

STEEL STEAMER or MOTORSHIP.

30 DEC 1925

Received at London Office

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

29.12.25

Port of

Glasgow

No.

45270

Survey held at

Glasgow

Date First Survey

9.9.24

Last Survey

28.12

1925

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

(Machinery not fitted aft) M.V. KING MALCOLM

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

Complete Superstructure

State Type of Erections

Forecastle on Superstructure

TONNAGE under Tonnage Deck

4736.24

CLASS 100 A.1.

State if with freeboard as condition of Class

yes

Built at

Glasgow

Launched

7th July 1925 Yard No. 692 M.

Builders

D.W. Henderson & Co. Ltd.

Owners

British Motorship Company

Managers

Dodd, Thomson & Co. Ltd.

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

Residence

65, London Wall, London

Port of Registry

London

If surveyed while building, afloat, and in dry dock

yes

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 400.0

Breadth (greatest moulded)

B 55.5

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

D 36.33

1st Longitudinal Number (L x D)

= 14532

2nd Numeral L x (B + D)

= 36732

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

24.75

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

10.75

Do. Long Bridge to top of keel

24 - 9 3/4

Draught Moulded

24 - 9 3/4

REGISTERED DIMENSIONS.

FEET.

Length

400.30

Breadth

over corrugations 59.00

Depth

25.95

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 <i>below 2nd DR</i>	63		Bracket Floors, Frame		
" " <i>Above do.</i>	31 1/2		" " Reversed Frame		
" " <i>from 1/2 length to Collision bulkhead</i>	27		" " Vertical Stairs		
" " <i>In way of N. 5th Hold</i>	31 1/2				
" " <i>in peaks</i>	24				
SIDE FRAMING.			Centre Girder, depth and thickness amidships	43 x 50	
Frame Amidships, Angle, E or F	3 1/2 3 1/2 44		" " <i>top Angles</i> (2)	3 1/2 3 1/2 54	
" " <i>Shell angle Plate</i>	15 x 44		" " <i>bottom Angles</i> (2)	4 4 60	
" " <i>Face angle</i>	5 3 1/2 52	3 1/2 x 3 1/2 x 44 double	Side Girders, No. each side and thickness	One 42	
" " <i>Extends up to</i>	2 nd deck		Margin Plate depth (excl. of flange) and thickness	39 1/2 x 54	
Reversed Frame Amidships, Angle			" " <i>Vertical Angle to Tank side Bracket abaft 1/2 len. from stem</i>	6 6 44	
<i>Extends up to</i>			" " <i>Vertical Angle to Tank side Bracket forward 1/2 len. from stem</i>	3 1/2 3 1/2 44	
Depth of Framing Girder <i>amidships</i>	15		" " <i>Gussets, spacing and scantling abaft 1/2 len. from stem</i>	7 3 1/2 59	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	9 3 1/2 44		" " <i>Gussets, spacing and scantling forward 1/2 len. from stem</i>	Plates 42	
" " <i>Second 'tween Decks, Angle, E or F</i>	6 3 1/2 34		Tank Side Brackets, height above base line at toe of Frame and thickness	81 x 46	
" " <i>Third " " " "</i>					
Framing in Peaks, Angle or F	7 1/2 3 1/2 38		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 - 4 7/8		Breadth and thickness of Middle Line Strake	53 x 52	
State if Frame Joggled	yes		Thickness of remainder in Holds	44 to 40	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	3 Hds 36 x 52 3 Strips 36 x 40 1 ft high and 2 ft high into tank side frames 5 x 5 x 44 3 Hds shell plating midship frames to collision bulk		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	
STRENGTHENING OF BOTTOM FORWARD. State Particulars			BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships	6 3 34	
Floors, Depth and thickness at mid-line in Holds			<i>Longitudinal, Angle, E or F</i>	12 x 44 x 62	
Height of Brackets at side above base line at toe of frame			<i>Transverse (Chambers) in way of Bridge, Angle, E or F</i>	and rev. bars per profile	
Middle Line Keelson, on Floors, Angles, E or F			Spacing <i>Longitudinal</i>	42	
" " <i>Through Plate or Intercoastal Plate</i>			<i>Transverse</i>	126	
" " <i>Foundation Plate on Floors</i>			Second Deck, amidships, Angle, E or F	7 1/2 3 38	
" " <i>Flat Plate Keel Angles</i>			<i>Longitudinal</i>	15 x 44 x 62	
Side Keelsons, No. each side			<i>Transverse (Chambers) and rev. bars per profile</i>		
thickness of Intercoastal Plate			Spacing (Longitudinal)	40 and 42	
Angles			<i>do (Transverse)</i>	126	
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, E or F		
Solid Floors, thickness and spacing	42 63		Spacing		
" " <i>Are Frame and Reversed Frame joggled?</i>	yes		Bridge Deck, Angle, E or F		
Bracket Floors, breadth and thickness at middle line	27 and 31 1/2		Spacing		
" " <i>breadth and thickness at margin plate</i>			Forecastle Deck, Angle, E or F	8 3 39	
			<i>and</i>	7 1/2 3 41	
			Spacing	27 and 24	

