

Rpt. 1.

**WRECK
SECTION**

No.

STEEL STEAMER or MOTORSHIP.**WRECK
SECTION**

20 OCT 1926

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***NEWCASTLE-ON-TYNE**No. *80664*Date of completion of report *15th October 1926*

Port of

Survey held at *Newcastle-on-Tyne*Date First Survey *January 26th*Last Survey *11th October*

1926

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Steel Screw Steamer "BRITISH GOVERNOR" (Machinery fitted Aft)*

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

*Longitudinal Framing (Ashwood System)*State Type of Erections *P.B. & F. Disconnected*TONNAGE under Tonnage Deck... *6334.44*CLASS *100A1*State if with freeboard as condition of Class *No*Built at *Walker-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**440.0*Breadth (greatest moulded) *B 56.75**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 33.91**33.91*1st Longitudinal Number (L x D) = *14924*2nd Numeral L x (B + D) = *39894*Framing Depth "d," at middle of length. See Sec. 3 (1d) *12.97**12.97*Proportions—Depth to Length—Uppermost continuous deck to top of keel *Do. Long Bridge to top of keel*Draught Moulded *26.54*Launched *10th September 1926* Yard No. *1218*Builders *Swan, Hunter & Wigham Richardson Ltd.*Owners *British Tanker Co. Ltd.*Managers *✓*

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

Residence *✓*Port of Registry *London*

If surveyed while building, afloat, or in dry dock

*Special Survey.***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.
Spacing amidships	<i>Longitudinal Framing</i>		Bracket Floors, Frame <i>B.A.</i>	<i>9 3 1/2 48</i>	
from 1/2 length to Collision bulkhead	<i>✓</i>		Reversed Frame <i>B.A.</i>	<i>9 3 1/2 48</i>	
in peaks	<i>24</i>		Vertical Struts <i>B.A.</i>	<i>9 3 1/2 44</i>	
ING.			Centre Girder, depth and thickness <i>Machine space + Deep Tank End</i>	<i>ER 6 1/2 x 56 B.R. 7 1/2 x 62 D.T. 5 1/2 x 60 x 48</i>	
amidships, Angle, [or]	<i>✓</i>		top Angles <i>Double 3 1/2 x 3 1/2 x 50-60 B.R. D.T. 3 1/2 x 3 1/2 x 40 double</i>		
Extends up to	<i>✓</i>		bottom Angles <i>Double 5 x 5 x 56-58 B.R. D.T. 6 x 6 x 58-54 double</i>		
Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness	<i>2 Machine space 55 D.T. 40</i>	
Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>6 5 B.S. ER straightness 60</i>	
Framing Girder	<i>✓</i>		Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>6 x 6 x 55 double at transverse</i>	
Uppermost Continuous 'tween Decks, Angle, [or]	<i>✓</i>		Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>✓</i>	
Second 'tween Decks, Angle, [or]	<i>✓</i>		Gussets, spacing and scantling abaft 1/2 len. from stem	<i>✓</i>	
Third " " "	<i>✓</i>		Gussets, spacing and scantling forward 1/2 len. from stem	<i>✓</i>	
Peaks, Angle or [<i>8 3 1/2 46</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	
and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8-4 7/8</i>		INNER BOTTOM PLATING.		
Frame Joggled	<i>Yes</i>		Breadth and thickness of Middle Line Strake	<i>34 x 60 E.R. 78 x 60 B.R. 72 x 40 D.T.</i>	
ARRANGEMENTS (Sec. 7), state system and particulars	<i>✓</i>		Thickness of remainder in Holds + Machine space	<i>1 00 x 60 E.R. 60 B.R. 40 D.T.</i>	
ENING OF BOTTOM FOR State Particulars	<i>✓</i>		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?	<i>Yes</i>	
TTOM.			BEAMS.		
Depth and thickness at mid-line in Holds	<i>✓</i>		Uppermost Continuous Deck, amidships	<i>10 3 1/2 46 found</i>	
Height of Brackets at side above base line at toe of frame	<i>✓</i>		in Wells, Angle, [or]	<i>8 3 46 aft</i>	
Keelson, on Floors, Angles, [or]	<i>✓</i>		in way of Bridge, Angle, [or]	<i>✓</i>	
Through Plate or Intercoastal Plate	<i>✓</i>		Spacing	<i>48 found 24 aft</i>	
Foundation Plate on Floors	<i>✓</i>		Second Deck, amidships, Angle, [or]	<i>10 3 1/2 56 aft</i>	
Flat Plate Keel Angles	<i>6 6 60-54</i>		Spacing	<i>24 found 48 aft</i>	
ons, No. each side	<i>One in Oil</i>		Third Deck, amidships, Angle, [or]	<i>✓</i>	
thickness of Intercoastal Plate	<i>40</i>		Spacing	<i>✓</i>	
Angles <i>Top double Bottom single</i>	<i>3 1/2 3 1/2 44</i>		Fourth Deck, amidships, Angle, [or]	<i>✓</i>	
	<i>3 1/2 3 1/2 44</i>		Spacing	<i>✓</i>	
DTOM.			Poop Deck, Angle, [or]	<i>10 3 1/2 56</i>	
rs, thickness and spacing <i>E.R. 55-2 1/2 B.S. 35-2 1/2 D.T. 40-2 1/2</i>	<i>✓</i>		Spacing	<i>Alternate</i>	
Are Frame and Reversed Frame joggled?	<i>Yes</i>		Bridge Deck, Angle, [or]	<i>6 3 44</i>	
Floors, breadth and thickness at middle line	<i>✓</i>		Spacing	<i>Gravy frame</i>	
breadth and thickness at margin plate	<i>✓</i>		Forecastle Deck, Angle, [or]	<i>10 3 1/2 56</i>	
	<i>✓</i>		Spacing	<i>Alternate</i>	

