

STEEL STEAMER or MOTORSHIP.

Received at London Office 11 MAR 1929

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

9/13/29

Port of **NEWCASTLE-ON-TYNE**No. **83900**

Survey held at

Date First Survey

3rd May 1928

Last Survey

25th Feb

19 29.

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

Single Sc. Steamer "BRITISH CHIVALRY"

Machinery

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

Full Scantling oil-carrier

State Type of Erections

Poop, Bridge, Forecastle

TONNAGE under Tonnage Deck...

6515.42

CLASS +100A1

Carrying petroleum in bulk.

State if with freeboard as condition of Class

no

Built at *Jarrow-on-Tyne*

Do. 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 440.0

Launched 24th Jan^y 1929 Yard No. 979Builders *Palmer S.B. & Co. Ltd.*Owners *British Tanker Co. Ltd.*

Managers

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

Residence

London.

Port of Registry

London.

If surveyed while building, afloat, or in dry dock

Building and afloat.

Total

Gross Tonnage

7117.77

Register Tonnage

4287.52

REGISTERED DIMENSIONS.

FEET.

Length

440.80

Breadth

57.10

Depth

33.90

Breadth (greatest moulded)

B 56.75

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

D 33.92

1st Longitudinal Number (L x D)

= 14925

2nd Numeral L x (B + D)

= 39895

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

Longitudinal framing

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

12.97

Do. Long Bridge to top of keel

Draught Moulded Full Summer

26'6"

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			Bracket Floors, Frame <i>tank top left shell</i>	8 3 50	BA } 30" apart
" " from $\frac{1}{2}$ length to Collision bulkhead			" " Reversed Frame	8 3 50	BA }
" " in peaks			" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness <i>Engines</i>	77 1/2 .54	
Frame Amidships, Angle, [or]			" " <i>Boilers</i>	77 1/2 .60	
" " Extends up to			" " top Angles <i>double engines</i>	3 1/2 x 3 1/2 x 50	
Reversed Frame Amidships, Angle			" " <i>boilers</i>	3 1/2 x 3 1/2 x 60	
" " Extends up to			" " bottom Angles <i>double</i>	4 4 .58	
Depth of Framing Girder			Side Girders, No. each side and thickness	2 @ 42 .52 in BS	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			Margin Plate depth (excl. of flange) and thickness	.52 under engines .56 under boilers	
" " Second 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side		
" " Third " " " "			" " Bracket abaft 1/2 len. from stem		
Framing in Peaks, Angle, [or]	8 1/2 3 1/2 .38		" " Vertical Angle to Tank side		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			" " Bracket forward 1/2 len. from stem		
State if Frame Joggled			" " Gussets, spacing and scantling		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars			" " abaft 1/2 len. from stem		
STRENGTHENING OF BOTTOM FORWARD. State Particulars			" " Gussets, spacing and scantling		
SINGLE BOTTOM. <i>in deck tank for?</i>			" " forward 1/2 len. from stem		
Floors, Depth and thickness at mid-line in Holds	36 .40		Tank Side Brackets, height above base line at toe of Frame and thickness		
Height of Brackets at side above base line at toe of frame			INNER BOTTOM PLATING. <i>mechanical space</i>		
Middle Line Keelson, on Floors, Angles, [or]			Breadth and thickness of Middle Line Strake	96 x 56 174 x 1.00	in Boiler in Engine in Boiler in E Room
" " Through Plate or Intercoastal Plate			Thickness of remainder in Holds	.56 .52	
" " Foundation Plate on Floors			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	
" " Flat Plate Keel Angles			BEAMS.		
Side Keelsons, No. each side	2		Uppermost Continuous Deck, amidships		
" " thickness of Intercoastal Plate	.40		" " in Wells, Angle, [or]		
" " Angles	3 1/2 3 1/2 .40		" " in way of Bridge, Angle, [or]		
DOUBLE BOTTOM. <i>apt</i>			Spacing		
Solid Floors, thickness and spacing	.42 under engines .32 " boilers		Second Deck, amidships, Angle, [or]		
" " Are Frame and Reversed Frame joggled?	spacing under engines 27 1/2 " boilers 27 1/2 53 1/2		Spacing		
Bracket Floors, breadth and thickness at middle line			Third Deck, amidships, Angle, [or]		
" " breadth and thickness at margin plate			Spacing		
			Fourth Deck, amidships, Angle, [or]		
			Spacing		
			Poop Deck, Angle, [or]		
			Spacing		
			Bridge Deck, Angle, [or]		
			Spacing		
			Forecastle Deck, Angle, [or]		
			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.....									
" in 'tween Decks, Size and Spacing.....									
" " " " " "									
" in Holds " "				<i>Amst pillars as appd</i>					
" " " " "									
Centre Line Bulkhead.									
Stiffeners and Spacing.....				<i>7x3x33 3A</i> <i>10x3x30 3A</i> <i>30" spacing</i>					
Plating, thickness of				<i>43 to 55</i>					
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells				<i>83 1/2 x 63</i>					
" " " " in way of Bridge				<i>83 1/2 x 73</i>					
" Angle in Wells				<i>66 66</i>					
Thickness of Plating abreast Deck openings in way of Wells				<i>55</i>					
Thickness of Plating abreast Deck openings in way of Bridge				<i>55</i>					
Thickness of Plating within line of openings...				<i>55</i>					
If Sheathed, material and thickness				<i>2 1/2 pine in accommodation</i>					
Second Deck.									
Stringer Plate, breadth and thickness in Wells...				<i>72 3/4 x 44</i>					
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									
Poop Deck.									
Stringer Plate, breadth and thickness									
Plating, Sheathing, material and thickness ..									
Bridge Deck.									
Stringer Plate, breadth and thickness.....									
Plating, Sheathing, material and thickness ..									
Forecastle Deck.									
Stringer Plate, breadth and thickness									
Plating, Sheathing, material and thickness ..									

