

With or Without Disconnected Erections.

STEEL STEAMER.

MON. 20 JAN. 1919
Received at London Office

Date of completion of report 21st December 1918 Port of Philadelphia Pa. No. 3064
Survey held at Wilmington Del. Date, First Survey 7th August 1917 Last Survey 11th December 1918

On the (State if Single, Twin, or Triple Screw) STEEL SINGLE SCREW STEAMER "CHARLES M. EVEREST" Rig One mast (no sails)

TONNAGE under Tonnage Deck 5091.25 CLASS 100 A1 FEET. Master S. S. Harris

Do. between Tonnage Dk. and 3rd and 4th Dk. 111.90 Breadth (greatest moulded) 53.08

Total under Upper Dk. 5091.25 Depth, at middle of length from top of keel to top of upper deck beams at side 31.00

Do. of Poop 46.02 Transverse Number 84.08

Do. of R.Q.Dk. 63.84 Length on deck from fore part of stem to after part of stern post 412.50

Do. of Bridge House 190.30 Longitudinal Number 34640

Do. of Houses on Dk. 76.63 Depth "d," at middle of length (See Secs. 2 & 13) 13.2

Do. of excess of Hatchways 5579.94 Proportions—Depths to Length—Upper Deck Beam at side to top of keel 13.2

Do. above Crown of Engine Room 320.73 " " Long Bridge Deck Beam at side to top of keel 13.2

Gross Tonnage 5579.94 Destined Voyage not stated If Surveyed while Building, Afloat, or in Dry Dock No.

Less Crew Space 1785.58

Less above Crown of Engine Room 29.60

TONNAGE FOR FEES 5579.94

Less Engine Room 65.17

Less Navigation Spaces 3379.36

STORES ETC. 3379.36

Register Tonnage as cut on Beam 3379.36

LENGTH on Deck as per Rule 412 0 BREADTH—Moulded 53 1 DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams 31 0

Do. do. do. do. Second Dk. Beams 24 0 No. of Decks with flat laid Two

Do. do. do. do. Round of Upper Dk. Beam, Actual 13 ins.

Dimensions of Ship per Register, Length 411.6 breadth 53.4 depth 29.8 Moulded depth, ft. 38 ins. 6 To Bridge Dk. Round of Upper Dk. Beam, Actual 13 ins.

FRAMING. Inches in Ship. Inches in Ship. Inches in Ship. Inches per Rule Or as Approved. Inches per Rule Or as Approved. Inches per Rule Or as Approved.

See slip attached to 4th page. FRAME, Angles, or C or L Bars amidships Longitudinal framing

Do. in peaks After Peak only 8 3 1/2 40 8 3 1/2 40

Do. in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 42 3 1/2 3 1/2 42

" " at intermdt. Bkts. In Engine Room only

Spacing of Frames from centre to centre amidships 26 3/4 in Engine Room only

" " length to Collision bulkhead 24 AP only 24 AP only

EVERSED FRAME, Angles, Double In Engine Room only

Do. in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 44 3 1/2 3 1/2 44

" " at intermdt. Bkts.

FRAMING, depth of girder

FLOORS, depth and thickness of Floor Plate at mid-line for length amidships

" in way of Engine and Boiler Spaces

" thickness at the ends of vessel

" depth at 1/2 the half breadth, as per Rule

" height extended at the Bilges

FLOORS in Cell, Double Bottoms, F.P. only

" state if flanged (top & bottom) No.

