

Rpt. 1
DISCLOSED
SECTION
No. 1113

STEEL STEAMER OR MOTORSHIP.

23 JUN 1953
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 17th June, 1953. Port of HELSINGBORG. No. 1113 No. 2368.
Survey held at Landskrona Date First Survey 27th June, 1952. Last Survey 9th June, 1953.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Steel Single Screw Motortanker "MADELEINE". (Mch. aft.)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling. State Type of Erections Poop, Bridge & Forecastle.

TONNAGE under } 9510.95
Tonnage Deck }
No. of space or spaces }
between Tonnage Dk. }
and Upper Dk. }
Total }
Gross Tonnage Eng. 10728.87
Sw. 10772.22
Register Tonnage Eng. 6257.36
Sw. 8241.14

CLASS *100A1 State if with freeboard as condition of Class No
Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 502
Breadth (greatest moulded) B 65.75
Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 37.92
1st Longitudinal Number (L x D) =
2nd Numeral L x (B + D) = 52042
Framing Depth "d," at middle of length. See Sec. 3 (1d) =
Proportions—Depth to Length—Uppermost continuous deck to top of keel =
Do. Long Bridge to top of keel =
Draught Moulded 9000 mm. 29'-6.5/16"

Built at Landskrona.
Launched 24th March, 1953 Yard No. 126
Builders Öresundsvarvet A/B
Owners A/B Verna
Managers Sven Redig
(Where necessary to be entered in Reg. Book)
Residence Helsingborg
Port of Registry Helsingborg
If surveyed while building, afloat, or in dry dock
Yes. Date of undocking: 23.5.53

FRAMES, DOUBLE BOTTOM AND BEAMS.

	mm. and INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		mm. and INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships... See attached Rpt. 1 ⁺			Bracket Floors, Frame		
" " fwd. of fwd. c/d	685 mm.		" " Reversed Frame		
" " from length amidships to Collision bulkhead	850 mm.		" " Vertical Struts		
" " in Engine Room	610 mm.		Centre Girder, depth and thickness amidships	1315/2400 mm.	
" " in peaks			" " top Angles	EW	
FRAME FRAMING.			" " bottom Angles	EW	
Frame Amidships, Angle, [or]	Longitudinal framing.		Side Girders, No. each side and thickness	Two. 79"-63"	
" Extends up to	See Rpt. 1 ⁺ attached.		Margin Plate depth (excl. of flange) and thickness	Tank top	
Reversed Frame Amidships, Angle			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	extended	
" Extends up to			" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	to and	
Depth of Framing Girder			" " Gussets, spacing and scantling abaft 1/2 len. from stem	welded to	
Lines in Uppermost Continuous 'tween Decks, Angle, [or]	7"x3 1/2"x.40"		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	shell.	
" " Second 'tween Decks, Angle, [or]	9"x4"x.44"		Tank Side Brackets, height above base line at toe of Frame and thickness		
" " Third Deep tank fwd	9"x4"x.437"		INNER BOTTOM PLATING. (In E.R.)		
from 1/2 len. fwd. to 15% len. from Stem Aft. in E.R.	10"x4"x.54"		Breadth and thickness of Middle Line Strake	.56"	
in Peaks, Angle, [or]	9"x4"x.44"		Thickness of remainder in Holds	.56"	
er and Spacing of Rivets through Frame and Shell Plating amidships			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	
Frame Joggled			BEAMS.		
scantlings and arrangements in the g Area in accordance with the Rules as approved?	Yes		Uppermost Continuous Deck, amidships in Wells, Angle, [or]	Longit. framing. See Rpt. 1 ⁺	
Bottom Forward in accordance with Rules and/or as approved?	Yes		" " in way of Bridge, Angle, [or]		
BTOM.			Spacing		
Depth and thickness at mid-line in Holds			Second Deck, amidships, Angle, [or]		
Height of Brackets at side above base line at toe of frame			Spacing		
Line Keelson, on Floors, Angles, [or]			Third Deck, amidships, Angle, [or]		
" " Through Plate or Inter-costal Plate			Spacing		
" " Foundation Plate on Floors			Fourth Deck, amidships, Angle, [or]		
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side			Poop Deck, Angle, [or]	7"x5 1/2"x.38"	
" " thickness of Inter-costal Plate			Spacing	850-610 mm.	
" " Angles			Bridge Deck, Angle, [or]	Longit. framing. See Rpt. 1 ⁺ attached.	
DOUBLE BOTTOM. (In E.R.)			Spacing		
Solid Floors, thickness and spacing	.45" 850 mm.		Forecastle Deck, Angle, [or]	7"x5 1/2"x.44"	
" " Are Frame and Reversed Frame joggled?	EW		Spacing	685-610 mm.	
Bracket Floors, breadth and thickness at middle line					
" " breadth and thickness at margin plate					

PILLARS AND DECKS.