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>no</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?		RIVETS.	No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.				Diam.	Spacing or to cr.	
	Inches.	Inches.	Inches.	Inches.				Inches.	Inches.	Inches.	Inches.	
FLAT PLATE KEEL	<i>52 1/2</i>	<i>96</i>	<i>76</i>	<i>76</i>		<i>double</i>	<i>1" 4"</i>		<i>5</i>	<i>1 1/8</i>	<i>5 1/2</i>	<i>Lapped</i>
" DBLG. (if any)												
BOTTOM PLATING, No. of Strakes <i>H</i>	<i>20</i>	<i>69</i>	<i>69</i>	<i>50</i>	<i>Plating on Bottom frame increased as rule</i>		<i>7/8 3 1/2</i>		<i>4</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>
BILGE PLATING, No. of Strakes <i>1</i>		<i>68</i>	<i>50</i>	<i>52</i>			<i>" "</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
SIDE PLATING, No. of Strakes <i>3</i>		<i>60</i>	<i>53</i>	<i>47</i>			<i>" "</i>		<i>3</i>	<i>"</i>	<i>3 1/8</i>	<i>"</i>
UPPER DECK, Sheer-strake in Wells.....	<i>66</i>	<i>84</i>	<i>53</i>	<i>47</i>			<i>" "</i>		<i>4</i>	<i>1"</i>	<i>4"</i>	<i>"</i>
UPPER DECK, Sheer-strake in Bridge ...		<i>98</i>					<i>" "</i>		<i>5</i>	<i>1 1/8</i>	<i>5 1/2</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Wells.....		<i>84</i>	<i>47</i>	<i>47</i>			<i>1" 4"</i>		<i>4</i>	<i>1"</i>	<i>4</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Bridge ...		<i>84</i>					<i>1 1/8 4 1/2</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
POOP SIDE PLATING				<i>40</i>		<i>Single</i>	<i>7/8 3 1/2</i>		<i>2</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>
BRIDGE SIDE PLATING ...	<i>50 ends</i> <i>42</i>					<i>Single</i>	<i>7/8 3 1/2</i>		<i>2</i>	<i>3/4</i>	<i>"</i>	<i>"</i>
FORECASTLE SIDE PLATING			<i>42</i>			<i>Single</i>	<i>3/4 3"</i>		<i>1</i>	<i>3/4</i>	<i>"</i>	<i>"</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	<i>11</i>
Extending to Upper Deck (Sec. 3 c).....	<i>11</i>
" Deck next below.....	<i>17 including trial to O.D.A.</i>
As per Rule.....	<i>appd as above</i>