" Spacing of Solid floors 26 3/4 1 26 3/4

CENTRE GIRDER, in Dbl. bottom, dpth. & thknss. 75 1 40 75 1 40

" " " " " " 3 1/2 3 1/2 44 3 1/2 3 1/2 44

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WEB FRAMES.				FORGINGS or CASTINGS.			
				Inches in Ship.			
WEB-FRAMES, In Fore Body, No. and spacing " " " brdth. & thickness " " " No. of Side Stringers " " WEB-FRAMES, In E. & B. Space, No. & spacing " " " brdth. & thickness WEB-FRAMES, In After Body, No. and spacing " " " brdth. & thickness " " " No. of Side Stringers " " Size of Face Angles to Web-Frames..... BRACKET PLATES to Stringers between Web Frames, depth and thickness.....				KEEL, Bar, depth and thickness Flat plate Keel STEM, moulding and thickness 10 1/2 x 2 3/4 10 1/2 x 2 3/4 STERN-POST for Rudder do. do. 9 x 8 9 x 8 " for Propeller 10 1/2 x 8 10 1/2 x 8 RUDDER—A x D Table 22. Speed 0 1/2 knots. 566 - " Main-Piece, diameter at head 1 1/2 1 1/2 " " " at heel 1 8 1/2 8 1/2			
BULKHEADS. Number. Thickness. STIFFENERS. Vessel. Per Rule. Horizontal. Vertical. Single or Double Frames. Height up state deck. W.T. BULKHEADS 18 18 36 15 3/4 x 10 10 3/8 x 10 30 22 3/8 x 10 33 3/8 x 10 33 3/8 x 10 UD 14 Bulkheads including Leak Blows to UD. 4 Bulkheads to 2nd Dk. outside 2 top of Junk. " COLLISION " 1 1 30 6 3/8 x 10 CHAIN LOCKER SINGLE PARTITION " 1 1 30 6 3/8 x 10 5 3/8 x 10 UD LONGITUDINAL, ONE AT M.L. 50 10 3/8 x 10 30 22 3/8 x 10 8' 8" - UD				RUDDER, how constructed Forged iron frame with single plate " Thickness of Plates or Single Plate 1 1/2 Can the Rudder be unshipped afloat? Yes. Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.? Mild Steel Openheart Process. Lukens Iron & Steel Co., Carnegie Steel Co., Bethlehem Steel Co., American Bridge Co., Poncey & Rolling Mills, Phoenix Iron Co. Has the Steel been tested as required by the Rules? Yes			
Are the outside Plates doubled two spaces of Frames in length? U. L. Liners Are the Sluice Valves and Watertight Doors in efficient working order? None							
PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. AMIDSHIP. FORWARD. AFT. AMIDSHIP. Breadth. Thickness. Breadth. Thickness. Breadth. Thickness. FLAT PLATE KEEL 48 96 68 76 48 96 Double 6 3/4 1 3/8 3 3/8 1 1/2 full 1 3/8 3 3/8 2 1/2 62 - - GARBOARD OF A Strake - 62 62 50 - 62 " 5 1/4 7/8 3 3/8 Quad to the 7/8 3 3/8 - - 12 full State actual thickness in was of Double Bottom. B - 62 62 52 - 62 " " " " " " " " " " " " C - 62 62 62 - 62 " " " " " " " " " " " " D - 62 54 52 - 62 " " " " " " " " " " " " E - 62 46 50 - 62 " " " " " " " " " " " " F - 60 44 46 - 60 " " " " " " " " " " " " G - 60 44 44 - 60 " " " " " " " " " " " " H - 60 44 44 - 60 " " " " " " " " " " " " J - 80 44 44 - 80 " " " " " " " " " " " " UPPER SHEER K 58 100 56 - 100 " " " " " " " " " " " " L " " " " " " " " " " " " M " " " " " " " " " " " " N " " " " " " " " " " " " O " " " " " " " " " " " " P " " " " " " " " " " " " Q " " " " " " " " " " " " R " " " " " " " " " " " " S " " " " " " " " " " " " T " " " " " " " " " " " " U " " " " " " " " " " " " V " " " " " " " " " " " " W " " " " " " " " " " " " THICKNESS OF SHEER STRAKE CLEAR OF LONG BRIDGE DO. OF STRAKE BELOW DBLG. of Flat Plate Keel " Sheerstrakes Length and thickness. Increased to 1 1/10 in line of doubling at Bridge ends and at front of Roop. POOP SIDES - - - 38 - 38 single 3 7/8 3 1/4 Double 3 1/4 2 5/8 - - 5 full SHORT BRIDGE SIDES - 42 - - 42 Double 5 1/4 7/8 3 1/4 " 7/8 3 3/8 - - 6 " FORECASTLE SIDES - - 42 - 42 Single 3 7/8 3 1/4 " 3 1/4 2 5/8 - - 5 "				RIVETING. EDGES, Ordinary or Joggled? Ordinary Breadth of Lap. Rivets. Double or Triple and for what Length. Rivets. STRAPS. IF LAPPED. Inches. Diam. Spacing or to center. Inches. Diam. Spacing or to center. Breadth. Thickness. Breadth. For what Length.			
Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.							
Upper Deck Butts, Quad riveted to the keel length amidship. Stringer Plate Straps, single, double or overlapped for full length amidship. Second Deck Butts, Triple riveted to Double length amidship. Stringer Plate Straps, single or overlapped for full length amidship.				Butts of Side Stringers riveted. Tie Plates riveted. Inner Bottom Plating, riveting of Edges Double Butts Triple to Double riveted. Centre Girder Butts, Triple riveted. Keelson Butts, riveted. Frames, riveted through Plates with 7/8 in. Rivets, about 5 1/4 apart. Rivets, state whether Iron or Steel Steel			
FRAMES extend in one length from Longitudinal framing State if ordinary or joggled REVERSED FRAMES on floors and frames extend from Longitudinal framing State if ordinary or joggled							
MASTS, SPARS, &c. DIAMETER AND THICKNESS. At Partners. Head. Horns. Head. LOWER MASTS Fore Main Steel 40' 0" 24' x 42 23' 8" x 38 Two Bowsprit - - - - - Topmasts, Yards and Remains of Spars Pitch Pine Rigging, Material and Size, Shrouds 2 1/4 are Galvanized Steel Wire Stays 3 1/2 are Galvanized Steel Wire Sails. Suit of Sails, and the following spare sails							

