

STEEL STEAMER ~~OF~~ MOTORSHIP.

Received at London Office 19 OCT 1927

State if Report has been sent on the Freeboard of the Vessel NO. (ASSIGNED BY B.C.)

State if Report is sent on the Machinery of the Vessel YES

Date of completion of report 15<sup>th</sup> October 1927 Port of Greenock No. 18778Survey held at Greenock Date First Survey 19<sup>th</sup> August, 1926 Last Survey 15<sup>th</sup> October, 1927

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single S. Oil Tanker "VIRGILIA" MCH. ACT.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erections Prop. Bridge &amp; etc.

TONNAGE under Tonnage Deck... 5157.06 CLASS + 100A1. State if with freeboard} NO. Built at Greenock

Do. of space or spaces between Tonnage Dk. and Upper Dk. } Length from fore part of stem to after part of stern } L 109.83

Total 5157.06 Breadth (greatest moulded) B 54.25

Gross Tonnage 5723.15 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 30

Register Tonnage 3414.59 1st Longitudinal Number (L x D) = 12294 2nd Numeral L x (B + D) = 34528

REGISTERED DIMENSIONS. FEET. 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 24.14

Length 110.3

Breadth 54.5

Depth 30.1

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.
<b>TRANSVERSE.</b>			<b>Bracket Floors, Frame</b>		
<b>FRAMES, Spacing amidships</b>	36		<b>Reversed Frame</b>		
" " from 1 length to Collision bulkhead	27		<b>Vertical Struts</b>		
" " in peaks	24		<b>Centre Girder, depth and thickness amidships</b>	77" 52 ENG. ST.	
<b>LONGITUDINAL FRAMING IN CARGO OIL TANKS. SEE PLY LEAF.</b>			" " top Angles	42" 60 A. ST.	
<b>SIDE FRAMING. TRANSV.</b>			" " bottom Angles	4" 4" 56	
Frame Amidships, Angle, E or C	12 3 1/2 36		<b>Side Girders, No. each side and thickness</b>	2 IN. 51. 40	
" " Extends up to	12 3 1/2 66		<b>Margin Plate depth (excl. of flange) and thickness</b>	TANK TOP LEVEL	
" " IN FOR OIL FUEL BUNKER	10 3 1/2 50		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	BRACKETS &	
<b>Reversed Frame Amidships, Angle</b>			" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	CONNECTIONS	
" " Extends up to			" " Gussets, spacing and scantling abaft 1/4 len. from stem	AS PER	
<b>Depth of Framing Girder</b>			" " Gussets, spacing and scantling forward 1/4 len. from stem	APPROVED	
<b>Frames in Uppermost Continuous Tween Decks, Angle, E or C</b>	8 3 1/2 42	7 1/2 x 3 1/2 x 46	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	PLANS	
" " Second Tween Decks, Angle, E or C			<b>INNER BOTTOM PLATING.</b>		
" " Third			Breadth and thickness of Middle Line Strake	42" 53 ENG. ST.	
<b>TRANSV.</b>			Thickness of remainder in Hold	67" 64 A. ST.	
<b>Framing in Peaks, Angle or C</b>	7 1/2 3 40	7 1/2 x 3 x 47	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.	
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	3/8 AS PER RULE.		<b>BEAMS.</b>		
<b>State if Frame Joggled</b>	NO		<b>Uppermost Continuous Deck, amidships</b>		
<b>FRAMING ARRANGEMENTS (Sec. 7), state system and particulars</b>	TRANSV. FRAMES 10 x 3 1/2 x 50 APP. 2 KEEL FRAMES 3 SIDE FRAMES AS PER APP. PLANS.		" " in Wells, Angle, E or C	TRANSVERSE	
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b>	3 STRAKES PLATING MIDSHIP THICK. FRAMES 6 x 4 x 50 WITH 3 1/2 x 3 1/2 x 40 BACK APP.		" " in way of Bridge, Angle, E or C	AS PER APP.	
<b>SINGLE BOTTOM.</b>			Spacing	ENDS AS PER	
Floors, Depth and thickness at mid-line in Hold	36 x 40 11.5		<b>Second Deck, amidships, Angle, E or C</b>	APPROVED PLANS	
Height of Brackets at side above base line at toe of frame			Spacing		
<b>Middle Line Keelson, on Floors, Angles, E or C</b>	NON O.T. MIDDLE LINE BULKHEAD.		<b>Third Deck, amidships, Angle, E or C</b>		
" " Through Plate or Intercoastal Plate	54 TO 36		Spacing		
" " Foundation Plate on Floors	18 x 4 1/2 x 40 [SARKED 27"		<b>Fourth Deck, amidships, Angle, E or C</b>		
" " Flat Plate Keel Angles			Spacing		
<b>Side Keelsons, No. each side</b>	TWO.		<b>Poop Deck, Angle, E or C</b>	7 1/2 3 40 7 1/2 x 3 x 34	
" " thickness of Intercoastal Plate	40		Spacing	APP. 9 3 45 EVERY FRAME.	
" " Angles	6 3 1/2 50 6 x 3 x 50		<b>Bridge Deck, Angle, E or C</b>	9 3 45 8 1/2 x 3 x 44	
<b>DOUBLE BOTTOM. IN WAY OF E. &amp; B. SP.</b>			Spacing	56	
<b>Solid Floors, thickness and spacing</b>	40 E. 41 A. ON EVERY FRAME.		<b>Forecastle Deck, Angle, E or C</b>	11 3 1/2 54	
" " Are Frame and Reversed Frame joggled?	YES.		Spacing	ALTER FRAMES	
<b>Bracket Floors, breadth and thickness at middle line</b>					
" " breadth and thickness at margin plate					

