

STEEL STEAMER or MOTORSHIP.

Received at London Office 11 MAR 1931

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YESDate of completion of report 5th March 1931Port of GreenockNo. 19303Survey held at GreenockDate First Survey 12th MARCH 1930Last Survey 3rd MARCH

1931

On the (State if Machinery fitted with or without Tonnage Openings)

Sing. Sc. M.V. "BRITISH RESOURCE"MCHY AFT.

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

FULL SCANTLINGState Type of Erections POOP, BR & AILETONNAGE under Tonnage Deck... 6578.64CLASS 100A1State if with freeboard as condition of Class NOBuilt at GREENOCKDo. 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) L 439.2Launched 23-12-30 Yard No. 425Total 6578.64Breadth (greatest moulded) B 59.25Builders THE GREENOCK DOCKYARD CO. L^dGross Tonnage 7208.54Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (c) D 33Owners BRITISH TANKER CO. L^dRegister Tonnage 4197.101st Longitudinal Number (L x D) = 14494Managers ✓
(Where necessary to be entered in Reg. Book)REGISTERED DIMENSIONS.
FEET.Length 440.6Framing Depth "d," at middle of length. See Sec. 3 (1d) ✓Breadth 59.45Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.33Depth 32.95Do. Long Bridge to top of keel ✓Draught Moulded 25.11Residence LONDONPort of Registry LONDONIf surveyed while building, afloat, & in dry dock YES