PILLARS, No. of Rows		mm. and INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	mm. and INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
in 'tween Decks, Size and Spacing				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...		
in Holds				If Sheathed, material and thickness		
Longitudinal				Third Deck.		
Centre Line Bulkheads				Stringer Plate, breadth and thickness		
Stiffeners and Spacing				If Plated, state thickness		
Plating, thickness of				Fourth Deck.		
STRINGERS AND DECKS.				Stringer Plate, breadth and thickness		
Uppermost Continuous Deck.				If Plated, state thickness		
Stringer Plate, breadth and thickness in Wells		2500	.83"	Poop Deck.		
" " " " in way of Bridge		2500	1.01"	Stringer Plate, breadth and thickness		
" Angle in Wells				Plating, Sheathing, material and thickness		
Thickness of Plating abreast Deck openings in way of Wells			.74"	Bridge Deck.		
Thickness of Plating abreast Deck openings in way of Bridge				Stringer Plate, breadth and thickness		
Thickness of Plating within line of openings			.74"	Plating, Sheathing, material and thickness		
If Sheathed, material and thickness				Forecastle Deck.		
Second Deck.				Stringer Plate, breadth and thickness		
Stringer Plate, breadth and thickness in Wells				Plating, Sheathing, material and thickness		

SHELL PLATING.

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETING.			
	AMIDSHIPS.		adjacent to peak			EDGES.		BUTTS.	
	Breadth.	Thickness.	FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.
Flat Plate Keel	1430	1.04	1.04	1.04					
" Dblg. (if any)	-	-	-	-					
Bottom Plating, No. of Strakes	-	A = .76 B, C = .77	A, B = .76 C = .50	A, B = .54 C = .54					
Bilge Plating, No. of Strakes	-	.77	.50	-					
Side Plating, No. of Strakes	-	.66	P = .54 Q = .50 R = .58	E = .54 F = .60 G = .54					
Upper Deck, Sheer-strake in Wells	2575	.87	.50	.54					
Upper Deck, Sheer-strake in Bridge	-	1.04	(P. 403)	-					
Strake below Sheer-strake in Wells	-	-	-	-					
Strake below Sheer-strake in Bridge	-	-	-	-					
Poop Side Plating	-	-	-	.45					
Bridge Side Plating	-	.45	-	-					
Forecastle Side Plating	-	-	.45	-					

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	13
Extending to Upper Deck (Sec. 3 c)	13
" Deck next below	-
As per Rule	

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	Flat plate keel			
STEM	Plate	.82"		
STERN FRAME	Propeller Post	Cast	As	
	Rudder Shaft	Forg	appr.	
Speed of Vessel	15 knots			
RUDDER—Type	Streamline balanced			
" A x D	560			
" Diam. of head	Forg.	327	Bochumer	
" Mainpiece at top pintle	-		Verein AG	
" " heel	-			
" how constructed	Welded			
" double or single plate coupling, vertical or horizontal	Double			

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.	Spacing.	Scantlings.	Spacing.				
Tanks. Fr. 56	.51								
MIDSHIP BULKH'D, Upper 'tween decks	.44	Corrugated bulkheads as							
" " Second	.42	per approved plans.							
" " Third	-								
" " Holds	-								
COLLISION " (in Hold) Fr. 88	.54	8x4x.50	610	3 stringers					
AFTER PEAK " Fr. 10	.47	8x4x.42	560	1 stringer					

STEEL.

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

Dorman, Long & Co, Ltd; The Steel Company of Scotland; Cargo Fleet Iron Co, Ltd; Appleby-Frodingham Steel Co, Ltd; Consett Iron Co, Ltd; Det Danske Staalvalsevaerk A/S; West Hartlepool Steel & Iron Works.

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

23 JUN 1953

EQUIPMENT No. 53941

LETTER "f t"

ANCHORS. 3 B + 1 S.

Departure from
Approved Plans
to be Noted.