EQUIPMENT No. 36042						LETTER No. 7.						ANCHORS.						TONNAGE U.S.DK. 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.							
Cws.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Cws.	qrs.	lbs.											
3365	1st Bower	64	2	26	Stock	50	17	2	0	68	3	0	Baldt.	Baldt & Co.	Roster	12/10/16. W.C.							
6079	2nd "	48	3	5	13	1	11	3	14	51	0	0	Jestman	"	"	5/2/18 F.A.							
4848	3rd "	48	1	21	12	3	22	41	8	3	0	43	2	0	"	"	16/8/17 "						
	4th "																						
	Collective weight.	161	3	24						158	1	0											
4845	Stream	48	1	11	4	2	21	19	6	2	7	17	2	0	Common	"	15/8/17 "						
5188	Kedge	7	1	13	1	3	24	9	11	2	7	7	2	0	"	"	24/9/17 "						

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.										CHAIN CABLES. HAWSETERS AND WARPS.									
1st Bower Head #6-3-14 Shank 17-3-12 W.C. 3365 12/10/16. Snap test 12 feet.																			
2nd " Head & Shank #8-3-5 FA. 6079 5/2/18 " " 12 "																			
3rd " " #8-1-21 FA. 4848 16/8/17 " " 12 "																			
4th "																			

Boats Four lifeboats and one dinghy										Steering Gear, Steam by Hyde Windlass Steering Gear, Hand additional gear									
Pumps, Number As per approved Pumping plan Diameter of Barrel State whether they are in efficient working order										Capstan									
Windlass is Steam by the Hyde Windlass & Co.										Cargo Batches, thickness and material None									
Engine Room Skylights.—How constructed? Steel plates & angles What arrangements for deadlights in bad weather? Steel flaps & bulls eyes										Coal Bunker Openings.—How constructed? Steel plates & angles How are lids secured? Decks & battens Height above deck? 34"									
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 8 scuppers each side, 9 freeing ports each side 36"x18"										Ceiling in Holds, thickness and material None									
Cargoe Hatchways.—How formed? Steel plates and angles Hatches, If strong and efficient? Yes with steel cover										State size No. 1 Hatch (Forward) 11'4" x 9'11" No. 2 Hatch No. 3 Hatch No. 4 Hatch									
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 28 at hatchways on upper deck, each 6'6" x 3'11" coaming 30"x18"										No. of Breasthooks Eleven No. of Crutches Deep floors									
Bulwarks, height above deck and description 42" x 30" steel plates Main Rail, material and size Steel 6" Hyjack bar										The foregoing is a correct description									
Builder's Signature (here only)										Surveyor's Signature									

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case). SECY. M. 24/Aug/16
New York 8/Aug/16 8/Nov/18 23/Nov/18

Workmanship. Are the butts of plating planed or otherwise fitted? Planed where practicable
Is the riveted work properly closed? Yes
Are the liners between the frames and plates solid single pieces? Yes
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 facing 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 or overlapped? 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.) This vessel is a sister ship to the S.S. "O.T. VARIOUS" (Report No. 2982) and has been built in accordance with the Rules, the approved plans and the Secretary's letters of the above mentioned dates. The workmanship is good throughout. All the cargo oil tanks, Cofferdams, and Oil Fuel bunkers have been tested under water pressure as required by the Rules and found satisfactory. The vessel is fitted with wireless and submarine signalling apparatus. Copies of plans of Midship Section and Profile and Deck (showing vessel as built) also two Towing Reports are forwarded herewith. Length of cable reduced in accordance with war emergency measure. Copy of Interim Certificate attached.