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	<u>SEE PAGE 5.</u>		Bracket Floors, Frame	<u>✓</u>	
" " from $\frac{1}{2}$ length to Collision bulkhead.....	<u>27</u>		" " Reversed Frame.....	<u>✓</u>	
" " in peaks.....	<u>24</u>		" " Vertical Struts.....	<u>✓</u>	
" " IN MOTOR ROOM <u>26.2</u>			Centre Girder, depth and thickness amidships	<u>51</u>	<u>56/50</u>
SIDE FRAMING.			" " top Angles.....	<u>3 1/2</u>	<u>3 1/2</u> <u>53</u>
Frame Amidships, Angle <u>E or F</u>	<u>9</u>	<u>3 1/2</u> <u>48</u>	" " bottom Angles.....	<u>4</u>	<u>4</u> <u>58/52</u>
" " Extends up to <u>UPPER DECK</u>			Side Girders, No. each side and thickness	<u>20</u>	<u>76</u> <u>10</u> <u>41</u> <u>STAR?</u> <u>50</u> <u>PORT.</u>
FRAME IN CARGO HOLD FOR? <u>✓</u>	<u>11</u>	<u>3 1/2</u> <u>50</u>	Margin Plate depth (excl. of flange) and thickness <u>11</u> <u>RECY. SP.</u>	<u>36</u>	<u>53</u>
Reversed Frame Amidships, Angle.....	<u>6</u>	<u>3 1/2</u> <u>50</u>	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem.....	<u>3 1/2</u>	<u>3 1/2</u> <u>46</u>
" " Extends up to... <u>2nd DECK</u>			" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem.....	<u>✓</u>	
Depth of Framing Girder	<u>12 1/2</u>		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem.....	<u>CONT. ALT.</u>	<u>41</u>
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	<u>7</u>	<u>3 1/2</u> <u>46</u>	" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem.....	<u>✓</u>	
" " Second 'tween Decks, Angle, E or F	<u>8</u>	<u>3 1/2</u> <u>40</u>	Tank Side Brackets, height above base line at toe of Frame and thickness	<u>118</u>	<u>46</u>
" " Third " " " "	<u>✓</u>		INNER BOTTOM PLATING.		
Framing in Peaks, Angle or F	<u>8</u>	<u>3 1/2</u> <u>41</u>	Breadth and thickness of Middle Line Strake ...	<u>105</u>	<u>51</u>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>SEE PAGE 5.</u>		Thickness of remainder in <u>HOLD</u> <u>9</u> <u>RECY. SP.</u>	<u>10</u>	<u>51</u>
State if Frame Joggled	<u>YES</u>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & P. space and framing in Bunkers and Boiler Room?.....	<u>YES</u>	<u>40</u>
PANTING ARRANGEMENTS (Sec. 7), state system and particulars.....	<u>3 SIDE STRINGERS AS APPROVED.</u>		BEAMS.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars.....	<u>FRAMES 5 x 5 x 43 3 INTERCOSTALS & SHELL PLATING INCREASED.</u>		Uppermost Continuous Deck, amidships		
DOUBLE SINGLE BOTTOM. FORWARD, UNDER CARGO HOLD.			" " in Welle, Angle, <u>E or F</u>		
Floors, Depth and thickness at mid line in Holds..... & SPACING.....	<u>41</u> <u>EVERY FR.</u>		" " in way of Bridge, Angle, <u>E or F</u>		
Height of Brackets at side above base line at toe of frame.....			Spacing.....	<u>SEE PAGE 5</u>	
Middle Line Keelson, on Floors, Angles, CENTRE GIRDER. E or F	<u>87</u>	<u>50</u> <u>46</u>	Second Deck, amidships, Angle, E or F		
MID. LINE STRAKE. Through Plate or INTERCOSTAL PLATE	<u>52 1/2</u>	<u>43</u> <u>53</u>	Spacing.....		
MARGIN. (LEVEL) FOUNDATION PLATE ON FLOORS		<u>40</u>	Third Deck, amidships, Angle, E or F	<u>✓</u>	
FL. PLATING. C.G. TOP ANGLES	<u>3 1/2</u>	<u>3 1/2</u> <u>49</u>	Spacing.....	<u>✓</u>	
" " Flat Plate Keel Angles.....	<u>4</u>	<u>4</u> <u>32</u>	" " Fourth Deck, amidships, Angle, E or F	<u>✓</u>	
GIRDERS			Spacing.....	<u>✓</u>	
Side Keelsons, No. each side	<u>3</u>		" " Fifth Deck, amidships, Angle, E or F	<u>✓</u>	
" " thickness of Intercostal Plate.....		<u>41</u>	Spacing.....	<u>✓</u>	
" " Angles <u>TOP & BOTTOM</u>	<u>3 1/2</u>	<u>3 1/2</u> <u>43</u>	Poop Deck, Angle, E or F	<u>10</u>	<u>3 1/2</u> <u>44</u>
DOUBLE BOTTOM. IN MCHY. SP. & OIL FUEL BUNKER.			Spacing.....	<u>ALTER. FRAMES.</u>	
Solid Floors, thickness and spacing	<u>41</u> <u>EVERY 12.</u>		Bridge Deck, Angle, E or F	<u>6</u>	<u>3</u> <u>46</u>
" " Are Frame and Reversed Frame joggled?.....	<u>YES.</u>		Spacing.....	<u>36</u>	
Bracket Floors, breadth and thickness at middle line	<u>✓</u>		Forecastle Deck, Angle, E or F	<u>10</u>	<u>3 1/2</u> <u>48</u>
" " breadth and thickness at margin plate.....	<u>✓</u>		Spacing.....	<u>ALTER. FRAMES.</u>	

W1140-0104 1/3

PILLARS AND DECKS.

[illegible]