## 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.
<b>PILLARS, No. of Rows.....</b>	<i>PILLARING</i>			
" in 'tween Decks, Size and Spacing.....	<i>AT ENDS AS</i>			
" " " " "	<i>PER APPROVED</i>			
" in Holds " "	<i>PLANS.</i>			
" " " " "				
<b>Centre Line Bulkhead. OIL TIGHT.</b>				
Stiffeners and Spacing.....	<i>9x3x81 TO 7x3x78 AT JO'S</i>			
Plating, thickness of .....	<i>.50/.42</i>			
<b>STRINGERS AND DECKS.</b>				
<b>Uppermost Continuous Deck.</b>				
Stringer Plate, breadth and thickness in Wells	<i>77</i>	<i>70</i>		
" " " " , in way of Bridge	<i>77</i>	<i>70</i>		
" Angle in Wells .....	<i>6</i>	<i>6</i>	<i>.60</i>	
Thickness of Plating abreast Deck openings in way of Wells .....	<i>2 STRAKES .60</i>			
Thickness of Plating abreast Deck openings in way of Bridge .....	<i>2</i>	<i>".52</i>		
Thickness of Plating within line of openings..				
If Sheathed, material and thickness .....				
<b>Second Deck.</b>				
Stringer Plate, breadth and thickness in Wells....	<i>76</i>	<i>.42</i>		
Stringer Plate, breadth and thickness in way of Bridge <i>STRINGER RIGGLE</i> .....	<i>6</i>	<i>6</i>	<i>.42</i>	
Thickness of Plating abreast Deck openings in way of Wells .....			<i>.42</i>	
Thickness of Plating abreast Deck openings in way of Bridge .....				
Thickness of Plating within line of openings...				
If Sheathed, material and thickness .....				
<b>Third Deck.</b>				
Stringer Plate, breadth and thickness.....				
If Plated, state thickness.....				
<b>Fourth Deck.</b>				
Stringer Plate, breadth and thickness.....				
If Plated, state thickness .....				
<b>Poop Deck.</b>				
Stringer Plate, breadth and thickness .....	<i>100?</i>	<i>.52</i>		
Plating.....	<i>.48</i>	<i>x</i>	<i>.42</i>	
Plating, Sheathing, material and thickness ...	<i>2 1/2 P.P. OVER APPROVED.</i>			
<b>Bridge Deck.</b>				
Stringer Plate, breadth and thickness.....	<i>.48</i>	<i>.42</i>		
Plating, Sheathing, material and thickness ...	<i>AT ENDS.</i>	<i>.52</i>	<i>.30</i>	
<b>Forecastle Deck.</b>				
Stringer Plate, breadth and thickness .....		<i>.38</i>	<i>.36</i>	
Plating, Sheathing, material and thickness ...	<i>PLATING.</i>	<i>.30</i>		
	<i>P.P. 3"</i>			

