

## STEEL STEAMER or MOTORSHIP.

Received at London Office

15 JUN 1925

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 9th JUNE 1925Port of HAMBURG.No. 16376Survey held at KIELDate First Survey 7th AUG. 1923.Last Survey 3rd MAY 1925.On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) STEEL TWIN SC. MOTOR-VESSEL "PERSEPHONE" MACHINERY AFT.State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) "SHELTER DECK" LONG FRAMING. PETROL IN BULK. State Type of Erections DISC. BRIDGE. F.S.TONNAGE under Tonnage Deck 8476.42CLASS +100A1State if with freeboard as condition of Class YES.Built at KIELDo. of space or spaces between Tonnage Dk. and Upper Dk. 2.Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 469'-7"Launched 21. FEBRY. 1925 Yard No. 470.Total 2.Breadth (greatest moulded) B 63'-0"Builders FRIED. KRUPP. GERMANIAWERFT A.G.Gross Tonnage 8955.65Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 35'-6"Owners BALTISCH-AMERIKANISCHE PETROLEUM IMPORT G.m.b.H.Register Tonnage 5040.581st Longitudinal Number (B) J.R.R.N.S.K. = 90.5Managers Do.

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

2nd Numeral  $L \times (B + D) = 42498$ Residence DANZIG.

## REGISTERED DIMENSIONS.

M. FEET.

Length 142.87 = 468.74

Breadth 19.27 = 63.22

Depth 10.75 = 35.27

Framing Depth "d," at middle of length. See Sec. 3 (1d) 27.5

Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.23

Do. Long Bridge to top of keel 2.

Draught Moulded 25'-11/4"

Port of Registry DANZIG.

If surveyed while building, afloat, or in dry dock

YES! ON STOCK, AFLOAT AND IN DRY-DOCK.

## 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>FRAMES, Spacing amidships</b> <u>See Long. Fram.</u>			<b>Bracket Floors, Frame</b> <u>2.</u>		
" " from $\frac{1}{2}$ length to Collision bulkhead <u>Do</u>			" " Reversed Frame <u>2.</u>		
" " in peaks <u>24"</u>			" " Vertical Struts <u>2.</u>		
<u>Motor Space Aft. 25 1/2" x 27"</u>			<b>Centre Girder, depth and thickness amidships</b> <u>48" x .56</u>		
<b>SIDE FRAMING.</b>			" " top Angles <u>Two 3 1/2 3 1/2 .56</u>		
<b>Frame Amidships, Angle, [ or ]</b> <u>See Long. Fram.</u>			" " bottom Angles <u>Two 6 6 .60/44</u>		
" " Extends up to <u>Do</u>			<b>Side Girders, No. each side and thickness</b> <u>4. 42 60 .56</u>		
<b>Reversed Frame Amidships, Angle</b> <u>Do</u>			<b>Margin Plate depth (excl. of flange) and thickness</b> <u>2.</u>		
" " Extends up to <u>Do</u>			" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem <u>2.</u>		
<b>Depth of Framing Girder</b> <u>Do</u>			" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem <u>2.</u>		
<b>Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]</b> <u>Do</u>			" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem <u>2.</u>		
" " <b>Second 'tween Decks, Angle, [ or ]</b> <u>Do</u>			" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem <u>2.</u>		
" " <b>TANK MOTOR SPACE AFT. 9 3 1/2 .46</b>			<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b> <u>2.</u>		
" " <b>AFTER PEAK 5 5 .50</b>			<b>INNER BOTTOM PLATING.</b>		
<b>Framing in Peaks, Angle or [ FORE PEAK 8 3 1/2 .46</b>			Breadth and thickness of Middle Line Strake <u>55" x .56</u>		
<b>Diameter and Spacing of Rivets through Frame and Shell Plating <u>7/8 x 5 1/2</u></b>			Thickness of remainder in Hold <u>.56</u>		
<b>State if Frame Joggled</b> <u>No.</u>			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? <u>YES.</u>		
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b> <u>3 STRINGERS. 38'-44"</u>					
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b> <u>3 TIER OF BEAMS. WEB FRAMES. Space of Longit. 30" To 21" Double Angles to Shell</u>			<b>BEAMS.</b>		
<b>SINGLE BOTTOM.</b>			<b>Uppermost Continuous Deck, amidships in Wells, Angle, [ or ]</b> <u>See Long. Fram.</u>		
<b>Floors, Depth and thickness at mid-line in THIRTYSIXES Holds</b> <u>5'-0" .50</u>			" " in way of Bridge, Angle, [ or ] <u>Do</u>		
Height of Brackets at side above base line at toe of frame <u>9'-11/2"</u>			Spacing <u>Do</u>		
<b>Middle Line Keelson, on Floors, Angles, [ or ]</b> <u>Centre Line 8' x 2.</u>			<b>Second Deck, amidships, Angle, [ or ]</b> <u>Do</u>		
" " Through Plate or Intercoastal Plate <u>Do</u>			Spacing <u>Do</u>		
" " Foundation Plate on Floors <u>Do</u>			<b>Third Deck, amidships, Angle, [ or ]</b> <u>8 3 1/2 .46</u>		
" " <b>Two Flat Plate Keel Angles</b> <u>6" 6" .60/54</u>			Spacing <u>27"</u>		
<b>Side Keelsons, No. each side</b> <u>One</u>			<b>Fourth Deck, amidships, Angle, [ or ]</b> <u>2.</u>		
" " thickness of Intercoastal Plate <u>5'-0" x .45</u>			Spacing <u>2.</u>		
" " <b>Two TOP 3 1/2 3 1/2 .44</b>			<b>HOUSE ROOF Deck, Angle, [ or ]</b> <u>4 3 1/4 .40</u>		
" " <b>Bottom 5 3 1/2 .44</b>			Spacing <u>27"</u>		
" " <b>TOP PLATE 8" x .44</b>			<b>Bridge Deck, Angle, [ or ]</b> <u>See Long. Fram.</u>		
<b>DOUBLE BOTTOM. AFT MOTOR SPACE:</b>			Spacing <u>Do</u>		
<b>Solid Floors, thickness and spacing</b> <u>EVERY FR. 27" x .42</u>			<b>Forecastle Deck, Angle, [ or ]</b> <u>8 3 1/2 .42</u>		
" " Are Frame and Reversed Frame joggled? <u>No.</u>			Spacing <u>24" x 27"</u>		
<b>Bracket Floors, breadth and thickness at middle line</b> <u>2.</u>					
" " breadth and thickness at margin plate <u>2.</u>					



