

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office...

11 JAN 1935

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

Yes

Date of completion of report
Survey held at

12th January 1935

Port of

Glasgow

Date, First Survey

8th July

Last Survey

No. 44292

29th December 1934

On the (State if Single, Twin, or Triple Screw)

Steamer "GASANDRA"

Rig One Mast

TONNAGE under

1799.61

CLASS + 100 A1

FEET.

Do. between Tonnage Dk. and 3rd and 4th Dk.

Total under Upper Dk.

1799.61

Do. of Poop

255.66

Do. of R.O.Dk.

388.49

Do. of Bridge House

46.52

Do. of Houses on Dk.

162.35

Do. of excess of Hatchways

48.05

Do. above Crown of Engine Room

2700.69

Gross Tonnage

146.27

Less Crew Space

2700.69

Less above Crown of Engine Room

948.17

TONNAGE FOR FEES

124.19

Less Engine Room

1452.05

Less Navigation Spaces

1452.05

Register Tonnage as cut on Beam

1452.05

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock

Yes

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
305	0		52	0		15	1		one

Dimensions of Ship per Register, Length	92.96 m.	15.32 m.	4.60 m.	Moulded depth, ft.	15	ins.	To Bridge Dk.	Round of Upper
	305	52	15.09	Moulded depth, ft.	15	ins.	To Upper Dk.	Dk. Beam, Actual

FRAMING.				PILLARS.			
FRAME, Angles, Bars amidships	Inches in Ship	Inches in Ship	Inches per Rule	PILLARS In 'tween Deck, size and spacing	Inches in Ship	Inches in Ship	Inches per Rule
Do. in peaks	3 1/2	3 1/2	3 1/2	" Hold	3 1/2	3 1/2	3 1/2
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	3 1/2	" Quarter 'tween Dks.	3 1/2	3 1/2	3 1/2
" at intermdt. Bkts.	3 1/2	3 1/2	3 1/2	" in Hold	3 1/2	3 1/2	3 1/2
Spacing of Frames from centre to centre amidships	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" from 1/2 length to Collision bulkhead	24	24	24	"	3 1/2	3 1/2	3 1/2
" in peaks	24	24	24	"	3 1/2	3 1/2	3 1/2
REVERSED FRAME, Angles, Bars	3 1/2	3 1/2	3 1/2	"	3 1/2	3 1/2	3 1/2
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	3 1/2	"	3 1/2	3 1/2	3 1/2
" at intermdt. Bkts.	3 1/2	3 1/2	3 1/2	"	3 1/2	3 1/2	3 1/2
FRAMING, depth of girder	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" in way of Engine and Boiler Spaces	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" thickness at the ends of vessel	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" depth at 1/2 the half breadth, as per Rule	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" height extended at the Bilges	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
FLOORS in Cell. Double Bottoms	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" state if flanged (top & bottom)	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" Spacing of Solid floors	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" Angles, Top	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" Bottom	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" to Floors	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" Brackets at intermdt. frmg., wdth & thcknss	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
SIDE GIRDERS, number on each side & thickness	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" state if flanged (top and bottom)	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" Angles (top and bottom)	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" to Floors	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
MARGIN PLATE, depth (exclusive of flange) and thickness	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" Angle to Outside Plating	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" Floors	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" Brackets at intermdt. frmg., wdth & thcknss	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" Height of Outside Brackets above at bilge	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" in Engine and Boiler space	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" Remainder in Holds	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
EAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" In way of Long Bridge	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" Spacing	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
EAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" Spacing	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
EAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" Angles on upper edge	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" Spacing	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
EAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" Angles on upper edge	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" Spacing	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
EAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" Angles on upper edge	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2
" Spacing	25 1/2	25 1/2	25 1/2	"	3 1/2	3 1/2	3 1/2

If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

[illegible]