**WRECK
SECTION**

No.

1645-0156 1/3

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.....	✓				Stringer Plate, breadth and thickness in way of Bridge	92	44		
„ in 'tween Decks, Size and Spacing.....	✓				Thickness of Plating abreast Deck openings in way of Wells	42			
„ „ „ „ „	✓				Thickness of Plating abreast Deck openings in way of Bridge	42			
„ in Holds „ „	✓				Thickness of Plating within line of openings...	✓			
„ „ „ „ „	✓				If Sheathed, material and thickness	✓			
Centre Line Bulkhead , <i>Longitudinal</i>	6	3	34 B.A.	30' apart	Third Deck.				
Stiffeners and Spacing.....	10	3½	50 B.A.		Stringer Plate, breadth and thickness.....	✓			
Plating, thickness of	36	6	52		If Plated, state thickness.....	✓			
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....	✓			
Stringer Plate, breadth and thickness in Wells.....	83½	74	44		If Plated, state thickness	✓			
„ „ „ „ „ in way of Bridge.....	83½	90			Poop Deck.				
<i>Thickness at break of Bridge 90' Break of Poop 80'</i>					Stringer Plate, breadth and thickness	44	79	36	
„ Angle in Wells <i>Oil</i>	6	6	60		Plating, Sheathing, material and thickness ...	36	32	25 Where sheathed 2½ P.P. sheathing at aft end.	
Thickness of Plating abreast Deck openings in way of Wells	50	60	56		Bridge Deck.				
Thickness of Plating abreast Deck openings in way of Bridge	✓				Stringer Plate, breadth and thickness.....	42½	42		
Thickness of Plating within line of openings...	✓				Plating, Sheathing, material and thickness ...	Steel	28		
If Sheathed, material and thickness	✓				Forecastle Deck.				
Second Deck.					Stringer Plate, breadth and thickness.....	38	48	36	
Stringer Plate, breadth and thickness in Wells...	92	44			Plating, Sheathing, material and thickness ...	25 Steel 3 P.P. sheathing			

