175
Double bottom, forward,	168.0	450	Other tanks, if fitted,		
Total capacity of double bottom		713	(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. 3339

Date 6th February 1933.

Dates of Surveys held while building

(1933) APR. 13-25-29. MAY 1-3-8-11-15-16-18-24-26-29-31. JUNE 2-6-13-15-20-23-24. JULY 12-14-19-25-24-31. AUG. 2-3-14-19-16-22-24-30. SEPT. 5-13-19-22-25-26-30. OCT. 3-5-10-13-16-18-20-24-25-30. NOV. 1-2-8-15-22. DEC. 19-28. (1934) JAN. 15-22-29-30-31. FEB. 2-5-6-7-8-9-12-14-15-16-20-21-23-26-29. MAR. 1-6-8-12-15-20-29. APR. 1-11-14-30. MAY 5.

Total No. of Visits 93.

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.																																
Framing of Δ , L & Δ																																																	
Frames in Bridge 'tween Decks ...		6	3	'32				6	3	'32					$\frac{7}{8}$	$5\frac{1}{4}$	THROUGHOUT	6	$\frac{7}{8}$ "																														
Frames from Uppermost Continuous Deck No. 1		SPACED 31"																																															
" 2																																																	
" 3		TRANSVERSE FRAMING FITTED FROM TANK MARGIN TO UPPER DECK.																																															
" 4																																																	
" 5																																																	
" 6		LONGITUDINAL FRAMING FITTED IN DOUBLE BOTTOM.																																															
" 7																																																	
" 8																																																	
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Spacing of Longitudinal Frames		Amidships			At Ends																																												
Double Bottoms		Tank Top Longitudinals			5 $\frac{1}{2}$			3			'32			5 $\frac{1}{2}$			3			'32			5 $\frac{1}{2}$			3			'32			5 $\frac{1}{2}$			3			'32			$\frac{7}{8}$			5 $\frac{1}{4}$			9 RIVETS @ 3 $\frac{1}{2}$ " DIAM ^{ES} EACH SIDE		
Δ , L or Δ		Bottom			6			3 $\frac{1}{2}$			'32			6			3 $\frac{1}{2}$			'32			6			3 $\frac{1}{2}$			'32			6			3 $\frac{1}{2}$			'32			$\frac{7}{8}$			5 $\frac{1}{4}$			OF FLOORS & BULKHEADS.		
Spacing of Longitudinals		Amidships			30"									30"									30" AFT.			24" FOR ²																							
		At Ends...																					30" AFT.			24" FOR ²																							
Transverses.																																																	
In Bridge		Depth and Thickness			12						'38			12						'38																													
'tween Decks		Face Angles			3			3			'38			3			3			'38																													
		Lugs to Shell*			3			3			'38			3			3			'38																													
In		Depth and Thickness																																															
Upper 'tween Decks.		Face Angles																																															
		Lugs to Shell*																																															
In Hold.		Depth and Thickness																																															
		Face Angles																																															
		Lugs to Shell*																																															
		Brackets																																															
Spacing of Transverse Frames																																																	
* State if joggled or liners.																																																	
Longitudinal		Poop & Fore DKS			5 $\frac{1}{2}$			3			'30			6			3			'32			40" x 45"																										
Beams of		Bridge Deck ...			6			3			'34			6			3			'34			6			3			'34			40"			Poop & Fore Transverse														
Δ , L or Δ		Upper			6 $\frac{1}{2}$			3			'32			6 $\frac{1}{2}$			3			'32			6 $\frac{1}{2}$			3			'32			40"			BRIDGE														
		Second			9			3 $\frac{1}{2}$			'40			9			3 $\frac{1}{2}$			'40			9			3 $\frac{1}{2}$			'40			45"			Beams. D ⁸														
		Third			AT FRAME BKT ²									AT FRAME BKT ²									AT FRAME BKT ²									18" x 40			6 x 3 $\frac{1}{2}$ x 58														

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.

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