EQUIPMENT No. 21592		LETTER Z		ANCHORS.		TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS												
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 31.		Description of Anchor.	Makers.	Where and when tested and Superintendent.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.					lbs.
28523	1st Bower ...	42	1	7	-	-	-	37	8	0	14	42	0	0	Bye's Stockless	-	28/10/24	Lindalaid N.H.L.
28509	2nd " ...	42	0	0	-	-	-	37	2	2	0	42	0	0	do	-	23/10/24	do do
28469	3rd " ...	38	2	0	-	-	-	32	13	0	0	38	2	0	do	-	2/10/24	do do
	4th " ...	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Collective weight.	119	3	7								119	2	0				
28380	Stream	11	0	0	2	3	0	12	17	2	0	11	0	0	Forged and in stock	-	20/8/24	do do
	Kedge.....	-	-	-	-	-	-	-	-	-	-	-	-	-				

28523

28509

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28380

1st Bower ...

2nd " ...

3rd " ...

4th " ...

Collective weight.

Stream

Kedge.....

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Bye's Stockless

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Forged and in stock

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28/10/24

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Lindalaid N.H.L.

do do

do do

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Bye's Stockless

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Forged and in stock

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28/10/24

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do do

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Collective weight.

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Lindalaid N.H.L.

do do

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28523

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1st Bower ...

2nd " ...

3rd " ...

4th " ...

Collective weight.

Stream

Kedge.....

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Bye's Stockless

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Forged and in stock

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Particulars of Drop Test of Cast Steel Anchors, viz.:—		1st Bower	25-2-7	N.B.	2/30	3/10/24
Weight, Surveyor's Initials, Number of Certificate, Date of Test.		2nd "	25-1-0	X.A.	3/41	19/9/24
		3rd "	22-3-0	X.A.	3090	29/8/24
		4th "				

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 31.		Description.	Makers of Cables.	Where and when tested, and Superintendent.		Material.	Length and size supplied.		Breaking Test of Steel Wire Towline.		Length and size per Table 31.	
	Length.	Diam.	Statutory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.						Length.	Cir.	Tons.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.						Fathoms.	Ins.			Fathoms.	Ins.
36776	240	1 7/8	63.25	88.5	425-1-2	425-1-0	240	1 7/8	Steel wire		Gladly Heath 29/1/24 S.L.P.		TOWLINE 50% Monilla	100	4	33		100	4
													HAWERS & WARPS	(2) 90	7			(2) 90	7
														(2) 90	6			(2) 90	6
Iron Stream Chain or Steel Wire	75	4 1/4		35			75	4 1/4	Steel wire										

Boats 2 Lifeboats

Pumps, Number no hand pumps

Windlass is Steam by Emerson Walker & Thomson

Engine Room Skylights.—How constructed? Steel

Coal Bunker Openings.—How constructed? Oil bunkers, steel

Number of Scuppers, and numbers and dimensions of **Freeing Ports**, &c. Open Rails, 12 scuppers each side.

Ceiling in Holds, thickness and material No ceiling or spanning in Oil holds

Cargo Hatchways.—How formed? steel plate and angles

State size No. 1 Hatch (Forward) 10-0 x 7-0 on trunk dk. **No. 2 Hatch** 6-0 x 2-0 **No. 3 Hatch** 6-0 x 4-3 **No. 4 Hatch** 5-6 x 3-6

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch Steel plate N.T. cover on small hatches and steel plate N.T. cover with 9 x 3 x 46 B.A. fore and aft stiffener on 10 ft hatch

Bulwarks, height above deck and description

Steering Gear, Steam *Hasties*

Steering Gear, Hand *Hasties*

Diameter of Barrel

State whether they are in efficient working order

Capstan

What arrangements for deadlights in bad weather? Steel flaps & bulls' eyes

How are lids secured? Steel N.T. covers

Height above deck? 9" above trunk

Cargo Battens, thickness and material 4 in 3 x 3/4 in fore hold

Hatches, If strong and efficient? Yes

No. of Breasthooks 4 inch, deck

No. of Crutches deep floors

Main Rail, material and size

The foregoing is a correct description

Builder's Signature (here only) *J. Campbell*

Surveyor's Signature *J. W. Ilocuna*

Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)