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>Ordinary</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.			Diam. Inches.	Spacing cr. to cr. Inches.		Diam. Inches.	Spacing cr. to cr. Inches.	
FLAT PLATE KEEL	49	1.04	.72	.72		Double	1 1/8	4	5	1 1/8	5	Lapped
„ DBLG. (if any)	✓											
BOTTOM PLATING, No. of Strakes 3.....	✓	.64	.50	.68-.78		„	7/8	3 1/2	4	7/8	3 1/2	„
BILGE PLATING, No. of Strakes 2.....	✓	.64+.62	.46	.66		„	„	„	3 <i>altered</i>	„	„	„
SIDE PLATING, No. of Strakes 2.....	✓	.62	.46	.66		„	„	„	3 <i>altered</i>	„	3 1/8	„
UPPER DECK, Sheer- strake in Wells.....	56 1/2	1.02	.46	.46		„	1 1/8	4	4	1 1/8	4 1/2	„
UPPER DECK, Sheer- strake <i>at</i> Bridge <i>ends</i>		1.18				✓			✓			
STRAKE BELOW Sheer- strake in Wells.....	63 1/2	.76	.46	.46		„	1	3 1/2	4	1	4	„
STRAKE BELOW Sheer- strake in Bridge ...	✓											
POOP SIDE PLATING40-.50				Single	7/8+1	3 1/2+4	Double	3/4	2 5/8	„
<i>Upper Sheer Strake at break of Poop</i>		1.18										
BRIDGE SIDE PLATING48-.54				„	1	4	Double	7/8	3 1/8	„
FORECASTLE SIDE PLATING		.42				„	7/8	3 1/2	Double	3/4	2 5/8	„

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	17
Extending to Upper Deck (Sec. 3 c)	11
„ Deck next below	6
As per Rule	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D , Upper tween decks	✓				
„ „ Second „	✓				
„ „ Third „	✓	24 lbs each hold	B.A.	6-3-34	
„ „ Holds	✓	52-36	33x40	10-32-52	30-26
COLLISION „ (in Hold)		44-30	7-3-48	24	Double bottom + Deep Tanks
AFTER PEAK „ „		42-32	7-32-44	33-36	Steel & Cedar + Oak

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL , Bar		7 lat. plate keel		
STEM	Forged	11x2¼	Cleland & Co.	
STERN FRAME	Propeller Post	11¼x8½	N.Y. Willtons	
	Rudder „	9½x8½	„	
RUDDER —A x D.....	562			
Speed of Vessel 10 to 12 knots				
RUDDER mainpiece at head	Forged	12	Willtons, Rough + Smooth Gear	
„ „ heel	„	9	„	
„ how constructed	Forged + built			
„ double or single plate	Single plate	1-12 thick		1.06
„ coupling, vertical or horizontal	Horizontal Coupling.			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open hearth* Consell Iron Co. *Pease & Partners Ltd, Bolckow Vaughan & Co, Donnan Long & Co, South Durham Steel & Iron Co, Cargo Fleet Iron Co, & others*
Grisignee, David Colville & Sons
 Has the Steel been tested as required by the Rules? *Yes*

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.)

Chain Cables

Number of Certificate	Length & Size Supplied		Test per Certificate		Weight of Chain Cable		Length & Size per Table 53		Description	Maker of Cable	Where and When Tested and Superintendent.
	Length	Size	Static Load	Break-Load	Supplied	Per Rule	Length	Size			
61029	75 $\frac{3}{8}$	2 $\frac{3}{8}$	142 $\frac{1}{2}$	101 $\frac{5}{8}$	214-0-16				Stud	Wm. Bloomer & Son	Liphon 15 $\frac{3}{16}$ H. C. Leeson
28897	15	2 $\frac{3}{8}$	142 $\frac{1}{2}$	101 $\frac{5}{8}$	42-1-0				"	"	Cardiff 24 $\frac{1}{2}$ Q. Jones
28896	15	2 $\frac{3}{8}$	142 $\frac{1}{2}$	101 $\frac{5}{8}$	42-2-0				"	"	" 24 $\frac{1}{2}$ "
28895	15	2 $\frac{3}{8}$	142 $\frac{1}{2}$	101 $\frac{5}{8}$	42-2-0	844 $\frac{1}{4}$	300	2 $\frac{3}{8}$	"	"	" 24 $\frac{1}{2}$ "
28904	15	2 $\frac{3}{8}$	142 $\frac{1}{2}$	101 $\frac{5}{8}$	42-1-0				"	"	" 25 $\frac{1}{2}$ "
29031	15	2 $\frac{3}{8}$	142 $\frac{1}{2}$	101 $\frac{5}{8}$	43-1-14				"	"	" 2 $\frac{3}{8}$ "
61064	150 $\frac{1}{2}$	2 $\frac{3}{8}$	142 $\frac{1}{2}$	101 $\frac{5}{8}$	417-2-17				"	Wm. Bloomer & Son	Liphon 17 $\frac{3}{16}$ H. C. Leeson
61065	44 $\frac{3}{4}$	2 $\frac{3}{8}$	142 $\frac{1}{2}$	101 $\frac{5}{8}$	844-2-17				"	"	" 15 $\frac{3}{16}$ "
61067	44 $\frac{3}{4}$	2 $\frac{3}{8}$	142 $\frac{1}{2}$	101 $\frac{5}{8}$	5-0-0				"	"	" 17 $\frac{3}{16}$ "