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.			
32854	1st Bower	86	3	0				61	17	2	0	Stockless Byers	WL Byers	LPH-LW
32853	2nd "	86	1	7				61	17	2	0	Impr. Cast Stl Head	& Co. Ltd.	21.2.53 RJ Vogan
32852	3rd "	85	3	21				61	10	0	0	d:o	d:o	20.2.53 d:o
	Collective weight	259	0	0							257 1/2			d:o d:o
32863	Stream	26	2	7	7	0	14	26	1	3	14	EW. Rodgers.		LPH-LW
											26 1/2	Steel Stock	d:o	26.2.53 RJ Vogan

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.	Statu-tory.	Break-ing.	Supplied.	Per Rule.		Length.	Diam.					Length.	Cr.		Length.	Cr.
8030	150	2 1/4	27 1/2	17 1/2	412:3:23	1040		300	2 1/4	Special steel	North British	LPH-G 24.6.52	TOWLINE	240	5 1/2	96808	240	5 1/2
8070	150	2 1/4	-	-	409:0:24		760		16	Tayco d:o	EW. Co d:o	LPH-G 14.8.52	HAWSERS & WARPS	4x 185	3	29823	4x 185	3
	met.	Cr.					821	met.	Cr.	Galv. Hüttenwrl								
on Stream Chain or Steel Wire	220	5						220	5	steel	Oberhausen							

Steering Gear, Type (Power or hand) El. hydraulic; J. Hastie & Co. Two independent sets Alternative Means of Steering Electric hydraulic

Steering Chains (Size and Test) - Windlass Steam; Clarke Chapman Boats -

BOATS: 2 a 24'-0"x7'-8"x3'-4". 2 a 24'-0"x7'-8"x3'-6" (motor). 1 dinghy 14'

Coining in Holds, thickness and material - Cargo Battens, thickness, material and spacing -

Cargo tanks: Stl. coam.; 800mm. high; 10mm thick. 12 1/2 mm. OT stl. cover.

Always. (Upper Deck) Dry cargo hold: " " ; 820 mm. " ; .44" - Thickness of Hatches .40" WT " "

Tanks: No. 1 (Fwd) 730x1500 mm No. 2x No. 3 Dry cargo No. 4x hold: No. 5x 3410x390 No. 6 mm.

Shifting Beams } -

Fore and Afters } -

Builder's Signature ÖRESUNDSVARVET
AKTIEBOLAG
T. Hallberg

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 Motorship
whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo Oil tanker The positions in which oil is carried as fuel or cargo should
indicated, together with the flash point (where required to be inserted in the Notation).

This ship has been built under Special Survey in conformity with the Society's Rules and
conditions and the Secretary's letters. The scantlings and arrangements of the ship are as given
in report and as shown and amended on the approved plans now forwarded. All modifications or
variations to the original approved arrangements made during construction have been indicated on
plans and have been approved being in accordance with or by standards equivalent to the Rule
requirements. The plans of Midship Section and Profile and Deck showing the ship as built now
forwarded herewith have been checked with the approved arrangements and found in order.

The workmanship and materials are good.

The tanks, cofferdams, decks, bulkheads, and watertight doors have been tested in accordance
with the Rules and found satisfactory.

The windlass and steering gear have been tested and found in order.

The assigned freeboards have been marked on the ship's sides, verified and cut in.

The vessel is constructed to carry petroleum in 10 centre- and in 5 sidetanks (port and
starboard).

Oil as fuel is carried in double bottom tanks in machinery space and in deep tanks aft and
forward. The Flash Point of the oil fuel is above 150° F. (These tanks can also be used for
ballast).

Freeboard

The amount of ~~Survey~~ Fee..... Kr. 790:- Fees applied for,
17/6 1953
Special Survey Fee..... Kr. 28010:-
Travelling Expenses, if any Kr. 575:- Received by me, -- 19

(Special notations, where part of class, to be stated.)

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

Carrying Petroleum in bulk.

Signature T. J. R.
Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey YES

Certificate to be sent to Helsingborg Office. Date of issue 29/7/53

Committee's Minute

TUESDAY 21 JUL 1953

Character assigned +100A1 Carrying Petroleum in bulk

5.53 Htg.

Lloyd's A.C.P.

+LMC 6.53 Oil Eng.

CL

220 150lb

White Htg. (m).

Note for S.R.L.

CLASSIFICATION
CERTIFICATE WRITTEN

Lloyd's Register
Foundation

02782/3

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 the Plans should be embodied.)