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>CENTRE LINE B'Ks...</i>			<i>LONG. STIFFEN.</i>						
<i>AND SIDE B'Ks,</i>									
" in 'tween Decks, Size and Spacing <i>30"</i>			<i>58 3 1/2 40/44</i>	<i>✓</i>				<i>75" x .44</i>	
" " " " "			<i>59 3 1/2 .44</i>	<i>✓</i>					
" " " " "			<i>510 3 1/2 44/56</i>	<i>✓</i>					
" in Holds " "			<i>511 3 1/2 .50</i>						
" " " " "			<i>511 3 1/2 48/58</i>						
" " " " "			<i>512 3 1/2 50/60</i>	<i>✓</i>					
Centre Line Bulkhead.									
Stiffeners and Spacing. <i>TRANSVERSE</i>			<i>30" x .44</i>	<i>✓</i>					
			<i>27" x .40</i>						
Plating, thickness of <i>CENTRE LINE B'Ks</i>			<i>.50 .38 .44</i>	<i>✓</i>					
			<i>TW. DN. SIDE B'Ks</i>	<i>.44 - .52</i>					
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness <i>in Wells</i>			<i>80 x .90</i>						
" " " " <i>in way of Bridge</i>			<i>80 x 1.10</i>						
" Angle <i>in Wells</i>			<i>6 6 .75</i>						
Thickness of Plating abreast Deck openings <i>in way of Wells</i>			<i>.68</i>						
Thickness of Plating abreast Deck openings <i>in way of Bridge</i>			<i>.68</i>						
Thickness of Plating within line of openings.			<i>.48</i>						
			<i>.90</i>						
If Sheathed, material and thickness			<i>Not.</i>						
Second Deck.									
Stringer Plate, breadth and thickness <i>in Wells</i>			<i>75" x .44</i>						
Stringer Plate, breadth and thickness in way of Bridge									
Thickness of Plating abreast Deck openings in way of Bridge									
Thickness of Plating within line of openings									
If Sheathed, material and thickness									
Third Deck. <i>AFT.</i>									
Stringer Plate, breadth and thickness									
If Plated, state thickness									
Fourth Deck.									
Stringer Plate, breadth and thickness									
If Plated, state thickness									
Poop Deck. <i>HOUSE</i>									
Stringer Plate, breadth and thickness									
Plating, Sheathing, material and thickness									
Bridge Deck.									
Stringer Plate, breadth and thickness									
Plating, Sheathing, material and thickness									
Forecastle Deck.									
Stringer Plate, breadth and thickness									
Plating, Sheathing, material and thickness									