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if Joggled? NO.	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.		Inches.	Inches.		
FLAT PLATE KEEL	57	.93	.75	.75		ROUNDED.	1	4	5-4	1	4 1/2	LAPPED.	
→ Decks (if any) } 3 STRAKES 64 MULTIPLE RIVETING.			.49	.49		"	2/8	3 1/2	4-3	1	3 1/2	"	
BOTTOM PLATING, No. of Strakes 4		1 STRAKE 63 ORDINARY.	.49	.49		"	"	3 1/2	"	2/8	3 1/2	"	
BILGE PLATING, No. of Strakes 4		.63	.49	.49		"	"	"	"	"	"	"	
SIDE PLATING, No. of Strakes 3		.60	.46	.46		"	"	"	3	"	3 1/2	"	
UPPER DECK, Sheer-strake in Wells.....	51	1.05	.46	.46	.95	"	1	4	5-3	1 1/8	5	"	
UPPER DECK, Sheer-strake in Bridge ...	51	1.24 & AT ENDS.			1.14 AT ENDS.	"	"	"	5	"	"	"	
STRAKE BELOW Sheer-strake in Wells.....	66 1/2	.76	.46	.46		"	2/8	3 1/2	4-3	1	4	"	
STRAKE BELOW Sheer-strake in Bridge ...	66 1/2	.76				"	"	"	4	"	"	"	
POOP SIDE PLATING50 TO .40			SINGLE	"	"	2-1	2/8	3 1/2	"	
BRIDGE SIDE PLATING42	1 STRAKE .50 AT ENDS.			"	"	"	2 & 1	"	"	"	
FOREC'TLE SIDE PLATING			.42			"	"	"	1	"	"	"	

WATERTIGHT BULKHEADS.

21 0.7.
 Total No. of W.T. BULKHEADS in Vessel— 17.
 Extending to Upper Deck (Sec. 3 c) 18
 „ Deck next below 4
 As per Rule 7.

FORGINGS ~~and~~ CASTINGS.

	Casting or Forging.	Scandlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	ROLLED STEEL.	10" x 2 1/2"		
STERN FRAME { Propeller Post	FORGING.	10 3/4" x 8 1/2"	CALEDOONIAN	
{ Rudder		9 1/4" x 8 1/2"	FORGE IRVINE & CO.	
RUDDER—A x D.....	582			
Speed of Vessel.....	11 1/4 KNOTS.			
RUDDER mainpiece at head ...	FORGING.	12" DIA.	WITKOWITZ & CO.	
" " heel ...		9"	BERG & CO. EISENH. GEN.	
" how constructed	BUILT FORGING.			
" double or single plate		1-12		
" coupling, vertical or horizontal.....	HORIZONTAL.			

[illegible]

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *OPEN HEARTH.*
*THE STEEL COMPANY OF SCOTLAND L^d, D. COLVILLE & SONS L^d, LANARKSHIRE STEEL C^o L^d,
 SCOTTISH IRON & STEEL C^o L^d, CONSETT IRON C^o L^d, SKINNINGROVE IRON WORKS.*
 Has the Steel been tested as required by the Rules? *YES.*

EQUIPMENT No. 42410										LETTER <i>B+</i>	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.				
92117	1st Bower	80	0	7	STOCKLESS			59	0	0	0	79½	CHALLENGE TYPE	N. HINGLEY.	NETH. 13-10-30 GREEN.
92116	2nd "	73	0	14	"			58	10	0	0	72½	"	"	" " "
92115	3rd "	62	3	21	"			50	0	0	0	62	"	"	" " "
	Collective weight.	216	0	14	"							216½	207 "Rule.	"	" " "
92151	Stream	20	2	16	5	1	1	21	8	0	14	20½	ORDINARY.	"	" 22-10-30 "

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.		Supplied.	Per Rule.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.	
86111	150	2 3/8	101 1/2	142 1/2	422.0.20	844 1/2		300	2 3/8	STUD LINK.	N. HINGLEY.	NETH. 17-10-30	TOWLINE	130	5	70.9	130	5	
86115	150	"	"	"	422.2.19					"	"	" 29-10-30	HAWSERS & WARPS	90	3 1/2	29.9			
	300				844.8.11									2090	3 1/2	35.2			
														2090	3	28.7			
		Cir.																	
Iron Stream chain - Steel Wire	120	5			52.8			120	5	G.S.W.				4 x 100	8	111.2	4 x 100	8	
														4090	7	"			

BY J. HASTIE & CO.

Steering Gear, Steam-ELEC. HYDRAULIC, WITH EMERGENCY STEAM. Steering Gear, Hand RELIEVING TACKLE TO CAPSTANS ON POOR.