Oct. 1923 1st. Nov. 1923 2, 5, 6, 8, 9, 12, 13, 14, 15, 16, 21, 22, 23, 24, 26, 28, 29, 30, Dec. 1923 11, 12, 17, 21, 22, 23 Jan. 1924 2, 10, 26 Feb. 1924 5-6-14. July 1924

Workmanship. Are the butts of plating planed or otherwise fitted? planed

Is the riveted work properly closed? Yes

Are the liners between the frames and plates solid single pieces? Yes when not joggled

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes

Do any rivets break into or through the seams or butts of the plating? a few

Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes

State results of tests Satisfactory

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes

State results of tests Satisfactory

General Remarks (State quality of workmanship, &c.) Workmanship good.

This vessel has been built in accordance with the approved plans, the Secretary's letters of the above dates, and in conformity with the Rules for the class contemplated.

The Oil compartments and the Oil fuel tanks have been tested as required by the rules.

The Buryancy compartments abeam the oil compartments have been tested to a head of 8 ft. above the Upper dk. The watertight bulkheads and the Upper and Weather decks clear of the buryancy spaces and the oil compartments have been hose tested.

Oil fuel bunkers tested and the rules complied with. The fore and after peak tanks have been tested.

The approved plans, 28 in number, are forwarded for reference which please return for dealing with sister vessel. The forging reports are also forwarded together with a copy of the midship section of vessel as built.

Sister vessels S.S. "Conchita" and "Carlota" Glasgow Repts. No. 43751 and 43977

The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans to be forwarded with F.E. Report showing vessel as built. "Ckd from Carlota" H.

The amount of Entry Fee £ 6 : 0 : 0

Special Survey Fee £ 3/5 : 1 : 6

Travelling Expenses, if any £ 0 : 0 : 0

State whether the Vessel has been built under Special Survey

I am of opinion this Vessel should be Classed + 100 A

With, or without Freeboard, as condition of Class with

Fees applied for: 12/1/25

Received by me: *McKay*

Certificate sent to: Glasgow

Date of issue: 19/1/25

Fitted for oil fuel 7 p above 150 F.

Surveyor to Lloyd's Register of Shipping. *J. W. Ilocuna*

Committee's Minute GLASGOW 13 JAN 1925

Character assigned + 100 A1 with freeboard

Carrying Petm in bulk

+ LMC 12.24 F.D.

Longitudinal framing Fitted for oil fuel 12.24 F.P. above 150 F.

at bottom and at deck

Lloyd's A.C.P.

2/17

9400 - 949114

The Surveyor is requested not to write on or below the Committee's Minute.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ^{Drunk} 86.5 ft., ^{H.Q.D.} 175.8 ft., Bridge ☒ ft., Forecastle 42.3 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ^{See plan}

^{Drunk joined to main deck & Forecastle}

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) ^{One 8x Steel} Longitudinal framing at bottom & deck, ^{Fitted for oil fuel} FP above 150° F.

Official No. _____; Signal Letters _____

State if Machinery is fitted aft ^{hully aft}

How are the surfaces preserved from oxidation? Inside ^{Portland Cement & paint & Balmastis in 803} Outside ^{Paint}
^{spaces are held & sealed - no coating in emergency spaces or Oil Compartments}

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		109
Double bottom, under Engines and Boilers,			After peak tank,		87
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			(If necessary, furnish further information by sketch.)		

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

State whether the above have been tested as required by the Rules ^{yes}

Order for Special Survey No. ⁵⁶⁴⁸

Date

⁵⁻⁸⁻²⁴

No.

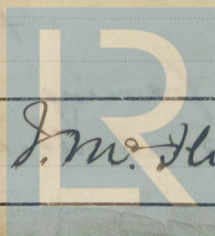
⁶⁴¹

in builder's yard.

DATES OF SURVEYS
held while building

1924 July 8 Aug 1. 6. 13. 21 Sep 15. 25. Oct 1. 2. 13. 16. 17. 20. 22. 27. 29. 30. Nov 3. 5. 6. 7. 10. 11. 12.
13. 17. 19. 21. 27. Dec 2. 5. 8. 10. 15. 17. 22. 24. 26. 29.