SHELL PLATING.									
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETING.			
	AMIDSHIPS.	FORWARD.	AFT.			EDGES.	NO.	BUTTS.	
	Breadth.	Thickness.	Thickness.	Thickness.		State if Joggled?	NO.	NO. OF ROWS.	
	Inches.	Inches.	Inches.	Inches.		SINGLE OR DOUBLE.	Diam.	Spacing cr. to cr.	NO. OF ROWS.
FLAT PLATE KEEL	49	1.06	.78	.88		DOUBLE	1 1/8	4"	3
" DELG. (if any)	x	x	x	x		x	x	x	x
BOTTOM PLATING, No. of Strakes 84-77	.68	.68	.60			DOUBLE	7/8	3"	4 ENDS 3
BILGE PLATING, No. of Strakes 75	.68	.61	.56			DO	7/8	3"	4
SIDE PLATING, No. of Strakes 76-50	.66	.52/48	.60/53			TREBLE	7/8	3"	4 ENDS 3
Sheer DECK, Sheer-strake in Way 69	.92	.48	.48			DOUBLE	1 1/8	4"	3
Sheer DECK, Sheer-strake in Bridge 76	1.14	x	x			DO	1 1/8	4"	3
STRAKE BELOW Sheer-strake in Wells x	x	x	x			x	x	x	x
STRAKE BELOW Sheer-strake in Bridge 76	.76	.48	.48			DOUBLE	1	3 1/2	4
POOP SIDE PLATING x	x	x	x			x	x	x	x
BRIDGE SIDE PLATING 52-47	.52	.42	x			DOUBLE	7/8	3 1/2	2
FORECASTLE SIDE PLATING x	x	.44	x			DOUBLE	7/8	3 1/2	2

WATERTIGHT BULKHEADS.									
FORGINGS AND CASTINGS.									
STIFFENERS.									
MIDSHIP BULKHEAD, Upper two decks	Plating Thickness.		VERTICAL.		HORIZONTAL.				
	Length.	Thickness.	Length.	Thickness.	Length.	Thickness.	Length.	Thickness.	Length.
CARGO ROOMS: Second	36-50	.50	29-30	.40	50-50	.40	50-50	.40	50-50
" Third	36-50	.50	29-30	.40	50-50	.40	50-50	.40	50-50
" Holds	36-50	.50	29-30	.40	50-50	.40	50-50	.40	50-50
COLLISION (in Hold)	32-46	.50	29-30	.40	50-50	.40	50-50	.40	50-50
AFTER PEAK	32-46	.50	29-30	.40	50-50	.40	50-50	.40	50-50

EQUIPMENT No. 46409									
ANCHORS.									
Number of Certificate.	Anchor.	WRIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.	
1st Bower		Owts. qrs. lbs.	Owts. qrs. lbs.	Tons. cwt. qrs. lbs.	Owts.				
2nd "									
3rd "									
Collective weight.									
Stream									

CHAIN CABLES.									
HAWERS AND WARPS.									
Number of Certificate.	Length and size supplied.	Test per Certificate.	WRIGHT OF CHAIN CABLE.	Length and size per Table 53.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.
8	300 2 1/4	108.6 152	51860 kg. 890 1/4	300 2 1/4	Standard	BARZIG AG	VIENNA-LONDON 24 Jan.	TOWLINE.	131.3 5 3/4
14	16 2 1/4	108.6 152	2525 kg. 47	16 2 1/4	Standard	DO	28 Jan. 1925 H. Kolbow.	HAWERS & WARPS	90 3 1/2
Iron Stream Chain or Steel Wire	120.2 5	63.5	1070 cwt. 937 1/4	120 5	ST. WIRE	WESTF. DRANTING			400 8

