Rpt. 1.

STEEL STEAMER or MOTORSHIP.

Received at London Office 11 MAR 1926

PETAIN

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 6. March. 1926. Port of Hamburg. No. 16926

Survey held at Kiel Date First Survey 20. May. 1924. Last Survey 12 February 1926

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Steel Twin Sc. Motor Vessel "MONTROLITE" Machinery aft. Cruiser-stern.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Shelter-Deck "Long. Framing" Petrol. in Bulk. State Type of Erections Disc. Bridge & Fcstl.

TONNAGE under Tonnage Deck	10781.98
Do. of space or spaces between Tonnage Dk. and Upper Dk.	".
Total	11309.15
Gross Tonnage	11309.15
Register Tonnage	6668.30

REGISTERED DIMENSIONS.

	FEET.
Length	510.9
Breadth	68.25
Depth	37.95

CLASS ✠ 100 A 1. *State if with freeboard as condition of Class* yes.

	FEET.
Length *from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)*	L 510'-0"
Breadth *(greatest moulded)*	B 68'-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 38'-0"
1st Longitudinal Number (~~L × D~~) Transv.	= 98
2nd Numeral L × (B + D)	= 49980
Framing Depth "d," *at middle of length. See Sec. 3 (1d)*	30
Proportions—*Depth to Length—Uppermost continuous deck to top of keel*	13.42
Do. Long Bridge to top of keel	".
Draught Moulded	27'-11"

Built at Kiel

Launched 18 Decemb. 1925. Yard No. 480.

Builders Fried. Krupp-Germaniawerft A.G.

Owners Imperial-Oil Ltd

Managers Do.

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

Residence Toronto.

Port of Registry Toronto.

If surveyed while building, afloat, or in dry dock On Stocks, Afloat and in Dry-dock.-

FRAMES, DOUBLE BOTTOM AND BEAMS.

	Inches in Ship.			Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	See	Long.	Fram.	".
" " from ¾ length to Collision bulkhead		Do		".
" " in peaks		610		".
Motor Space		762		
SIDE FRAMING.				
Frame Amidships, Angle, ⌐ or ⌐	See	Long.	Fram.	".
" " Extends up to		Do		".
Reversed Frame Amidships, Angle		Do		".
" " Extends up to		Do		".
Depth of Framing Girder		Do		".
Frames in Uppermost Continuous 'tween Decks, Angle, ⌐ or ⌐		Do		".
" " **Second 'tween Decks,** Angle, ⌐ or ⌐		Do		".
" " **Third** " " "Aft" L	230	90	12	".
	90	90	10	
Framing in Peaks, Angle or ⌐ Forward L	230	90	11.5	".
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22	×	120	".
Ends		No		".
State if Frame Joggled				
CANTING ARRANGEMENTS (Sec. 7), state system and particulars	4 Plate-string. 4 Tiers of Beam wet-frames.			".
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Space of longit. 760 to 533. Double Angl. Shell. Bottom increas.			".
SINGLE BOTTOM.				
Floors, Depth and thickness at mid-line in Holds Transverses	1525	×	13	".
Height of Brackets at side above base line at toe of frame		3140		".
Middle Line Keelson, on Floors, Angles, ⌐ or ⌐	Centre Line Bhds.			".
" " " Through Plate or Intercostal Plate		Do		".
" " " Foundation Plate on Floors		Do		".
" " " Flat Plate Keel Angles	150	150	15 5/14	".
Side Keelsons, No. each side		one		".
" " thickness of Intercostal Plate	1525	×	11	".
Bottom	100	100	11	
" " Angles Top tier	90	90	11	".
Top plate	190	×	11	
DOUBLE BOTTOM, aft.				
Solid Floors, thickness and spacing Every	762	×	13/10.5	".
" " Are Frame and Reversed Frame joggled ?		No		".
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		".		".
Centre Girder, depth and thickness amidships	1620	×	14	".
" " top Angles Two	90	90	14	".
" " bottom Angles Two	150	150	14	".
Side Girders, No. each side and thickness 6	12	L	10.5	".
Margin Plate depth (excl. of flange) and thickness		14.5		".
" " 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		".		".
INNER BOTTOM PLATING.				
Breadth and thickness of Middle Line Strake	1490	×	14.5	".
Thickness of remainder in Holds		14.5		".
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		".
BEAMS.				
Uppermost Continuous Deck, amidships in Wells, Angle, ⌐ or ⌐	See	Long.	Fram.	".
" " in way of Bridge, Angle, ⌐ or ⌐		Do		".
Spacing		Do		".
Second Deck, amidships, Angle, ⌐ or ⌐		Do		".
Spacing		Do		".
Third Deck, amidships, Angle, ⌐ or ⌐ Aft	220	80	9/12.5	".
Spacing	762	to	610	".
Fourth Deck, amidships, Angle, ⌐ or ⌐		".		".
Spacing		".		".
Poop Deck, Angle, ⌐ or ⌐ House	100	75	10	".
Spacing		762		".
Bridge Deck, Angle, ⌐ or ⌐	See	Long.	Fram.	".
Spacing		Do		".
Forecastle Deck, Angle, ⌐ or ⌐	220	80	9/12.5	".
Spacing	705	to	610	".