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.....	<i>Two rows of widely spaced pillars with reinforced hatch sides forming girders, as per approved plans</i>			Stringer Plate, breadth and thickness in way of Bridge.....			
" in 'tween Decks, Size and Spacing.....				Thickness of Plating abreast Deck openings in way of Wells.....	<i>36 to 32</i>	<i>36 to 30</i>	
" " " " ".....				Thickness of Plating abreast Deck openings in way of Bridge.....			
" in Holds " ".....				Thickness of Plating within line of openings...	<i>34 to 30</i>		
" " " " ".....				If Sheathed, material and thickness.....			
Centre Line Bulkhead.	<i>Built angles, legs as per approved plan, 1/2 and 5/8 apart</i>			Third Deck			
Stiffeners and Spacing.....				Stringer Plate, breadth and thickness.....			
Plating, thickness of <i>30</i>				If Plated, state thickness.....			
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in Wells <i>59 x 56</i>				If Plated, state thickness.....			
..... in way of Bridge.....				Poop Deck.			
" Angle in Wells <i>6 6 56</i>				Stringer Plate, breadth and thickness.....			
Thickness of Plating abreast Deck openings in way of Wells..... <i>43, 40, 39 43 to 36</i>				Plating, Sheathing, material and thickness ...			
Thickness of Plating abreast Deck openings in way of Bridge.....				Bridge Deck.			
Thickness of Plating within line of openings... <i>40, 38, 36 38 to 36</i>				Stringer Plate, breadth and thickness.....			
If Sheathed, material and thickness.....				Plating, Sheathing, material and thickness.....			
Second Deck.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells <i>52 x 40 47 1/2 x 40</i>				Stringer Plate, breadth and thickness..... <i>36 x 34 35 x 36</i>			
				Plating, Sheathing, material and thickness ... <i>34 Sheathed 34 5/8 P.P.</i>			

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>Ordinary</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.				Diam.	Spacing or. to or.		Diam.	Spacing or. to or.	
FLAT PLATE KEEL	52	77	67	67	✓	Double	1	3 1/2	Four	1	4	lapped	
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes <i>Four</i>	x	55	49	49	✓	Double	7/8	3 1/2	Three	7/8	3 1/2	do.	
BILGE PLATING, No. of Strakes <i>One</i>		55	49	49	✓	do	do	do	do	do	do	do.	
SIDE PLATING, No. of Strakes <i>Three</i>	(3)	55	46	46	✓	do	do	do	do	do	do	do	
UPPER DECK, Sheer-strake in Wells.....	(2)	59	46	46		do	do	do	do	do	do	do	
UPPER DECK, Sheer-strake in Bridge	75	66	46	46	51" wide	do	do	do	Four	do	3 1/2	do	
STRAKE BELOW SHEER-strake in Wells.....	78	63	46	46	51" wide	Double	7/8	3 1/2	Four	7/8	3 1/2	lapped	
STRAKE BELOW SHEER-strake in Bridge													
POOR SIDE PLATING.....					x 3 Strakes midship thickness maintained forward to Collision Bulkhead								
BRIDGE SIDE PLATING.....													
FOREC'TLE SIDE PLATING			42			Single	3/4	3	One	3/4	2 3/4	lapped	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		<i>Seven.</i>
Extending to Upper Deck (Sec. 3 c)		<i>One</i>
,, Deck next below		<i>Six</i>
As per Rule		<i>Six</i>

	Plating Thickness.	STIFFENERS.	
		VERTICAL.	HORIZONTAL.
		Scantlings, Spacing.	Scantlings, Spacing.
MIDSHIP BULKH'D,	Upper tween deck		
" "	Second		
" "	Third		
" "	Holds		
COLLISION	(in Hold)		
AFTER PEAK			