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

1st Bower *Weight of head 47-3-14 including pin, 51-3-21. M. R. 11-514, 22nd Jan + 15th Feb 1926*
2nd " " " 42-2-0 " " 46-2-21, W. M. 11-6207, 24th March 1926
3rd " " " 36-161 Cuts " " 40-0-0, W. M. 11-6170, 29th January 1926

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 100 $\frac{1}{2}$ ft., R.Q.D. ☒ ft., Bridge 32 $\frac{1}{2}$ ft., Forecastle 49-6 (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. *The Poop is not joined to the Bridge Deck.*

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

Official No. 149.735 ; Signal Letters

Is bottom of Vessel coated with cement Paint

Particulars of composition *In oil Cargo tanks outside strakes flushed with cement also in fuel tank and oil fuel tanks forward*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity of Tanks. Tons.
Double bottom, aft,			Fore peak tank,	22-11	158
Double bottom, under Engines and Boilers, <i>Fuel tank</i>	32-1	89 $\frac{1}{2}$ W	After peak tank,	16-0	104
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only, <i>Oil fuel</i>	50-52	322 Oil	Deep tank, forward,	48-7	60
Double bottom, forward,	48-7	217	Other tanks, if fitted,		
		Total capacity of double bottom (217 tons)	(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. 5167

Date 11-3-26

Dates of Surveys held while building

1926. Jan. 26. 28, Feb. 2. 12. 16. 22, Mar. 5. 8. 11. 16. 18. 22. 29. 31. Apr. 1. 5. 9. 12. 13. 20. 30. May. 5. 12. 28, June. 2. 4. 6. 8. 14. 17, July. 1. 12. 20. 23. 27. 28. 29. 30. Aug. 3. 4. 5. 6. 9. 10. 11. 12. 13. 16. 17. 18. 19. 20. 22. 24. 25. 27. Sept. 2. 6. 10. 13. 26. 27. 29. 30. Oct. 7. 8. 11.

Total No. of Visits 69

Crank shaft, dia. of journals as fitted 14 7/8 Crank pin dia. 14 7/8 Crank webs Mid. length thickness 9 3/8