W1151 -0051

PILLARS AND DECKS.

	Inches in Ship.			Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows. Centre line B'hd	F-A	Two	Rows	✓.
Bridge 3 Rows	O	180	10	
„ in 'tween Decks, Size and Spacing. F.L.	∅	90		✓.
All widely spaced girders.	O	241	8.5	F
	"	150	9	F
„ „ „ „ „	"	250	11	A
	"	165	10	A
	"	115	11	A
„ in Holds „ „	O	241	8.5	F
	"	280	12	A
	"	230	12.5	A
„ „ „ „ „	"	250	11	A
Horizontal from	L 300	100	10/16	
to	L 200	75	8/11.5	
Centre Line Bulkhead. Stiffeners and Spacing	⊏15	680	760	✓.
B'hds + Transv space	ca.	3660		
Plating, thickness of ...10.25 - 10.75 - 11.25 - Top side B'hds.	11.75	- 11.25	13.75	✓.
STRINGERS AND DECKS.				
Uppermost Continuous Deck. Shelter.				
Stringer Plate, breadth and thickness in Wells	2057	×	28	✓.
„ „ „ „ in way of Bridge	2057	×	30.5	✓.
„ Angle in Wells	160	160	20	✓.
Thickness of Plating abreast Deck openings in way of Wells		18.5		✓.
Thickness of Plating abreast Deck openings in way of Bridge		18.5		✓.
Thickness of Plating within line of openings...		13		✓.
If Sheathed, material and thickness Aft	Oregon -		68	✓.
Second Deck. Stringer Plate, breadth and thickness in Wells...	1890	×	11.75	✓.

	Inches in Ship.			Any Departure from Approved Plans to be Noted.
Stringer Plate, breadth and thickness in way of Bridge	1890	×	11.75	✓.
Thickness of Plating abreast Deck openings in way of Wells		11.75		✓.
Thickness of Plating abreast Deck openings in way of Bridge		11.75		✓.
Thickness of Plating within line of openings...		9.5		✓.
If Sheathed, material and thickness		Not		✓.
Third Deck. Stringer Plate, breadth and thickness... Aft	1850 -	1200	18/12	✓.
If Plated, state thickness	16	-	8.25	✓.
Fourth Deck. Stringer Plate, breadth and thickness		✓.		✓.
If Plated, state thickness		✓.		✓.
Poop Deck. Stringer Plate, breadth and thickness House		✓.		✓.
Plating, Sheathing, material and thickness ...	6.5	Oregon	68	✓.
Bridge Deck. Stringer Plate, breadth and thickness	1100	×	11	✓.
Plating, Sheathing, material and thickness ...	9	Oregon	68	✓.
Forecastle Deck. Stringer Plate, breadth and thickness	1000	×	9.5	✓.
Plating, Sheathing, material and thickness ...	8-13	Not	Sheathed.	✓.