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	<i>Plate</i>	<i>ted</i>		
STEM	<i>Rolled</i>	<i>10x2 1/4</i>		
STERN FRAME {	Propeller Post	<i>Forged</i>	<i>10 1/2 x 8 7/8</i>	<i>Free-Krupp</i>
	Rudder	<i>"</i>	<i>9 x 8 7/8</i>	<i>Killom</i>
RUDDER—A x D				<i>593</i>
Speed of Vessel				<i>11</i>
RUDDER mainpiece at head ...	<i>Forged</i>	<i>12"</i>	<i>Waltham's</i>	<i>Stoke Newington</i>
" " heel ...		<i>9"</i>	<i>Stoke Newington</i>	<i>Stoke Newington</i>
how constructed				<i>arms struck Keyel.</i>
double or single plate		<i>single 1 1/2</i>		
coupling, vertical or				
horizontal				

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD , Upper tween decks	<i>34</i>	<i>BA</i>	<i>30 1/2</i>	<i>BA</i>	
" " Second	<i>34 1/2</i>	<i>BA</i>		<i>6 1/2 x 3 x 34 34"</i>	
" " Third				<i>7 x 3 x 34</i>	
" " Holds	<i>37/57</i>	<i>2x60</i>		<i>7 1/2 x 46 30"</i>	
COLLISION	<i>35/52</i>			<i>9 1/2 x 3 1/2 x 47</i>	
(in Hold)				<i>8 x 3 x 36 30"</i>	
AFTER PEAK	<i>36/50</i>	<i>BA</i>		<i>8 x 3 x 40 34"</i>	
		<i>12 x 3 1/2 x 50</i>			

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	<i>Bolelaw Vaughan, South Durham, Pease Partners, Colville</i>
	Has the Steel been tested as required by the Rules?	<i>Yes,</i>

EQUIPMENT No. 41627										LETTER	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.
31472	1st Bower ...	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	Byers Impd		13.9.28 Sld. Butler
31443	2nd „ ...	73	0	0	—	—	—	55	5	0	0	72½	“ “		31.8.28 “ “
31500	3rd „ ...	62	1	7	—	—	—	49	15	0	0	72½	“ “		20.9.28 “ “
	Collective weight.	215	1	21								207½			
17583	Stream	20	2	14	5	0	21	21.3					Rodger	Sykes & Son	23.10.28 Eff. Jones.

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.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
22366	300	2 3/8	101.5	142.1	849.2.7	844 1/2			300	2 3/8	stud	Sykes & Son	Off 5.10.28, Jones	TOWLINE...	130	5 1/2	88		
														HAWSERS & WARPS	90	3 3/4	41		
															90	3 1/2	35.5		
															90	3 1/4	30.7		
															2.90	5"	26.2		
Iron Stream Chain or Steel Wire	120	5"	73						120	5"									

Steering Gear, Steam *Hastie* Steering Gear, Hand *Tackles to which*

Boats *4 steel 20' life boats* Steering Chains, Size and Test *✓* Windlass *Steam, Clarke Chapman*

1 dumpy 16' *1 cutter 16'*

Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *3" x 3/4" copl iron in fore hold only*

Cargo Hatchways. (Upper Deck) *oil light hatchway 6' x 4'* Thickness of Hatches *steel .60*

Size of No. 1 Hatchway (Forward) *Forehold 9' x 12* No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters *to fore hold .30 steel cover 5 angle slipper 5 x 3 x 40*
1 web beam 10" x 30" with 4 angles 3 x 3 x 40

PALMERS SHIPBUILDING & IRON Co., Ltd.,
 Builder's Signature *G.W. Williamson*

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.

This vessel has been built in accordance with the approved plans The Society's Rules and the Committee's instructions. The workmanship and materials are good to my satisfaction. all main cargo tanks, summer tanks, copperdams, oil fuel bunkers, feed ballast tanks have been tested by filling with water to rule head. All weather decks outside of ports tested under pressure have been tested by flooding with hose. The assigned firebrands have been marked on vessel's side, verified and cut in.

The vessel is framed longitudinally

Approved plans are forwarded herewith. The vessel is a sister vessel to 'BRITISH ARDOUR' Nw 82998.

The oil fuel for ships use is carried in bunkers specially built and approved for the purpose. F.P. above 150° F.

The amount of Entry Fee £ 10 : 0 : 0 Fees applied for, *19*

Special Survey Fee.... £ 566: 18 : 6 Received by me, *14 3.29*

Travelling Expenses, if any £ 11 : 18 : 4

I am of opinion the Vessel should be Classed *+ 100 A1*
Carrying petroleum in bulk.