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.			
			Ins.			Ins.			Ins.			Ins.			Diam. Speng.		Inches.		Number.		Diameter.	
			Ins.			Ins.			Ins.			Ins.			Ins.		Ins.		Inches.		Inches.	
Framing of $\frac{1}{2}$ L & C			0.8			0.8			0.8			0.8			1/8		5 1/4		7		7/8	
mes in Bridge 'tween Decks			9 3 1/2 40			9 3 1/2 40			9 3 1/2 40			9 3 1/2 40			1/8 54		5 1/4		7		7/8	
mes from Uppermost Continuous Deck			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			1/8 54		5 1/4		7		7/8	
No. 1			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			1/8 54		5 1/4		7		7/8	
" 2			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			1/8 54		5 1/4		7		7/8	
" 3			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			1/8 54		5 1/4		7		7/8	
" 4			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			1/8 54		5 1/4		7		7/8	
" 5			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			1/8 54		5 1/4		7		7/8	
" 6			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			1/8 54		5 1/4		7		7/8	
" 7			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			1/8 54		5 1/4		7		7/8	
" 8			10 3 1/2 44			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			1/8 54		5 1/4		7		7/8	
" 9			10 3 1/2 44			10 3 1/2 44			9 3 1/2 44			10 3 1/2 44			1/8 54		5 1/4		7		7/8	
" 10			10 3 1/2 48			10 3 1/2 48			10 3 1/2 48			10 3 1/2 48			1/8 54		5 1/4		7		7/8	
" 11			10 3 1/2 54			10 3 1/2 54			10 3 1/2 54			10 3 1/2 54			1/8 54		5 1/4		7		7/8	
" 12			15x4x5x			15x4x5x			15x4x5x			15x4x5x			1/8 54		5 1/4		7		7/8	
" 13			4x4x63 Channels			4x4x63 Channels			4x4x63 Channels			4x4x63 Channels			1/8 54		5 1/4		7		7/8	
" 14															1/8 54		5 1/4		7		7/8	
" 15															1/8 54		5 1/4		7		7/8	
" 16															1/8 54		5 1/4		7		7/8	
acing of longitudinal frames			29+30			29+30			30			30			1/8 54		5 1/4		7		7/8	
Tank Top Longitudinals			✓			✓			✓			✓			1/8 54		5 1/4		7		7/8	
Bottom			✓			✓			✓			✓			1/8 54		5 1/4		7		7/8	
Amidships			✓			✓			✓			✓			1/8 54		5 1/4		7		7/8	
At Ends...			✓			✓			✓			✓			1/8 54		5 1/4		7		7/8	
Transverses.			15x38			15x38			15x38			15x38			1/8 54		5 1/4		7		7/8	
Depth and Thickness			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			1/8 54		5 1/4		7		7/8	
Face Angles			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			1/8 54		5 1/4		7		7/8	
Lugs to Shell*			18x40			18x40			18x40			18x40			1/8 54		5 1/4		7		7/8	
Depth and Thickness			3 1/2 3 1/2 44			3 1/2 3 1/2 44			3 1/2 3 1/2 44			3 1/2 3 1/2 44			1/8 54		5 1/4		7		7/8	
Face Angles			3 1/2 3 1/2 44			3 1/2 3 1/2 44			3 1/2 3 1/2 44			3 1/2 3 1/2 44			1/8 54		5 1/4		7		7/8	
Lugs to Shell*			36x46			36x46			36x46			36x46			1/8 54		5 1/4		7		7/8	
Depth and Thickness			Y 3 1/2 48			Y 3 1/2 48			Y 3 1/2 48			Y 3 1/2 48			1/8 54		5 1/4		7		7/8	
Face Angles			6 6 46			6 6 46			6 6 46			6 6 46			1/8 54		5 1/4		7		7/8	
Lugs to Shell*			57x40 top			57x40 top			57x40 top			57x40 top			1/8 54		5 1/4		7		7/8	
Brackets			57x46 bottom			57x46 bottom			57x46 bottom			57x46 bottom			1/8 54		5 1/4		7		7/8	
Carrying of Transverse Frames			6 3 32			6 3 32			6 3 32			6 3 32			1/8 54		5 1/4		7		7/8	
* State if joggled or liners.			6 3 32			6 3 32			6 3 32			6 3 32			1/8 54		5 1/4		7		7/8	
Poop Bridge Deck			6 3 32			6 3 32			6 3 32			6 3 32			1/8 54		5 1/4		7		7/8	
Awg.or Shltr.Dk.			6 3 32			6 3 32			6 3 32			6 3 32			1/8 54		5 1/4		7		7/8	
Upper			6 3 32			6 3 32			6 3 32			6 3 32			1/8 54		5 1/4		7		7/8	
Second			7 3 40			7 3 40			7 3 40			7 3 40			1/8 54		5 1/4		7		7/8	
Third			6 3 32			6 3 32			6 3 32			6 3 32			1/8 54		5 1/4		7		7/8	

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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12.20 T. 24.25 Manufacturer.