SHELL PLATING.

SCANTLINGS.

STRAKES.	As in Vessel. Amidships. Breadth.	Amidships. Thickness.	Forward. Thickness.	Aft. Thickness.	Any Departure from Approved Plans to be Noted.
	Inches.	Inches.	Inches.	Inches.	
Flat Plate Keel	1295	30	21	23	✓.
„ Dblg. (if any)	✓.	✓.	✓.	✓.	✓.
Bottom Plating, No. of Strakes 4	2225 1965	19	3 @ 18.25 1 @ 14	16.5-19.5	✓.
Bilge Plating, No. of Strakes 2	2350	19 - 17.25	16 - 12.5	17 - 13	✓.
Side Plating, No. of Strakes 4	2180	17.25	12.5	12	✓.
Shelter Upper Deck, Sheerstrake in Wells	1525	30.5	12.5	12.25	✓.
Shelter Upper Deck, Sheerstrake in Bridge ...	1525	35.5	✓.	✓.	✓.
Strake below Sheerstrake in Wells	2020	23	12.5	12.25	✓.
Strake below Sheerstrake in Bridge ...	2020	23	✓.	✓.	✓.
Poop Side Plating	✓.	✓.	✓.	✓.	✓.
Bridge Side Plating	1220 1120	12.75 - 11	✓.	✓.	✓.
Forec'tle Side Plating	1400	✓.	11	✓.	✓.

RIVETING.

STRAKES.	Edges. State if joggled? No. Single or Double.	Edges. Rivets. Diam.	Edges. Rivets. Spacing cr. to cr.	Butts. No. of Rows of Rivets.	Butts. Rivets. Diam.	Butts. Rivets. Spacing cr. to cr.	Butts. Strapped or Lapped.
		Inches.	Inches.		Inches.	Inches.	
Flat Plate Keel	Double	31 28	110 112	3	31 28	110 98	Double Strap.
„ Dblg. (if any)	✓.	✓.	✓.	✓.	✓.	✓.	✓.
Bottom Plating, No. of Strakes 4	Double	25	87 100	5 Ends 3-4	25	125 87	Lapped.
Bilge Plating, No. of Strakes 2	Do	25	87 100	5 Ends 3-4	25	125 87	Do
Side Plating, No. of Strakes 4	Treble	25 22	87 87	4 Ends 3	25 22	100 77	Do
Shelter Upper Deck, Sheerstrake in Wells	Double	31 28	110 98	3 Ends 3-4	31 25-22	110 100-77	Double Strap. Lapped.
Shelter Upper Deck, Sheerstrake in Bridge ...	Do	31	110	3	31	110	Double Strap.
Strake below Sheerstrake in Wells	Do	28	98	3 3	28 22	98 77	Double Strap. Lapped.
Strake below Sheerstrake in Bridge ...	Do	28	98	3	28	98	Double Strap.
Poop Side Plating	✓.	✓.	✓.	✓.	✓.	✓.	✓.
Bridge Side Plating	Double	28 19	112 75	2	22	88 77	Double Strap. Lapped.
Forec'tle Side Plating	Do	25 19	100 75	2	19	75	Lapped.

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 *c*) 19

„ Deck next below 1

As per Rule yes!