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.

FREEBOARD FEE	\$ 50.00	Fees applied for,
The amount of Entry Fee	\$ 25.00 :	21/DEC 1918
Special Survey Fee	\$ 823.50 :	Received by me 13/2/19
LOCAL Travelling Expenses, if any	\$ 68.15 :	
NEW YORK	\$ 14.00	

State whether the Vessel has been built under Special Survey Yes

I am of opinion this Vessel should be Classed 100 Al Carrying Petroleum in bulk.

With, or without Freeboard, as condition of Class Without Longitudinal Framing

Committee's Minute New York DEC 31 1918
Character assigned + 100A1
note: Arch Carr: Pk. in bulk
Exp. h. L. + Lmc. 12/18
Long fram. Fitted for oil fuel 12/18 3 P. above 150° F
S.O. HK 15
Elec. Lt.
Mechy. app.

Philadelphia Pa Date of issue 28.1.19
J. H. Greenleaf
Surveyor to Lloyd's Register of Shipping.

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GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 14.25 ft., R.Q.D. ☒ ft., Bridge 29.25 ft., Forecastle 40.50 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 (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 should appear in the Register Book) 2 DKS (STL) & WEB FRAMES LONGITUDINAL FRAMING
Official No. 217130; Signal Letters LNMB State if Machinery is fitted aft Yes
How are the surfaces preserved from oxidation? Inside CALL "WPOU" Outside Paint
Portland cement + paint outside of no tanks

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <u>UNDER OIL FUEL BUNKERS</u>	<u>13.00</u>	<u>55</u>	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		<u>106</u>
Double bottom, <u>X</u> under Engines only,	<u>40.21</u>	<u>110</u>	Deep tank, aft,		<u>105</u>
Double bottom, <u>X</u> under Boilers only,	<u>26.37</u>	<u>80</u>	Deep tank, forward, (<u>WATER BALLAST OR OIL FUEL</u>)	<u>32.00</u>	<u>336</u>
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom		<u>245</u>	(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. 90

Date 8th May 1916

No. 449 in builder's yard.

DATE OF SURVEYS
held while building

1917 AUG. 7, 13, 22, SEPT. 6, NOV. 12, 21, DEC. 7, 17, 1918 JAN. 9, FEB. 1, 27, MARCH 5, 11, 27, APR. 3, MAY 24, 29,
JUNE 14, 18, JULY 8, 9, 14, 23, 25, 29, AUG. 1, 6, 7, 8, 9, 12, 13, 14, 15, 16, 19, 20, 21, 22, 23, 26, 27, 28, SEPT. 4, 9, 10, 13, 19, 22,
23, 24, 25, 26, 30, OCT. 1, 2, 3, 4, 5, 9, 11, 14, 15, 16, 17, 18, 21, 22, 23, 24, 25, 28, 30, 31, NOV. 1, 4, 5, 6, 7, 8, 12, 14, 15, 18,
19, 20, 21, 22, 23, 26, 27, 29, DEC. 2, 3, 4, 5, 6, 7, 9, 10, 11