## 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.
	Preadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.								
FLAT PLATE KEEL .....	48	80	72	72		DOUBLE.	7/8	3 1/2	4-3	1	3 3/4	LAPPED.
„ DBLG. (if any)												
BOTTOM PLATING, No. of Strakes .... 4 .....		65	47	55		DOUBLE.	7/8	3 1/2	4-3	1	3 3/4	LAPPED.
BILGE PLATING, No. of Strakes ..... 1 .....		60	47	48		"	"	"	4-3	"	"	"
SIDE PLATING, No. of Strakes ..... 3 .....		60	45	45		"	"	"	3	"	"	"
UPPER DECK, Sheer- strake in Wells .....	52	90	52	45		"	1	4	5-3	1	4 1/2	"
UPPER DECK, Sheer- strake in Bridge ...	INCREASED TO 1.08" IN THICK. AT BRIDGE ENDS & POOP FRONT.											
STRAKE BELOW Sheer- strake in Wells .....	48	74	45	45		DOUBLE.	7/8	3 1/2	4-3	1	4	LAPPED.
<del>STRAKE BELOW Sheer- strake in Bridge ...</del>												
POOP SIDE PLATING .....		58	70	38		SINGLE. 3 R. AT AREAK.	7/8	3 1/2	1. 2 R. AT END.	7/8	3 1/2	LAPPED.
BRIDGE SIDE PLATING ...		42	58	AT ENDS.		1 R. 3 R. AT ENDS	"	3 1/2	2.	"	"	"
FORE'TLE SIDE PLATING			41			SINGLE.	"	"	1.	"	"	"

## WATERTIGHT BULKHEADS.

[illegible]

FORGINGS ~~and CASTINGS.~~

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, <del>Bar</del> .....	FLAT PLATE.			
STEM .....	ROLLED.	10" x 2 <sup>7</sup> / <sub>16</sub> "		
STERN FRAME {	Propeller Post .....	S. F. 10 <sup>5</sup> / <sub>8</sub> x 7 <sup>5</sup> / <sub>8</sub>	DENNYSTOWN	
	Rudder " .....	S. F. 9 <sup>5</sup> / <sub>8</sub> x 7 <sup>5</sup> / <sub>8</sub>	FORGE	
RUDDER—A x D .....		521.		
Speed of Vessel .....		11 <sup>1</sup> / <sub>2</sub> KNOTS.		
RUDDER mainpiece at head ...	S. F.	11 <sup>1</sup> / <sub>2</sub> DIA.	DENNYSTOWN	
" " heel ...	S. F.	8 <sup>1</sup> / <sub>2</sub> "	FORGE.	
" how constructed .....	FORGED & BUILT			
" double or single plate .....	SINGLE	1 09		
" coupling, vertical or horizontal .....		VERTICAL.		

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

STEEL. THE STEEL CO OF SCOTLAND, D. COLVILLE & SONS. L<sup>o</sup>, THE SCOTTISH IRON & STEEL CO., THE LANARNSHIRE STEEL CO.,  
SKINNERGROVE IRON WORKS, CONSETT IRON CO. L<sup>o</sup>, SOCIÉTÉ ANONYME D'ACIERE-MARINIERE,  
Has the Steel been tested as required by the Rules? YES. VEREINIGTE STAHLWERKE ANTWERPEN SCHMIDT

EQUIPMENT No. 36021												LETTER Z		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.	Cwts.				
30223	1st Bower	54	3	14	STOCKLESS	45	5	3	21	1	56½	✓	RYLARS IMPROVED.	NOT STATED.	SUND. 9.8.27 PARSONS.	
42604	2nd "	52	0	21	13	2	2	43	15	2	14	51	✓	RODGERS IRON STR.	"	C.H. 11.3.27 PAUL.
42605	3rd "	51	3	8	13	1	12	43	10	3	21	51	✓	"	"	"
	Collective weight	158	3	15								156½	✓			
42599	Stream	18	0	0	4	2	16	19	0	0	0	17½		ORDINARY	"	" 9.3.27 "

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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					Length.	Ins.		Length.	Ins.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
40520	270	2 1/2	9 1/2	14 7/8	687.0.0	682 1/2	270	2 1/2	STUR				TOWLINE ...	180	5	75	180	5
									LINK.	NOT STATED.	C.H. 29-7-27 PAUL.	HAWSERS & WARPS	20180	5 1/2	26	2090	2 1/2	
												"	2090	7	11000	2090	7	
												"	20180	7	"			
												"	4035	15	11000			
												"	10180	4	11000			
Stream Chain Steel Wire	90	1 1/2	17				90	1 1/2	G.S.W.									