	Plating Thickness.	Stiffeners. Vertical. Scantlings.	Stiffeners. Vertical. Spacing.	Stiffeners. Horizontal. Scantlings.	Stiffeners. Horizontal. Spacing.
Midship Bulkh'd, Upper tween decks Summer Tanks	9.75	L 200×90×11 webs	750-850	✓.	✓.
„ „ Second „	9.5 to 13.75	L 150-150-12 + ⊐ 915-610×11 + L 150-90-13	3040 To 2280	L 200×80 L 280×45	760
„ „ Third „ Holds	8 - 12.5	L 220-85-12.5 + 90×90×11 + 760×11	2280	L 240×80 L 260×90	760
„ „ Holds ..... Cofferdams	9.5 - 13.75	L 170-85-9 L 150×70×9	760	L 200×80 L 250×80	760
Collision „ (in Hold)	7 - 13	L 130-90×10 Chain locker	2280	L 150×70 L 180×85	700 420
After Peak „ „	7.5 - 12	L 170×75×9 L 220×80×13	600	Tunnel	deck.

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓.	✓.	✓.	✓.
STEM Lower / Upper	Casting Forging	305×76		✓.
STERN FRAME Propeller Post	✓.	✓.	Krupp	✓.
STERN FRAME Rudder „	casting	Chan Section.	at	✓.
RUDDER—A×D	984	✓.	Essen	✓.
Speed of Vessel 11	✓.	✓.		✓.
RUDDER mainpiece at head	Forging	Dia. 375		✓.
„ „ heel	Casting	Chan. Section		✓.
„ how constructed	Built	Displacem Balanced.		✓.
„ double or single plate	✓.	Double		✓.
„ coupling, vertical or horizontal	✓.	Vertical.		✓.

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) S.M. Open-Hearth Process.- Witkowitzer Eisenhütte, Mähren. — A. Thyssen, Hamborn. — Gutehoffnungshütte, Oberhausen. — Thyssen & Co., Mühlheim. — Krupp, Essen. — Mannstedt Werke, Troisdorf b./Cöln.

Has the Steel been tested as required by the Rules? yes, by Society's Surveyors.—

EQUIPMENT No. 54139. LETTER F t. 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.
98	1st Bower ...	89	0	1	″	″	″	63	5	0	0	90	Hall - Stockless	Krupp - Annen.	Ham-Lon. 19.10.25 M. Koch.
99	2nd „ ...	88	3	26	″	″	″	62	15	0	0		Do Do	Do	Do 19.10.25 M. Koch.
100	3rd „ ...	87	3	15	″	″	″	62	5	0	0		Do Do	Do	Do 19.10.25. M. Koch.
	Collective weight.	265	3	14								257½			
105	Stream	35	3	9	″	″	″	33	0	2	14		Hall - Stockless.	Do	Ham-Lon. 19.10.25. M. Koch.

CHAIN CABLES.

Number of Certificate.	Length and size supplied. Length.	Diam.	Test per Certificate. Statutory.	Breaking.	Weight of Chain Cable. Supplied. Cwts. qrs. lbs.	Per Rule. Cwts.	Length and Size per Table 53. Length.	Diam.	Description.	Makers of Cables.	Where and when tested, and Superintendent.
	Fathoms.	Ins.	Tons.	Tons.			Fathoms.	Ins.			
26	5.66 Mtr. (11 Shackles total)	2⅝	122.8	172	54918 kg	1040	300	2 10/16	Stud Link	Borsig AG.	Vienna-Lon. 23.10.25. H. Kolbow.
Iron Stream Chain or Steel Wire	120	Cir. 5	63.5	″	″	″	120	Cir. 5½	St. Wire	Westf. Drahtind.	″

HAWSERS AND WARPS.

Material.	Length and Size supplied. Length.	Cir.	Breaking Test of Steel Wire.	Length and Size per Table 53. Length.	Cir.
	Fathoms.	Ins.	Tons.	Fathoms.	Ins.
TOWLINE ...	130	5¾	89.8	120	6½
HAWSERS & WARPS	90	3½	29.6	100	2¾
″	90	3½	29.6	100	2¾
″	400	8	Manilla	200	8.
	″	″	″	″	″

Steering Gear, Steam Electric - Hydraulic with Telemotor. **Steering Gear, Hand** Yes! efficient.