Boats A STEEL LIFE. 2 DINGIES. Steering Chains, Size and Test TELEMOTOR CONTROL. Windlass STEAM BY EMERSON WALKER.

Ceiling in Holds, thickness and material. Cargo Battens, thickness, material and spacing 3 1/4 CORN. 9" PART.

Cargo Hatchway (Upper Deck) STEEL PLATES & ANGLES. Thickness of Hatches 50 STL. COVER. MACGREGOR PATENT.

Size of No. 1 Hatchway (Forward) 7' x 10' No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters SUMMER TANK " 100 " " " 18' x 10' " " " " 50

THE GREENOCK DOCKYARD CO., LTD.

Builder's Signature *J. Turnbull* DIRECTOR.

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

The vessel has been built in accordance with the approved plans, instructions & printed Rules of this Society. The materials & workmanship are of good quality. The freeboard has been verified & the marks cut in on the vessel's sides. The cargo oil tanks, summer tanks, cofferdams, double bottom tanks (& cofferdams) fore & after peak tanks have been tested as required by the Rules & found satisfactory. The double bottom tanks in Midgy. space & under cargo hold forward intended for oil fuel, & the oil fuel cross bunker have been tested as required, found satisfactory, & Sect. 20 of the Rules complied with. Flash point above 150° F. Tween deck fore peak oil chain locker, & weather decks have been hose tested & found satisfactory.

Note: Duplicate Classification Certificate requested.

The amount of Entry Fee £ 10 : 0 : 0 Fees applied for, 5th MARCH 1931

Special Survey Fee £ 570 : 6 : 9 Received by me, 10.3.1931

Travelling Expenses, if any £

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

Signature *H. L. Swinton & A. Pascelles.* Surveyors to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey *YES.*

via Gls. Date of issue *10/3/31*

Certificate to be sent to *GREENOCK.*

Committee's Minute *GLASGOW 10 MAR 1931*

Character assigned *+100A1*

3.31.

Carrying Petroleum in Bulk.

Longitudinal Framing

Lloyd's A.R.C.P.

+L.M.C. 3.31.

2 STB. - 150 lbs.

The Surveyors are requested to sign the certificate on or before the Committee's Minute.

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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.)

List of Approved plans: Midship Section, Modification to midship section, Profile & deck plans, Sternframe & rudder, Punting arrangement, Engine seating, Double bottom tank in way of thrust, aft oil fuel bunker, Brackets to stringer in Mch. space, Lower deck frames in Mch. space, Transverse oil tight bulkheads, Bracket plan, Multiple riveting, Patent cargo hatch covers, Poop front bulkhead, Pumping Arrangement. 16 plans.

Forging Reports: Sternframe, Rudder, Tiller casting, Tiller forging.

Midship Section as built.

Profile & Deck plans as built.

Note: Vessel examined in dry dock for damage stated to have been sustained by surging against quay wall in James Watt dock, Greenock while fitting out. Now done: Port side: Slack rivets renewed (19 in all) in landing edge of L. & L. strakes, & in W. 10 side longitudinal, at aft end of W. 7 cargo oil tank. Starboard side: Slack rivets renewed (71 in all) in landing edge of L. & L. strakes, in end lap of L. strake plates W. 8 & 9, in bulkhead boundary bars, & in W. 10 side longitudinal at aft end of W. 7 & fore end of W. 8 cargo oil tanks. Caulking overhauled & made good & W. 7 & 8 tanks port & starboard tested in completion of repairs & found tight. Bottom of vessel cleaned & coated, 1 coat anti-corrosive & 1 coat anti-fouling.

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials,
Number of Certificate, Date
of Test.

1st Bower ^C 10.2.21, A.B., 6002, 17.6.30.
2nd „ 26.3.12, A.B., 6143, 25.7.30
3rd „ 22.1.20, M.B., 8161, 25.6.30

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 112.4 ft., B.D. — ft., Bridge 42.5 ft., Forecastle 47.5 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) 2 DKS. (STL.) & WEB FRAMES.