Handwritten notes:

- Under MIDSHIP BULKH'D, Upper tween deck: *15 x 16 x 1/8 in. 40*
- Under " " Second: *47-29 Channels 42*
- Under " " Third: *41-30 10 x 3 1/2 x 5/16 24 2 steel plates*
- Under " " Holds: *B.A.*
- Under COLLISION (in Hold): *36-30 6 x 3 x 3/4 24 2 semi box beams*
- Under AFTER PEAK: *36-30 6 x 3 x 3/4 24*

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Beam				
STEM	Rolled Steel	$10 \times 2\frac{7}{16}$	✓	$9\frac{3}{4} \times 2\frac{1}{2}$
STERN FRAME	Propeller Post	Steel $10\frac{1}{2} \times 7\frac{3}{4}$		
	Rudder	Castings $9 \times 7\frac{3}{4}$		
RUDDER—A × D		640		
Speed of Vessel		10 Knots		
RUDDER mainpiece at head	Forging	(11)	see forging report	
" " heel		8 $\frac{1}{4}$		
" how constructed		Forged frame, arms struck on		
" double or single plate		Single		
" coupling, vertical or horizontal		Horizontal		

STEEL.

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

David Colville & Sons. Rtd.

Has the Steel been tested as required by the Rules?

Yes

Lloyd's Register
Foundation

EQUIPMENT No. <u>38304</u>										LETTER <u>af</u>		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.
58470	1st Bower ...	68	3	18	Stockless	53	5	0	0	64-83	Hall's pattern	Jwright 18.	Jipton 4/10/24 Decson		
58469	2nd „ ...	68	2	0	do.	52	18	3	0	64-83	do.	do.	do. 24 do.		
58474	3rd „ ...	59	0	14	do.	47	16	2	7	64-83	do.	do.	do. 14/10/24 do.		
	Collective weight.	196	2	6						194-49					
58276	Stream	19	0	18	5	0	14	19	19	2	21	19-0-0	Ordinary	do.	Jipton 7/9/24 do.

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.		Length.	Diam.					Length.	Ins.		Length.	Ins.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
57097	270 1/2	2 1/2	✓	✓	9625	2.18	720	3.4	270 1/2	5/16	Steel wire	Jwright 18.	Jipton 8/10/24 Drysdale	TOWLINE...	100	5 1/2	65	120	5 1/2
Iron Stream Chain or Steel Wire	✓	✓	✓	✓	✓	✓	✓	✓		Cir.	Steel			HAWSERS & WARPS }	20	15	15 1/2	2	
		Cir.									wire			"	2-90	2 3/4	15 1/2	2-90	2 1/2
	90	5			59				90	5				"	4-90	2 1/2	12 1/2	2-90	2 1/2

Steering Gear, Steam <i>Electric</i>	Steering Gear, Hand <i>Efficient</i>	
Boats <i>Four</i>	Steering Chains, Size and Test <i>no chains</i>	Windlass <i>Electric by Clarke Chapman & Co. Ltd.</i>
Ceiling in Holds, thickness and material <i>2 1/2" pine, under hatches and over timbers</i>	Cargo Battens, thickness, material and spacing <i>2" pine, 12" spaces</i>	
Cargo Hatchways.—(Upper Deck) <i>30" beamings</i>	Thickness of Hatches <i>3"</i>	
Size of No. 1 Hatchway (Forward) <i>27' x 20'</i> No. 2 <i>31'-6" x 20'</i> No. 3 <i>29' x 20'</i> No. 4 <i>31'-6" x 20'</i> No. 5 <i>31'-6" x 20'</i> No. 6 <i>9' x 13'</i>		
Number of Shifting Beams and/or Fore and Afters <i>5 Shifting beams in N^o. 4 and 5 hatches, 6 in N^o. 2, 4 in N^o. 3, 1 in N^o. 6. No fore and afters</i>		
DAVID & WILLIAM HENDERSON & CO., LIMITED Builder's Signature <i>Red. Henderson</i> Director.		