Boats Steel Two 26'-0" × 7'-9" × 3'-4" Two 24'-0" × 7'-8" × 3'-0" one 16'-6" × 4'-6" × 2'-3" **Steering Chains,** Size and Test No Chains. - **Windlass** Electric - good.

Ceiling in Holds, thickness and material No Ceiling. **Cargo Battens,** thickness, material and spacing No Cargo-battens. -

Cargo Hatchways.—(Upper Deck) Steel - Plates and Angles. **Thickness of Hatches** Steel covers hinged. -

Size of **No. 1 Hatchway** (Forward) 9'-0 × 10'-0 **No. 2** 6'-0 × 4'-0 To **No. 38** 6'-0 × 4'-0 **No. 4** ″ **No. 5** ″ **No. 6** ″

Number of **Shifting Beams** and/or **Fore** and **Afters** None ″ ″ ″

FRIED. KRUPP GERMANIAWERFT Aktiengesellschaft

Builder's Signature

GENERAL DECLARATION This vessel has been built in accordance with the approved and amended plans, the requirements embodied in the Secretary's letters and in all other respects in conformity with the Rules and Society's Requirements for "Carrying Oil in Bulk with Longitudinal framing".
The workmanship is throughout of the best description for this Type of vessels, all parts conforming well with each other, without use of any packing, and efficiently riveted together. - The peak tanks, deep tanks and double bottom tanks have been filled and tested as required by the Rules, and Cofferdams, Oil-Tanks Summer and Fuel-Oil-Tanks have been filled and tested with a pressure of 8'-0" above the highest point of Expansion-Trunks and were found perfectly tight.
Air Sounding-pipes of all tanks comply with the Rules. -
The painting arrangements and strengthening of bottom forward have been carried out as approved and to our satisfaction. - P.T.O.

The amount of Entry Fee ..... £ 12 : 0 : 0
Special Survey Fee .... £ 699 : 11 : 0
Travelling Expenses, if any £ 63 : 9 : 0
Freeboard £ 15 : 0 : 0

Fees applied for, 17 Febry. 1926
Received by me, London. 12/3/1926

I am of opinion the Vessel should be Classed ✠ 100 A 1.
Shelter Dk. w. Freeboard - Long. Framing. - Petrol. in Bulk.

State whether the Vessel has been built under Special Survey yes.

Signature A Kirkbee Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Ham. Office Date of issue ~~14/3/26~~ 20/3/26

Committee's Minute FRI. 19 MAR 1926

Character assigned 100 A1. Shelter D.K. with Freeboard carrying Petroleum in Bulk

Lloyds A+C.P. + L.M.C. 2.26
Oil Engines

Monte Hafen

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.*)

All steel material used in the construction of this vessel have been made at works approved and tested by the Society's Surveyors in accordance with the Rules.-
The Freeboard approved by the Committee have been marked on the vessels sides, verified and cut in.- The draft corresponding to the assigned Summer Freeboard is 28'-0¼" as given in the Builders deadweight and displacement Scale.-
The Anchors + Cables have been compared with Certificates and were found in order.-
General Equipment were found satisfactory.-

Plans attached: The approved plans are being retained for use in connection with the sister vessel No 481 "Canadolite" Fried Krupp. Germaniawerft, Kiel.
Copies of approved plans are in the London Office.-
Attached:
1. Table with Longitudinal Framing.
2. Inter. Certificate.
3. Nine Test Certificates.-

F Rees.

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

1st Bower Head: W = 51·2·20 - Drop 12'-0" - L.R. 102 J.L. 14.9.25.- J. Leogen. Düsseldorf
2nd „ Do : W = 51·2·18 - Drop 12'-0" - L.R. 101 J.L. 14.9.25.- J. Leogen. Düsseldorf.
3rd „ Do : W = 50·2·6 - Drop 12'-0" - L.R. 103 J.L. 14.9.25.- J. Leogen. Düsseldorf.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge 33·67 ft., Forecastle 41·69 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*) One steel Deck and Shelter Deck.