Official No. 162547 ; Signal Letters

Is bottom of Vessel coated with cement WHOLLY if not give

particulars of composition. CEMENTED IN PEAKS, COFFERWAYS, PUMP ROOMS & AROUND BOTTOM CLEAR OF OIL, CEMENT FILLETS IN CARGO TANKS & AROUND BOTTOM OIL TANKS.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		195
Double bottom, under Engines and Boilers,			After peak tank,		95
Double bottom, if under Engines only, & O.F. BURNER.	84.7	221	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	38.3	203	Other tanks, if fitted,		
Total capacity of double bottom		424	(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. 2310

Date 10.3.30.

Dates of Surveys held while building

(1930) Mar. 12. 14. 19. 25. 24. 28. Apr. 1. 2. 4. 8. 9. 11. 15. 18. 21. 23. 24. 30. May 5. 4. 9. 11. 16. 20. 22. 26. 28. 30. June 3. 6. 11. 18. 20. 24. 26. July 1. 10. 14. 16. 18. 22. 24. 28. 30. Aug. 1. 5. 4. 11. 19. 25. 24. Sept. 1. 2. 5. 9. 12. 18. 24. 30. Oct. 4. 8. 10. 16. 18. 20. 22. 23. 24. 24. 28. 30. Nov. 1. 3. 4. 5. 4. 10. 11. 12. 13. 14. 14. 19. 20. 22. 25. 26. 28. Dec. 1. 3. 4. 5. 8. 10. 11. 13. 15. 16. 23. 29. (1931) Jan. 6. 13. 21. 23. 26. 29. Feb. 3. 5. 10. 12. 18. 19. 21. 23. 25. 24. 28. Mar. 2. 3.