NO SISTER VESSEL, but following vessel similar: m.t. "BRILLINA", Messrs. Öresundsvarvet A/B Yard 125; Helsingborg FE report No. 2304.

Sheerstrake plates at break of poop (1.04" thick) of material complying with P.403 requirem. and manufa by Messrs. Dorman, Long & Co. Ltd.

AS BUILT PLANS - forwarded under separate cover:

Midship Section

Profile and Decks.

APPROVED PLANS - forwarded under separate covers:

-100	Midship section	-082	O.T. Bulkhead Fr. 43
101	Profile and decks	-073	Bhd and recess-top at Pumproom Fr. 52 &
104	Shell expansion	-072	Web and bulkhead Fr. 52 & 65
125	Framing plan	±20	O.T. bulkhead Fr. 72
112	Fore peak	126	" " 73
110	Fore peak, deep tank and dry cargo hold	085	Wash bulkhead Fr. 46
	Longit. sections and plans	086	" " 56, 62, 69
140	Deep tank forward	095	Webs on O.T. bulkhead
127	Deep tank and dry cargo hold	096	" " at pumproom Fr. 53
103	After peak and motor room	097	" " " "
	Longit. sections and plans	075	Girders and webs at CL - aft
102	After peak and motor room sections	076	" " " " Fr. 49-53
121	Stringers in deep tanks. Daily fuel oil tanks.	077	" " " " " 53-56 & 66
090	Longit. bulkheads in deep tanks aft	078	" " " " " 56-59 & 59
064	Boiler seatings & web Fr. 15	079	" " " " " 62-66
065	Bulkhead Frame No. 19	080	" " " " " 69-73
066	Webframes 23 and 27	069	Half-girder in foreship
067	" 31 " 35 and girder Fr. 13	091	Transverse webs I
117	Engine Room. Tanktop, girders & eng. seating	093	" " in sidetanks Fr. 44 & 45
118	Floors in ER and deep tanks aft	092	" " " " " 47-48
111	After peak	094	" " " " " 67 & 68
106	Stern frame	098	" " " " " 70 & 71
107	Rudder and rudder head	137	Poop- and acc. b'hd below poop deck
087	Longitudinal b'hd I	145	Poop deck
088	" " II	147	Bridge deck and deckhouse on main deck
081	O.T. bulkhead I	186	Pumproom casings Fr. 53 & 66
084	O.T. " Fr. 39 & 40	134	W.T. hatch to dry cargo hold
083	O.T. " Fr. 42		

PARTICULARS OF ELECTRIC WELDING (if employed) Electrically welded as per approved plans.

ELECTRODES USED: OK 44P, OK 48P, OK 50P, Z 5P and Z 12P approved for ship construction.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Carrying Petroleum in bulk. Longitudinal framing.

Electrically welded. Cruiser stern. Mch. aft. Lloyd's A&CP. D.F. E.S.D. Gy.C. Radar.

RADAR Equipment (State if fitted) Yes. State Type or Pattern No. Type 758 No. 1677 State } Maker Marconi Lodestone Name } and/or of Supplier

Particulars of Drop Test of Cast Steel Anchors, viz:—	1st Bower	HEAD	IR	49:2:20	AEG	3805	6.1.53	SHANK	31:2:0
Weight, Surveyor's Initials, Number of Certificate, Date of Test.	2nd	"	IR	49:0:20	AEG	3812	9.1.53		31:2:7
	3rd	"	IR	48:0:20	AEG	3747	12.12.52		32:2:7

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 105.4 ft., R.Q.D. — ft., Bridge 38.0 ft., Forecastle 73.1 ft.

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

Official No. 9423 Signal Letters SKMA Extreme Breadth over Belting (Circ. 1611) Over-all Length 535.0' (Circ. 1703)

No. and Material of Decks 1 Dk (Steel)

Parts of Bottom of Vessel coated with cement or approved composition

Particulars of composition (if fitted) and of approval

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.	Salt Water Capacity.	Where Fitted.	Length.	Salt Water Capacity.
Feet.	Feet.	Tons.	Feet.	Feet.	Tons.
Double bottom, aft,	78.75	210	Fore peak tank,		193
Double bottom, under Engines and Boilers,			After peak tank,		133
Double bottom, if under Engines only,			Deep tank, aft,	8.4	344
Double bottom, if under Boilers only,			Deep tank, forward,	34.0	714
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity.	78.75	210	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 86