Steering Gear, Steam *BY J. LYNN & CO.* Steering Gear, Hand *BY TACKLE LED TO WINCH.*

Boats *A LIFE 24', LAUNGHY 16'* Steering Chains, Size and Test *1 1/2" DIA. 31 1/2 TONS TEST.* Windlass *IN STEAM BY EMERSON WALKER.*

Ceiling in *SUNNER* Holds, thickness and material *2 1/2" RED PINE.* Cargo Battens, thickness, material and spacing *NONE FITTED.*

Cargo Hatchways, (Upper Deck) *FORMED BY STEEL PLATES & ANGLES* Thickness of Hatches *2 1/2" WHITE PINE.*

Size of *ROOF* Hatchway (Forward) *22'6" x 20'0" No. 2* *No. 2* *No. 4* *No. 5* *No. 6*

Number of Shifting Beams and/or Fore and Afters *IN ROOF HATCHWAY. 3.*

HATCHWAYS TO CARGO OIL TANKS *18 IN N. FORMED BY 9 x 3 1/2 x 15 R.R.*

" " SUMMER TANKS *10 " " 9 x 3 x 15 "*

Builder's Signature *J. H. Lumball* *MANAGING DIRECTOR.*

GENERAL DECLARATION *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 cargo oil tanks, summer tanks, cofferdam double bottom tanks, fore peak, & after peak tanks have been tested as required by the Rules & found satisfactory. The oil fuel bunkers have been tested & Sec. 35 of the Rules complied with. The W.T. doors have been tested & the weather decks have been tested & found satisfactory.*

*This vessel has also been classed with British Corporation who have assigned the freeboard.*

The amount of Entry Fee ..... £ *9 : 0 : 0* Fees applied for, *14th Oct. 1927*

Special Survey Fee.... £ *5 1/4 : 12 : 3* Received by me, *26/10/27*

Travelling Expenses, if any £ *—*

State whether the Vessel has been built under Special Survey *YES.* Signature *H. L. Swinton.*

*H.M.* Certificate to be sent to *via G.L.O. GREENOCK* Date of issue *28/10/27* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *GLASGOW 18 OCT 1927*

Character assigned *100A1*

*10.27*

*Carrying Petroleum in bulk*

*Lloyd's A+C.P.*

*+ LMC 10.27*

*Fitted for oilfuel 10.27 J.P. above 150°F*

*Longitudinal framing*

*W.M.*



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W31-00051231

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 Plans:

Midship Section  
Profile & Deck plans  
after Cofferdam  
Double bottom aft.  
Oil fuel bunker aft.  
Stiffening in way of saddle back.  
Rudder Quadrant  
Anchor crane  
Transverse bulkheads forward  
Sternframe & Rudder.  
Pumping arrangement  
Bracket plan.  
Multiple Riveting.  
Fore peak & fore oil fuel bunker.  
Expansion tank to summer tanks.  
Wash plate in after oil fuel bunker.  
Forging Reports (2.)

Midship Section as Built  
Profile & D.K. plans . . .

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

1st Bower W. OF HEAD. 31.5.7, SURV. IN. 12. B. N. OF CERT. 3192, DATE OF TEST 12.7.27.  
2nd "  
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 118 ft., R.Q.D. 4 ft., Bridge 37.6 ft., Forecastle 52 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 Dhs. (Stk.) & Web frames.