Surveyor's Signature



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Total No. of Visits

39

Lloyd's Register
Foundation

1*.

PARTICULARS OF LONGITUDINAL FRAMING.

at bottom and at decks

Casandra 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. Inches.	Rivets in Brackets to Bulkheads.			
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			Number.	Diameter. Inches.		
No. 1		11x44x3 1/2 x 57 1/2			11x44x3 1/2 x 57 1/2			11x44x3 1/2 x 57 1/2			11x44x3 1/2 x 57 1/2			mean spacing 7 1/2 4 1/2		mean spacing 4 1/2		12 3/4	
No. 2		d			d			d			d			d		d		d	
No. 3		d			d			d			d			d		d		d	
No. 4		Longitudinal bulkhead			Longitudinal bulkhead			Longitudinal bulkhead			Longitudinal bulkhead			7 1/2 4 1/2		4 1/2		10 3/4	
No. 5		9x42x3 1/2 x 50			9x42x3 1/2 x 50			9x42x3 1/2 x 50			9x42x3 1/2 x 50			d		d		d	
No. 6		d			d			d			d			d		d		d	
No. 7		d			d			d			d			d		d		d	
No. 8		d			d			d			d			d		d		d	
No. 9		d			d			d			d			d		d		d	
No. 10		d			d			d			d			d		d		d	
No. 11		d			d			d			d			d		d		d	
No. 12		d			d			d			d			d		d		d	
No. 13		d			d			d			d			d		d		d	
No. 14		d			d			d			d			d		d		d	
No. 15		d			d			d			d			d		d		d	
No. 16		d			d			d			d			d		d		d	
Amidships		24			24			24			24			d		d		d	
At Ends		24			24			24			24			d		d		d	
Tank Top Longitudinals		Bottom			Bottom			Bottom			Bottom			d		d		d	
Longitudinals		Amidships			Amidships			Amidships			Amidships			d		d		d	
At Ends		At Ends			At Ends			At Ends			At Ends			d		d		d	
Transverses.		Depth and Thickness			Depth and Thickness			Depth and Thickness			Depth and Thickness			Rivets in Lugs to Shell Diam. Spang.		Rivets in Lugs to Shell Diam. Spang.		Rivets in Lugs to Shell Diam. Spang.	
Face Angles		Face Angles			Face Angles			Face Angles			Face Angles			d		d		d	
Lugs to Shell		Lugs to Shell			Lugs to Shell			Lugs to Shell			Lugs to Shell			d		d		d	
Depth and Thickness		30x34x40			30x34x40			30x34x40			30x34x40			30x34x40		30x34x40		30x34x40	
Face Angles		6 3 44			6 3 44			6 3 44			6 3 44			6 3 44		6 3 44		6 3 44	
Lugs to Shell		6 6 40			6 6 40			6 6 40			6 6 40			6 6 40		6 6 40		6 6 40	
Brackets		6 3 40			6 3 40			6 3 40			6 3 40			6 3 40		6 3 40		6 3 40	
ing of Transverse Frames		10 7 1/2			10 7 1/2			10 7 1/2			10 7 1/2			10 7 1/2		10 7 1/2		10 7 1/2	
State if joggled or liners.		Part joggled part liners			Part joggled part liners			Part joggled part liners			Part joggled part liners			Part joggled part liners		Part joggled part liners		Part joggled part liners	
Longitudinal		Bridge Deck			Bridge Deck			Bridge Deck			Bridge Deck			Spacing.		In Ships.		As approved.	
Awe. or Shlt. Dk.		7 3 40			7 3 40			7 3 40			7 3 40			24		Plate Angles.		Plate Angles.	
Upper deck		7 3 40			7 3 40			7 3 40			7 3 40			32		15x42x4x62		15x42x4x62	
Second deck		5 1/2 3 30			5 1/2 3 30			5 1/2 3 30			5 1/2 3 30			24		15x42x4x62		15x42x4x62	
Third		5 1/2 3 30			5 1/2 3 30			5 1/2 3 30			5 1/2 3 30			24		15x42x4x62		15x42x4x62	