State whether the Vessel has been built under Special Survey *yes* Signature *G.W. Williamson*

Surveyor to Lloyd's Register of Shipping.

MIN DUPLICATE *Newcastle* Date of issue *15/3/29*

Committee's Minute *FRI. 15 MAR 1929*

Character assigned *100 A1*
Carrying petroleum in bulk

Lloyds atcp *June 2. 29 J.D. CL*
Fitted for oil fuel 2.29 J.P. above 150° F

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 Lloyd's Register
 Foundation
 W1197 - 0002

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.)

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

1st Bower	WT 47-0-17, with pin 51-2-14, K.H. Ddy, 16 Aug 28, 5651
2nd "	" 40-3-5, " " 44-3-7 K.H. " 31 July 28 5584
3rd "	" 37-0-6, " " 40-2-0 K.H. " 16 Aug 28 5635

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 106.5 ft., R.Q.D. — ft., Bridge 34 ft., Forecastle 49 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *not joined*

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *2 dks (ste)*

Official No. 161198 ; Signal Letters
Is bottom of Vessel coated with cement if not give particulars of composition *oil compartments - cement fillets at seams & bulks. Peaks ballast tanks cemented*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		136
Double bottom, under Engines and Boilers, (aft)	80.2	382	After peak tank,		99
Double bottom, if under Engines only,			Deep tank, aft,	40.5	579
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
		Total capacity of double bottom 382	(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. 5300

Date

27.8.28

Dates of Surveys held while building

1928. MAY. 3. 7. 10. 14. 16. 25. 30. JUNE. 4. 5. 8. 11. 15. 20. JULY. 9. 13. 17. 23. 24. 27. AUG. 7. 14. 17. 21. 23. 28.
SEP. 10. 17. 19. 20. 29. OCT. 1. 4. 5. 8. 9. 10. 11. 12. 15. 16. 17. 18. 20. 22. 23. 24. 25. 26. 29. 30. 31. NOV. 1. 2. 5. 7. 8.
9. 12. 13. 14. 15. 16. 19. 20. 21. 22. 23. DEC. 7. 18. 27. 1929 JAN. 3. 23. 24. FEB. 8. 13. 25.

Total No. of Visits

76

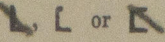


Rpt. 1*.

SS. "BRITISH CHIVALRY"

NWK REPORT NO 83900

PARTICULARS OF LONGITUDINAL FRAMING.