Official No. —; Signal Letters — Is bottom of Vessel coated with cement No if not give particulars of composition Cargo tanks, Oil tanks, Cofferdams not coated.- Cofferdam with cement.- Double bottom tanks + Peaks cem. asphalt

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, under Motor	45·0	175·4	Fore peak tank,	24·5	291·9
Double bottom, under Engines and Boilers,			After peak tank,	24·0	204·8
Double bottom, if under Engines only,			Deep tank, aft,	17·5	132·6
Double bottom, if under Boilers only,			Deep tank, forward,	37·0	320·6
Double bottom, forward,			Other tanks, if fitted, 4 Cofferdams	13·6	1016·7
	Total capacity of double bottom	175·4	(If necessary, furnish further information by sketch.)		1966·4
				Total =	2142·-

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 87

Date 28.3.24.-

Dates of Surveys held while building

1924: May 20 - June 24 - July 1·30 - Aug. 6·7·8·13·14·20·21·22.-
1925: Jan. 19 - March 4·5 - April 1 - May 19·29 - June 8·22 - July 1·3·16·21 - Aug. 19·25 -
Sept. 1·3·4·8·19·26·29 - Oct. 6·7·10·28·29 - Nov. 18 visits - Dec. 15 visits -
1926: Jan. 4·5·7·9·11·12·26·29 - Febry 5·9·12.-

Total No. of Visits 82.

St. 1*.

Ham. Rept. 16726

PARTICULARS OF LONGITUDINAL FRAMING. M.Sc. "MONTROLITE"