Official No. 160179

Signal Letters

Is bottom of Vessel coated with cement if not give

particulars of composition CLEAR OF OIL TANKS ONLY.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.		Where Fitted.	Length.	
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	✓	✓	Fore peak tank,	✓	✓
Double bottom, under Engines and Boilers,	72	180	After peak tank,	✓	199
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	✓	✓
Double bottom, forward,	✓	✓	Other tanks, if fitted,	✓	✓
Total capacity of double bottom		180	(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. 3191

Date 2-9-26

Dates of Surveys held while building

Aug 12. 24. 26. 27. 30. Sept 1. 3. 6. 8. 22. 27. 29. Oct 4. 7. 11. 18. 22. Nov 19. 22. 25. 29. Dec 1. 3. 7. 10. 16. 16. 21. 23. 27. (1927) Jan 10. 12. 16. 20. 24. 26. Feb 1. 3. 7. 9. 11. 15. 18. 21. 23. 25. Mar 1. 10. 11. 15. 17. 22. 23. 24. 28. 30. Apr 1. 5. 7. 12. 14. 19. 22. 24. 28. May 3. 9. 11. 13. 17. 19. 21. 23. 26. 30. June 1. 3. 7. 9. 13. 15. 17. 20. 21. 23. 27. 29. July 12. 14. 16. 21. 26. 28. 29. Aug 5. 6. 9. 11. 12. 15. 16. 17. 18. 20. 22. 23. 24. 25. 26. 29. 30. Sept 5. 9. 13. 21. 23. Oct 4. 7. 12. 13. 15.

Lloyd's Register Foundation  
Total No. of Visits 121

*S. S. "VIRGILIA."*  
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. Spang.	Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Bulkheads. Number.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			
Framing of <b>L, L &amp; C</b> .....																
Frames in Bridge 'tween Decks ...																
Frames from Uppermost Continuous Deck																
<div> <div>W 131-00051313</div> <div> Framing from <b>Awning, Shelter or Upper Deck</b> to <b>Margin Plate, Main Line</b> IN WAY OF CARGO OIL TANKS. </div> </div>		No. 1														
		" 2	7	3	38	7	3	38	7	3	38	7	3	38	7	3
		" 3	7	3 1/2	48	7	3 1/2	48	7	3 1/2	48	7	3 1/2	48	7	3 1/2
		" 4	7	3 1/2	48	7	3 1/2	48	7	3 1/2	48	7	3 1/2	48	7	3 1/2
		" 5	7 1/2	3 1/2	43	7 1/2	3 1/2	43	7 1/2	3 1/2	43	7 1/2	3 1/2	43	7 1/2	3 1/2
		" 6	7 1/2	3 1/2	44	7 1/2	3 1/2	44	7 1/2	3 1/2	44	7 1/2	3 1/2	44	7 1/2	3 1/2
		" 7	8 1/2	3 1/2	48	8 1/2	3 1/2	48	8 1/2	3 1/2	48	8 1/2	3 1/2	48	8 1/2	3 1/2
		" 8	8 1/2	3 1/2	48	8 1/2	3 1/2	48	8 1/2	3 1/2	48	8 1/2	3 1/2	48	8 1/2	3 1/2
		" 9	9	3 1/2	46	9	3 1/2	46	9	3 1/2	46	9	3 1/2	46	9	3 1/2
		" 10	10	3 1/2	46	10	3 1/2	46	10	3 1/2	46	10	3 1/2	46	10	3 1/2
		" 11	11	3 1/2	48	11	3 1/2	48	11	3 1/2	48	11	3 1/2	48	11	3 1/2
		" 12	12	3 1/2	48	12	3 1/2	48	12	3 1/2	48	12	3 1/2	48	12	3 1/2
		" 13	12	3 1/2	48	12	3 1/2	48	12	3 1/2	48	12	3 1/2	48	12	3 1/2
		" 14	12	3 1/2	48	12	3 1/2	48	12	3 1/2	48	12	3 1/2	48	12	3 1/2
		" 15	12	3 1/2	48	12	3 1/2	48	12	3 1/2	48	12	3 1/2	48	12	3 1/2
		" 16	12	3 1/2	48	12	3 1/2	48	12	3 1/2	48	12	3 1/2	48	12	3 1/2
Spacing of Longitudinal Frames		Amidships	20		28	AT RAIL.		30		30		30				
		At Ends	20					30		30		30				
Double Bottoms		Tank Top Longitudinals	1	✓	8 1/2	3 1/2	50	✓	1	✓	8 1/2	3 1/2	50	✓		
<b>L, L or E</b>		Bottom	1	✓	9	3 1/2	50	✓	1	✓	9	3 1/2	50	✓		
Spacing of Longitudinals		Amidships	1					1		1						
		At Ends	1		30			1		30						
Transverses.		Bottom	57	42	57	42	57	42	57	42	57	42				
In Bridge		Depth and Thickness														

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 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.