Total No. of Visits 119

M.V. "BRITISH RESOURCE" - GREENOCK RPT No 19303.
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.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads & Longitudinals.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Spang.	Inches.			Number.	Diam.
Framing of $\frac{1}{2}$, L or C		B.A.			B.A.			B.A.			B.A.			$\frac{7}{8}$	$5\frac{1}{4}$	$5\frac{1}{4}$	6	6	
Frames in Bridge 'tween Decks ...		$20 \times 6 \times 3 \times 34$			$20 \times 6 \times 3 \times 34$			$20 \times 6 \times 3 \times 34$			$20 \times 6 \times 3 \times 34$			"	"	"	7	7	
Frames from Uppermost Continuous Deck		No. 1			No. 1			No. 1			No. 1			"	"	"	8	8	
" 2		7 3 1/2 46			7 3 1/2 46			7 3 1/2 46			7 3 1/2 46			"	"	"	9	9	
" 3		7 3 1/2 46			7 3 1/2 46			7 3 1/2 46			7 3 1/2 46			"	"	"	8	8	
" 4		8 3 1/2 41			8 3 1/2 41			8 3 1/2 41			8 3 1/2 41			"	"	"	9	9	
" 5		9 3 1/2 38			9 3 1/2 38			8 3 1/2 49			8 3 1/2 49			"	"	"	8	8	
" 6		9 3 1/2 38			9 3 1/2 38			9 3 1/2 38			9 3 1/2 38			"	"	10 & 8 SP. 4"	9	9	
" 7		9 3 1/2 46			9 3 1/2 46			9 3 1/2 46			9 3 1/2 46			"	"	"	9	9	
" 8		10 3 1/2 40			10 3 1/2 40			9 3 1/2 51			9 3 1/2 51			"	"	"	10	10	
" 9		10 3 1/2 40			10 3 1/2 40			10 3 1/2 40			10 3 1/2 40			"	"	"	10	10	
" 10		10 3 1/2 43			10 3 1/2 43			10 3 1/2 43			10 3 1/2 43			"	"	10 & 8 SP. 3 1/2"	11	11	
" 11		10 3 1/2 48			10 3 1/2 48			10 3 1/2 48			10 3 1/2 48			"	"	"	10	14	
" 12		11 3 1/2 50			11 3 1/2 50			11 3 1/2 50			11 3 1/2 50			"	"	"	11	14	
" 13		$15 \times 4 \times 4 \times \frac{41}{62}$			$15 \times 4 \times 4 \times \frac{41}{62}$			$15 \times 4 \times 4 \times \frac{41}{62}$			$15 \times 4 \times 4 \times \frac{41}{62}$			"	"	"	16	12	
" 14		"			"			"			"			"	"	"	16	12	
" 15		"			"			"			"			"	"	MULT. EQUIV. $\frac{7}{8}$ $5\frac{1}{4}$	16	12	
" 16		"			"			"			"			"	"	10 & 8 SP. 3 1/2" AT TRANSVERSES 12 SP. 3 1/2" AT BULKHEADS	16	12	
Spacing of Longitudinal Frames		Amidships			32" IN BRIDGE ;			30" UP TO NO 10 ;			29 1/2" - 10 TO 12 ;			28 1/2" - 12 TO 13 ;					
At Ends		30" - 13 TO 15 ;			31 1/4" - 15 TO 22 &			32" - 22 TO 24											
Double Bottoms		Tank Top Longitudinals																	
L, L or C		Bottom																	
Spacing of Longitudinals		Amidships																	
At Ends...																			
Transverses.																			
In Bridge		Depth and Thickness																	
'tween Decks		Face Angles																	
		Lugs to Shell																	
					FORWARD AFT						FORWARD AFT								
		20" x 40"			20" x 40" 21" x 40"			20" x 40" 21" x 40"			20" x 40" 21" x 40"								
		3 1/2 3 1/2 42"			3 1/2 3 1/2 42" 3 1/2 3 1/2 42"			3 1/2 3 1/2 42" 3 1/2 3 1/2 42"			3 1/2 3 1/2 42" 3 1/2 3 1/2 42"								
		3 1/2 3 1/2 40"			3 1/2 3 1/2 40" 3 1/2 3 1/2 40"			3 1/2 3 1/2 40" 3 1/2 3 1/2 40"			3 1/2 3 1/2 40" 3 1/2 3 1/2 40"			$\frac{7}{8}$ 4"	BOTTOM TRANSVERSES. IN SHIP. AS APPROVED				
		3 1/2 3 1/2 46"			3 1/2 3 1/2 46" 3 1/2 3 1/2 46"			3 1/2 3 1/2 46" 3 1/2 3 1/2 46"			3 1/2 3 1/2 46" 3 1/2 3 1/2 46"								
		6 3 1/2 49"			6 3 1/2 52" 6 3 1/2 52"			6 3 1/2 49" 6 3 1/2 52"			6 3 1/2 49" 6 3 1/2 52"								
		6 6 46"			6 6 46" 6 6 46"			6 6 46" 6 6 46"			6 6 46" 6 6 46"			$\frac{7}{8}$ 2 ROWS 4"	6" x 6" x 46"			6" x 6" x 46"	
In Hull.		Lugs to Shell			CUT			CUT			CUT			CUT					
CARGO OIL TANKS.		" " Back Bars			✓			✓			✓			✓					
Brackets		TWO, AT TOE OF BRACKETS												$\frac{7}{8}$ 2 ROWS 3 1/2"	2 BRACKETS.				
Spacing of Transverse Frames		9' 8 1/2" ;			8' 4" & 9' 8"														
State if jogged or liners.																			
Longitudinal Beams of		IN SUMMER TANKS.																	
Upper Deck		7 3 1/2 46			7 3 1/2 46			7 3 1/2 46			7 3 1/2 46			Spacing. 32 1/2"					
IN EXP. TRUNK		7 3 1/2 33			7 3 1/2 33			6 1/2 3 1/2 44			6 1/2 3 1/2 44			31 1/4"					
Upper DK		7 3 1/2 33			7 3 1/2 33			6 1/2 3 1/2 41			6 1/2 3 1/2 41			30 1/4"					
Second DK		8 3 40			8 3 40			8 3 40			8 3 40			34"					
Third DK																			