Date 3rd Nov, 1950

Dates of Surveys held while building

In shop: 1952 Nov. 6. Dec. 2, 15. 1953 Jan. 27. Febr. 26.
On stock: 1952 June 27. July 11. Aug. 27. Sept. 2, 9, 17, 24. Oct. 3, 10, 16, 21.
Nov. 6, 10, 11, 18, 21, 25, 26, 28. Dec. 2, 4, 5, 9, 11, 18, 23, 30. 1953 Jan. 19, 22, 26, 28. Febr. 2, 5, 9, 12, 16, 18, 20, 23, 24. Mar. 3, 5, 6, 9, 10, 11, 16, 17, 19, 20, 24.
Afloat: 1953 Mar. 31. Apr. 8, 13, 16, 20, 22, 24, 28, 30. May 6, 7, 11, 12, 15, 28.
June 1, 3, 4, 5, 6, 8, 9.
Dock: 1953 May 18, 19, 20, 21, 22.

Total No. of Visits 87

23 JUN 1953

PARTICULARS OF LONGITUDINAL FRAMING.

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. Inches.	Rivets in Brackets to Bulkheads. Number. Diameter. Inches.
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam. Ins.	Speng. Ins.		
Bridge 'tween Decks ...	9	4	.52	-	-	-					
Uppermost Continuous No. 1	8	4	.42	8	4	.42					
" 2	8	4	.42	8	4	.42					
" 3	8	4	.42	8	4	.42					
" 4	7"x.42" - 5"x.647"			7"x.42" - 5"x.647"							
" 5	8"x.42" - 5"x.647"			8"x.42" - 5"x.647"							
" 6	8"x.42" - 5"x.647"			8"x.42" - 5"x.647"							
" 7	9"x.42" - 5"x.647"			9"x.42" - 5"x.647"							
" 8	10"x.42" - 5"x.54"			9"x.42" - 6"x.757"							
" 9	9"x.42" - 6"x.757"			9"x.42" - 6"x.757"							
" 10	9"x.42" - 6"x.757"			9"x.42" - 6"x.757"							
" 11	10"x.42" - 6"x.757"			10"x.42" - 6"x.757"							
" 12	10"x.42" - 6"x.757"			10"x.42" - 6"x.757"							
" 13	11"x.42" - 6"x.757"			11"x.42" - 6"x.757"							
" 14	15"x.42" - 5"x.58"			11"x.50" - 7"x.834"							
" 15	16"x.42" - 6"x.70"			12"x.57" - 7"x.1,011"							
" 16	16"x.42" - 6"x.70"			1340x12mm-225x18,7mm.							
Amidships	760-810 mm.			Aft Fr. 16-24=340x12mm-255x18,7mm.							
At Ends	and as approved.			Fr. 25-26=16"x.42"-6"x.70"							
				Fr. 16-22=12"x.57"-7"x.1,011"							
				Fr. 23-26=16"x.42"-6"x.70"							
Tank Top Longitudinals	-	-	-	-	-	-					
Bottom "	-	-	-	-	-	-					
Longitudinals { Amidships	-	-	-	-	-	-					
{ At ends...	-	-	-	-	-	-					
Transverses.											
Depth and Thickness	450mm. x .36"			-							
Face Angles Plate	6" x .50"			mm. in.							
Lugs to Shell*	EW			870-900x.45							
Depth and Thickness	1060mm. x .42"			870-1060x.42							
Face Angles Plate	6" x .50"			870-1060x.45							
Lugs to Shell*	EW			870-1060x.42							
Side T.	1165mm. x .46"			C.T. 1200mm. x .46"							
Depth and Thickness	1200mm. x .46"										
Face Angles Plate S.T.	6" x .40"			9" x .75"							
Lugs to Shell*	EW			EW							
" " Back Bars	-			-							
Brackets	As per approved plans.										
of Transverse Frames...	3400 mm.			3400 mm.							
to if joggled or liners.	in. in. in.			in. in. in.							
Bridge Deck	5	3 1/2	.34	in. in. in.			760-785-888				
Upper "	9	4	.437	7	3 1/2	.375	760-785-888				
Second "	-	-	-	-	-	-	-				
Third "	-	-	-	-	-	-	-				
Transverse Beams.											
Plate.	290mm										
Face Angles	6x.50										
Any departure from Approved Plans to be Noted.											
Side tanks	845mm										
Centre tanks	940mm										

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., 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, &c., on the first page.

Lloyd's Register
Foundation