FRAMING.	AMIDSHIPS. In Ship.			ENDS. In Ship.			AMIDSHIPS. Per Rule or as approved.			ENDS. Per Rule or as approved.			RIVETING. Rivets in Longitudinl. Frames. Diam.	Spacing.	Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads. Number.	Diameter.
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.		Inches.
Framing of L, [or [..	y.	y.	y.	y.	y.	y.		y.			y.		y.	y.	y.	y.	y.
Lines in Bridge 'tween Decks ...	[200	75	8.5/11.5	y.	y.	y.		y.			y.		22	132	132	7	22
Lines from Uppermost Continuous Deck No. 1	[230	90	11	[190	85	10	A	y.			y.		25	150	150	9	22
" 2	[230	90	11	[200	85	10.5	F	y.			y.		22	132	132	9	22
" 3	[230	90	11	Do	Do	Do		y.			y.		22	132	132	9	22
" 4	[230	90	11	Do	Do	Do		y.			y.		22	132	132	9	22
" 5	Upper Deck			y.	y.	y.		y.			y.		y.	y.	y.	y.	y.
" 6	[240	85	9.5/13	[220	80	9/12.5	F	y.			y.		22	132/99	132	10	22
" 7	[260	90	10/14	[240	85	9.5/13		y.			y.		22	132/99	132	11	22
" 8	[260	90	10/14	[240	85	9.5/13		y.			y.		22	132/99	12 Riv. 99	11	22
" 9	[280	95	10/15	[260	90	10/14	A										
				[240	85	9.5/13	F	y.			y.		22	132/99	" 99	11	22
" 10	[280	95	10/15	[260	90	10/14		y.			y.		22	132/99	" 99	12	22
" 11	[300	100	10/16	[280	95	10/15	A										
				[260	90	10/14	F	y.			y.		22	132/99	" 77	12	22
" 12	355	×	10	[280	95	10/15	A										
	L 90	90	11	[260	90	10/14	F	y.			y.		22	132/99	" 77	12	22
" 13	380	×	10	[300	100	10/16	A										
	L 90	90	11	[280	95	10/15	F	y.			y.		22	132/99	" 77	18	22
" 14	380	×	10	[200	85	10.5	A										
	L 90	90	11	[280	95	10/15	F	Back Bars.			y.		22	132/99	" 77	18	22
" 15	Pl. 457		11	[200	85	10.5	A										
				[300	100	10/16	F	Back Bars.			y.		25	150/112	Transv. 87	20	22
" 21 Side Keelson. to " 27	L 90	90	11	y.	y.	y.		y.			y.		y.	y.	B'hds. 100-24 Riv	20	22
Spacing of Longitudinal Frames — Amidships	y.	760	y.	y.	y.	y.		y.			y.		y.	y.	y.	y.	y.
Spacing of Longitudinal Frames — At Ends	y.	y.	y.	760	to	533		y.			y.		y.	y.	y.	y.	y.
Inward Double Bottoms L or [— Tank Top Longitudinals		y.		[240	85	9.5/13		y.			y.		22	132	132		
Inward Double Bottoms L or [— Bottom "		y.		See above				y.			y.		y.	y.		y.	
Spacing of Longitudinals — Amidships		y.			y.			y.			y.		y.	y.		y.	
Spacing of Longitudinals — At Ends		y.		Top	700	y.		y.			y.		y.	y.		y.	
Transverses.													Rivets in Lugs to Shell Diam.	Spacing.			
In Bridge 'tween Decks — Depth and Thickness	700	×	10	y.	y.	y.		y.			y.		y.	y.		y.	
In Bridge 'tween Decks — Face Angles	[180	75	9.5	y.	y.	y.		y.			y.		22	99		y.	
In Bridge 'tween Decks — Lugs to Shell*	90	90	13	y.	y.	y.		y.			y.		22	99		y.	
In Upper 'tween Decks. — Depth and Thickness	685	×	10	457 × 10			A										
				535 × 10			F	y.			y.		y.	y.		y.	
In Upper 'tween Decks. — Face Angles	150	90	13	130 · 90 · 10			A										
				150 · 90 · 10			F	y.			y.		22	99		y.	
In Upper 'tween Decks. — Lugs to Shell*	150	150	12	90 · 90 · 10			A										
				150 · 150 · 12			F	y.			y.		22	99		y.	
In Hold. — Depth and Thickness	865	×	12.5	700 × 12.5			A										
				900 × 11.5			F	y.			y.		y.	y.		y.	
In Hold. — Face Angles	150	90	13	[130 · 75 · 11			A										
				[150 · 90 · 13			F	y.			y.		25	112		y.	
In Hold. — Lugs to Shell*	200	200	16	2 L 150 · 150 · 12			A								Ends		
				2 L 200 · 200 · 12			F	y.			y.					y.	
In Hold. — Brackets	T. 11 ; B. 12.5			T = 11 ; B = 11.5-12.5				y.			y.		22	99		y.	
Spacing of Transverse Frames	3658 close or Liners.			A = 3048, F = 2820 close or Liners.				y.			y.		y.	y.		y.	

* State if joggled or liners.

									Spacing.		In Ships. Plate.	In Ships. Angles.	As approved. Plate.	As approved. Angles
Longitudinal Beams of L or [	L	Bridge Deck ...	180 · 75 · 9.5	y.	y.	y.		y.	y.	750	Transverse Beams.	330 · 10	[180 · 75 · 9.5	y.
	[	Upper "	200 · 85 · 10.5	190 · 85 · 10				y.	y.	760		457/380 · 10	L 150 · 90 · 13	y.
	[	Second "	240 · 85 · 9.5/13	200 · 75 · 8.5/11.5	F			y.	y.	760		710 × 11	2 L 150 · 90 · 18	y.
	X	Third "	y. y. y.	[190 · 85 · 10 to [170 · 75 · 9.5	A			y.	y.	1060-940		y.	y.	y.

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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