GENERAL DECLARATION *The workmanship and materials are good. The vessel, which is of patent Monitor type, having corrugated sides, is built on the Millar System of Construction. The vessel has been built in accordance with the approved plans, the Secretary's letters and in conformity with the Revised Rules. The double bottom water ballast tanks, the deep tank, the fore and after peak tanks, and the oil fuel bunker tanks in way of the Machinery space have been tested, as required by the Rules. Section 35 of the Rules regarding the carrying of oil fuel has been complied with. The weather decks, bulkheads, and tunnel, have been hose tested, with satisfactory results. The bottom forward of the 3/5th length has been strengthened in accordance with the Rules. The pistons have been wiped, and the marks cut in on the vessel's sides. The approved plans, as noted on the back of the report have been forwarded herewith. Vessel is a sister ship to the M.V. "KING JAMES", the same Builder's N^o 691 M. See Rept. N^o. 45191*

The amount of Entry Fee £ 9 : 0 : 0	Fees applied for, 28.12.1925
Special Survey Fee.... £ 326 : 12 : 0	Received by me, 326.12 on 30/12/25
<i>Reboard</i> £ 11 0 0	<i>22/ on 3/2/1926</i>
<i>Damap fee</i> 2 2 0	
State whether the Vessel has been built under Special Survey <i>Yes</i>	I am of opinion the Vessel should be Classed <i>100 A.1. with</i>
Certificate to be sent to <i>Glasgow</i> Date of issue <i>31/12/25</i>	<i>Freeboard, "Longitudinal framing at double bottom and at Decks" and "Corrugated sides"</i>
Committee's Minute <i>GLASGOW 29 DEC 1925</i>	Signature <i>George Nicol</i>
Character assigned <i>100 A.1. with freeboards</i>	Surveyor to Lloyd's Register of Shipping.

1225. Lloyd's Assoc + LMC 1225
Longitudinal framing at D.B. & at Decks.
Corrugated Sides.



42 4110-481M

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 (Monitor Type)
do Showing Millar System of Framing
do Vessel as built
Profile (Monitor Type)
do Showing Millar System of Framing
Boat deck
Hold Pillars
Centre Line Bulkhead
Rudder plan
Pumping Plan
2nd deck longitudinals (aft end N. 2 hatch)
Arrangement of watertight bulkheads
Typical watertight Bulkhead
Deep Tank plan
Riveting List
Oil Fuel Bunkers

Reports

Stern frame
Rudder
Rudder Quadrant

Note: See particulars of longitudinal framing attached
also report of damage repairs

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

1st Bower
2nd "
3rd "

41-1-20 K. A. 2943 5th June 1924
41-0-7 K. A. 2942 10th June 1924
37-0-0 W. A. B. 5905 10th Oct. 1924

← Complete Superstructure deck on superstructure deck
PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop ft., R.O.D. ft., Bridge ft., Forecastle 36 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 decks Steel

Official No. ; Signal Letters.

Is bottom of Vessel coated with cement
Cement wash and cement filler at beams and bulkheads

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	55.12	113 S.W.	Fore peak tank,	20	95.5
Double bottom, under Engines and Boilers	10.56	34 S.W.	After peak tank,	32	220
Double bottom, if under Engines only,	7.87	27 S.W.	Deep tank, aft,	52.5	1050
Double bottom, if under Boilers only,	21.00	90 S.W.	Deep tank, forward,	23.62	265
Double bottom, forward,	239.25	963 S.W.	Other tanks, if fitted,		
	Total capacity of double bottom	1227	(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. 5678

Date 10.1.25.

Dates of Surveys held while building

1924. Sept. 9. 22. Dec. 9. 16. 19. 26. 1925. Jan. 9. 12. 13. 16. 20. 27. 29. Feb. 3. 5. 10. 12. 13. 17.
Mar. 3. 17. 20. 24. 26. 27. 30. Apr. 7. 14. 20. 22. 24. 28. 29. 30. May 13. 16. 19. 20. 29. June 1. 2. 4. 5. 6. 8. 9. 11.
15. 16. 18. 19. 22. 23. 24. 26. 27. 29. 30. July 2. 3. 4. 7. 9. 10. 14. Aug. 21. Sept. 7. 8. 17. 21. 23.
Oct. 8. 13. 19. 30. Nov. 25. Dec. 14. 15. 22. 25. 26. 28.