11 MAR 1929

| 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. | |
| | | | | | | | | | | | | | | Diam. | Speng. | | Number. | Diameter. |
| | | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Inches. | | Inches. | |
| Framing of  or  | | | | | | | | | | | | | | | | | | |
| Frames in Bridge 'tween Decks ... | | 6 | 3 | 38 | POOP 6 1/2 3 38 | FEET 6 1/2 3 38 | | | | | | | | 3/4 | 4 1/2 | 4 1/2 | | |
| Frames from Uppermost Continuous Deck No. 1 | | 7 | 3 1/2 | 40 | A 7 3 1/2 38 | F 6 1/2 3 1/2 30 | | | | | | | | 7/8 | 5 1/4 | 5 1/4 | 7 7/8 | |
| " 2 | | 7 | 3 1/2 | 40 | A 7 3 1/2 38 | F 6 1/2 3 1/2 39 | | | | | | | | " | " | " | " | |
| " 3 | | 7 | 3 1/2 | 40 | A 7 3 1/2 40 | F 7 3 1/2 36 | | | | | | | | " | " | " | " | |
| " 4 | | 8 | 3 1/2 | 35 | A 7 3 1/2 57 | F 7 1/2 3 1/2 48 | | | | | | | | " | " | " | 8 7/8 | |
| " 5 | | 8 | 3 1/2 | 40 | A 8 1/2 3 1/2 43 | F 8 1/2 3 1/2 40 | | | | | | | | " | " | " | 10 7/8 | |
| " 6 | | 8 1/2 | 3 1/2 | 38 | A 9 3 1/2 44 | F 9 3 1/2 40 | | | | | | | | " | " | 3 7/8 for 8 rivets | " | |
| " 7 | | 8 1/2 | 3 1/2 | 41 | A 9 3 1/2 44 | F 9 1/2 3 1/2 42 | | | | | | | | " | " | " | " | |
| " 8 | | 8 1/2 | 3 1/2 | 45 | A 9 3 1/2 46 | F 9 1/2 3 1/2 47 | | | | | | | | " | " | " | " | |
| " 9 | | 9 | 3 1/2 | 40 | A 9 1/2 3 1/2 46 | F 9 1/2 3 1/2 52 | | | | | | | | " | " | " | " | |
| " 10 | | 9 1/2 | 3 1/2 | 44 | A 10 3 1/2 44 | | | | | | | | | " | " | 3 5/8 for 8 rivets | " | |
| " 11 | | 10 | 3 1/2 | 44 | A 10 3 1/2 44 | | | | | | | | | " | " | " | 14 7/8 | |
| CHANNEL " 12 | | 12 x 37 1/2 x 3 1/2 | 52 1/2 | | 12 x 3 1/2 x 45 BA | | | | | | | | | " | " | " | 12 7/8 | |
| " " 13 | | 15 x 41 x 4 | 62 | | 12 x 3 1/2 x 45 BA | | | | | | | | | " | " | " | " | |
| " " 14 | | " | " | " | | | | | | | | | | " | " | " | " | |
| " " 15 | | " | " | " | | | | | | | | | | " | " | " | " | |
| " " 16 | | " | " | " | | | | | | | | | | " | " | " | " | |
| 16 to 21 | | " | " | " | | | | | | | | | | " | " | " | " | |
| Spacing of Longitudinal Frames | | Amidships 30" x 36" | | | At Ends 30" | | | | | | | | | | | 4" THROUGHOUT BOTTOM IN NO. 1 FRAME | | |
| Tank Top Longitudinals | | | | | 8 3 50 BA | | | | | | | | | | | | | |
| Bottom | | | | | 8 3 1/2 50 BA | | | | | | | | | | | | | |
| Spacing of Longitudinals | | Amidships | | | 30" | | | | | | | | | | | | | |
| At Ends... | | | | | | | | | | | | | | | | | | |
| Transverses. | | | | | | | | | | | | | | | | | | |
| Bridge | | Depth and Thickness 12 x 54 x 3 1/2 x 60 CHANNEL | | | | | | | | | | | | 3/4 | 3 3/4 | | | |
| en Decks | | Face Angles | | | | | | | | | | | | | | | | |
| " " | | Lugs to Shell* | | | | | | | | | | | | | | | | |
| In | | Depth and Thickness 24/30 x 40 | | | | | | | | | | | | | | | | |
| or 'tween | | Face Angles 4" flange | | | | | | | | | | | | | | | | |
| Decks. | | Lugs to Shell* joggled 3 1/2 3 40 | | | | | | | | | | | | 7/8 | 4" | | | |
| not give | | Depth and Thickness 42/51 46 | | | | | | | | | | | | | | | | |
| " " | | Face Angles 5 3 46 | | | | | | | | | | | | | | | | |
| Hold. | | Lugs to Shell* joggled 6 6 46 | | | | | | | | | | | | 7/8 | 4" | 2 complete rows. | | |
| " " | | " " Back Bars ... | | | | | | | | | | | | | | | | |
| " " | | Brackets | | | | | | | | | | | | | | | | |
| " " | | end spans 9' 1 1/2" | | | | | | | | | | | | | | | | |
| " " | | Centre " 7' 3" | | | | | | | | | | | | | | | | |
| Longitudinal | | POOP 6 3 30 | | | 6 3 30 | | | | | | | | | Spacing. | In Ships. | As approved. | | |
| ns of | | Bridge Deck ... 6 3 30 | | | A 6 3 30 | | | | | | | | | 30 x 36" | Plate. | Angles. | Plate. | |
| or  | | Upper 6 3 37 | | | F 6 3 30 | | | | | | | | | 30 x 30 1/2" | 12 x 37 1/2 x 3 1/2 x 50 | 5" FLANGE | TRUNK WAY | |
| " " | | Second 7 1/2 3 35 | | | A 7 3 30 | | | | | | | | | 32" | 17 x 40 | 2 couples | SUMMER | |
| " " | | Third | | | F 7 1/2 3 36 | | | | | | | | | | 20 x 40 | 6 x 3 1/2 x 45 | | |
| | | | | | | | | | | | | | | | | | | |

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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