Total No. of Visits 101

Surveyor's Signature

Handwritten Signature

Lloyd's Register
Foundation

PARTICULARS OF LONGITUDINAL FRAMING

MON. 20 JAN. 1919

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.	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.
Bridge 'tween Decks ...	6	3	.406	6	3	.406	6	3	.406	6	3	.406	7/8	4 1/2	-	1
Uppermost Continuous No. 1	7	3 1/2	.38	7	3 1/2	.38	7	3 1/2	.38	7	3 1/2	.38	7/8	5 1/4	7	7/8
" 2	7	3 1/2	.38	7	3 1/2	.38	7	3 1/2	.38	7	3 1/2	.38	7/8	5 1/4	7	7/8
" 3	7	3 1/2	.42	7	3 1/2	.42	7	3 1/2	.42	7	3 1/2	.42	7/8	5 1/4	8	7/8
" 4	8	3 1/2	.38	8	3 1/2	.38	8	3 1/2	.38	8	3 1/2	.38	7/8	5 1/4	8	7/8
" 5	8	3 1/2	.42	8	3 1/2	.42	8	3 1/2	.42	8	3 1/2	.42	7/8	5 1/4	8	7/8
" 6	9	3 1/2	.40	9	3 1/2	.40	9	3 1/2	.40	9	3 1/2	.40	7/8	5 1/4	8	7/8
" 7	9	3 1/2	.46	9	3 1/2	.46	9	3 1/2	.46	9	3 1/2	.46	7/8	5 1/4	10	7/8
" 8	10	3 1/2	.438	10	3 1/2	.438	10	3 1/2	.438	10	3 1/2	.438	7/8	5 1/4	10	7/8
" 9	10	3 1/2	.46	10	3 1/2	.46	10	3 1/2	.46	10	3 1/2	.46	7/8	5 1/4	10	7/8
" 10	10	3 1/2	.46	10	3 1/2	.46	10	3 1/2	.46	10	3 1/2	.46	7/8	5 1/4	10	7/8
" 11	13	4	.40	13	4	.40	13	4	.40	13	4	.40	7/8	5 1/4	16	7/8
" 12	13	4	.43	13	4	.43	13	4	.43	13	4	.43	7/8	5 1/4	16	7/8
" 13-16	13	4	.45	13	4	.45	13	4	.45	13	4	.45	7/8	5 1/4	12	7/8
" 17	13	4	.45	13	4	.45	13	4	.45	13	4	.45	7/8	5 1/4	-	7/8
" 18-21	13	4	.45	13	4	.45	13	4	.45	13	4	.45	7/8	5 1/4	12	7/8
" 16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Amidships	30	-	-	-	-	-	30	-	-	-	-	-	-	-	-	-
At Ends	-	-	-	21	-	-	-	-	-	21	-	-	-	-	-	-
Tank Top Longitudinals	-	-	-	7	3 1/2	.52	-	-	-	7	3 1/2	.52	7/8	5 1/4	In Boiler Room only.	
Bottom	-	-	-	7	3 1/2	.46	-	-	-	7	3 1/2	.46	7/8	5 1/4		
Longitudinals	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Amidships	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
At Ends	-	-	-	30	-	-	-	-	-	30	-	-	-	-	-	-
Transverses.	Rivets in Lugs to Shell Diam. Speng.															
Depth and Thickness	wing Bulkheads in lieu efficiently stiffened.															
Face Angles																
Lugs to Shell*	18	4	.40	18	-	.40	18	-	.40	18	-	.40	-	-	-	-
Depth and Thickness	4	3 1/2	.44	4	3 1/2	.44	4	3 1/2	.44	4	3 1/2	.44	-	-	-	-
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	7/8	4	Joggled.	
Lugs to Shell*	28	4	.46	28	-	.46	28	-	.46	28	-	.46	-	-		
Depth and Thickness	6	4	.60	6	4	.60	6	4	.60	6	4	.60	-	-	Joggled.	
Face Angles	6	6	.46	6	6	.46	6	6	.46	6	6	.46	7/8	4		
Lugs to Shell*	40	8	.46	40	8	.46	40	8	.46	40	8	.46	-	-	-	-
Brackets	8'-8"	-	-	8'-8"	-	-	8'-8"	-	-	8'-8"	-	-	-	-	-	-
of Transverse Frames	-	-	-	8'-8" AFT	-	-	-	-	-	8'-8" AFT	-	-	-	-	-	-
State if joggled or liners.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bridge Deck	6	3	.34	-	-	-	6	3	.34	-	-	-	40	-	11 x 37	4 x 3 1/2 x 24
Awg. or Shltr. Dk.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Upper	6	3	.406	6	3	.406	6	3	.406	6	3	.406	21 to 31	-	11 x 40	4 x 3 1/2 x 24
Second	7	3 1/2	.42	7	3 1/2	.42	7	3 1/2	.42	7	3 1/2	.42	24 to 27	-	20 x 40	6 x 4 x 60
Third	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20 x 40	6 x 4 x 60
Longitudinal	Transverse Beams.															
of	Lloyd's Register Foundation															

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.

holes Pitch of rivets Working pressure of shell by rules Diameter of flue Material of flue plates