Total No. of Visits

M. V. "King Malcolm"

Vessel stated to have sustained damage through being struck on the Cruiser Stern by the S. S. "Pima", whilst the latter vessel was entering the River Kelvin on the 16th of Decr 1925. The following permanent repairs now effected, viz:—

(Plates numbered from aft)

Sheerstrake No. 1 plate (S) removed, faired, and refitted

1st Strake below Sheerstrake, centre plate faired in place

do do No. 1 plate (S) renewed

2nd do do No. 1 plate (S) faired in place

1st Tween deck frame removed, faired, and refitted

2 frame brackets do do

1 upper deck beam knee faired in place

1 lug for ditto, removed, faired, and refitted

2nd deck stringer bar cropped, and portion removed, faired, and refitted

2nd deck plating faired in place as necessary

After peak tank tested under water pressure on completion of repairs with satisfactory result.

W184-0174 3/4

M.V. KING MALCOLM - GLASGOW REPORT No. 45270.

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. Speng.
Ins. Ins. | 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. | Number. | | | Diameter.
Inches. | | |
| L, C or E | | | | | | | | | | | | | | | | | |
| Bridge 'tween Decks ... | | | | | | | | | | | | | | | | | |
| Uppermost Continuous No. 1 | | | | | | | | | | | | | | | | | |
| " 2 | | | | | | | | | | | | | | | | | |
| " 3 | | | | | | | | | | | | | | | | | |
| " 4 | | | | | | | | | | | | | | | | | |
| " 5 | | | | | | | | | | | | | | | | | |
| " 6 | | | | | | | | | | | | | | | | | |
| " 7 | | | | | | | | | | | | | | | | | |
| " 8 | | | | | | | | | | | | | | | | | |
| " 9 | | | | | | | | | | | | | | | | | |
| " 10 | | | | | | | | | | | | | | | | | |
| " 11 | | | | | | | | | | | | | | | | | |
| " 12 | | | | | | | | | | | | | | | | | |
| " 13 | | | | | | | | | | | | | | | | | |
| " 14 | | | | | | | | | | | | | | | | | |
| " 15 | | | | | | | | | | | | | | | | | |
| " 16 | | | | | | | | | | | | | | | | | |
| Amidships | | | | | | | | | | | | | | | | | |
| At Ends | | | | | | | | | | | | | | | | | |
| Tank Top Longitudinals | 7½ | 3 | 40 | Transverse | 7½ | 3 | 40 | Transverse | ¾ | 4½ | Uniform Spacing | | | | | | |
| Bottom " | 7½ | 3½ | 44 | Framing | 7½ | 3½ | 44 | Framing | ¾ | 4½ | | | | | | | |
| Longitudinals { Amidships | 31" | | | at | 31" | | | at ends | | | | | | | | | |
| { At Ends... | ✓ | | | ends | | | | | | | | | | | | | |
| Transverses. | | | | | | | | | | | | | | | | | |
| Depth and Thickness | | | | | | | | | | | | | | | | | |
| Face Angles | | | | | | | | | | | | | | | | | |
| Lugs to Shell* | | | | | | | | | | | | | | | | | |
| Depth and Thickness | | | | | | | | | | | | | | | | | |
| Face Angles | | | | | | | | | | | | | | | | | |
| Lugs to Shell* | | | | | | | | | | | | | | | | | |
| Depth and Thickness | 15 | x | 44 | Ordinary | 15 | x | 44 | Ordinary | | | | | | | | | |
| Face Angle | 5 | x | 3½ | transverse | 5 | x | 3½ | transverse | | | | | | | | | |
| angle | 3½ | 3½ | 44 | framing | 3½ | 3½ | 44 | framing | | | | | | | | | |
| Lugs to Shell* | | | | as per | | | | as per | | | | | | | | | |
| Brackets | | | | approved | | | | approved | | | | | | | | | |
| transverse Frames | 63 | | | plan | 63 | | | plan | | | | | | | | | |
| staggered or liners. | yes | | | | | | | | | | | | | | | | |
| Bridge Deck ... | 1 | | | | | | | | | | | | | | | | |
| Upper " | 6 | 3 | 34 | 6 | 3 | 34 | 6 | 3 | 34 | 6 | 3 | 34 | 42 | Transverse | | | |
| Second " | 7½ | 3 | 38 | 7½ | 3 | 38 | 7½ | 3 | 38 | 7½ | 3 | 38 | 42 | Beams. | | | |
| Third " | | | | | | | | | | | | | | | | | |

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.

surfaces LOOSE ENDS & HANDBOLE DOORS. ✓

Is there a drain arrangement fitted at the lowest part of each receiver? YES

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