Steering Gear, Steam ELECTRIC - HYDRAULIC.	Steering Gear, Hand YES! EFFICIENT.
Boats [Two 26'0" & Two 24'0"]	Steering Chains, Size and Test NO CHAINS
Wood: ONE 16'0" x 5'6" x 2'8"	Windlass ELECTRIC - GOOD.
Ceiling in Holds, thickness and material	NO CEILING
Cargo Hatchways, (Upper Deck)	STEEL PLATES AND ANGLES.
Thickness of Hatches	STEEL COVERS
Size of No. 1 Hatchway (Forward)	9'0" x 10'0" No. 2 6'0" x 4'0" No. 3 6'0" x 4'0" No. 4 5'0" x 4'0" No. 5 4'0" x 4'0" No. 6 3'0" x 4'0"
Number of Shifting Beams and/or Fore and Afters	NONE.

Fried. Krupp Germaniawerft  
Aktiengesellschaft. 26.25  
Builder's Signature *W. Meyer*

GENERAL DECLARATION This vessel has been built in accordance with the approved and amended plans, the requirements embodied in the Secretary's letters, and in all other respects in conformity with the Rules and Society's requirements for carrying Petroleum in Bulk with Longit. Framing. The workmanship is throughout of the best description for this type of vessel, all parts conforming well with each other, without use of any packing, and efficiently riveted together. The peak-tanks, deep-tanks and double bottom tanks have been filled and tested as required by the Rules, and Löffordams, Oil-tanks, Summer and Fresh-tanks have been filled and tested with a pressure of 8'0" above the highest point of Expansion-tanks and were found perfectly tight. Air sounding-pipes of all tanks comply with the Rules. The painting-arrangements and strengthening of bottom forward have been carried out as approved and to our satisfaction. All steel material used in the construction of this vessel have been made at works approved and tested by the Society's Surveyors in accordance with the Rules. - P.T.O.

The amount of Entry Fee ..... £ 11 : 0 : 0	Fees applied for, 5 JUNE 1925
Special Survey Fee... £ 636 : 0 : 0	Received by me, 19
Travelling Expenses, if any £ 74 : 0 : 0	FREEBOARD £ 14 : 0 : 0
State whether the Vessel has been built under Special Survey	YES!
Certificate to be sent to HAM. OFFICE.	Date of issue 27/11/25

Committee's Minute FRI. 19 JUN 1925  
Character assigned + 100A Subject Shelter Dr. with flr  
Larr: pet: in bulk  
Write Ham (JL) + M  
Rot. 20/6/25  
+ LmC 5.25  
Oil Sympies  
2 Waterfube L.B. - 200A  
FRI. 4 SEP 1925  
FRI. 20 NOV 1925  
FRI. 27 NOV 1925  
TUES. 8 JUN 1926  
Lloyd's Register Foundation



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.)

The Freeboard, approved by the Committee have been marked on the vessel sides, verified and cut in. The draft corresponding to the assigned Summer Freeboard is  $(26'-1\frac{1}{2}')$  as given on the Builders Deadweight and displacement scale. -  
The chain-cables have been compared with the certificates and found in order. -  
Kender-chuckles have been fitted to these cables. -  
The anchor-heads have been drop-tested as required by the Rules. But as the anchors have been delivered to the yard without having been proof-tested, the testing of these anchors (Bowers-Stream) remains to be carried out, and it is arranged, that this will be done on vessels arrival at Rotterdam. -

Plans attached:

1. Section as built
2. Profile & decks as built.
3. Capacity Plan with Displacement Scale.
4. Test certificates.
5. Inter. Certificate.

The approved plans are being retained for use in connection with Sister-vessels No 469 & 471. -

Copies of approved plans are in the London Office. -

J. Chisholm L. R. M. C.

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

1st Bower	HEAD W = 2379 Kg - DROPP 12'-0".	LR. 3393. K.H. 31.3.25	KARL HAUSS - DÜSSELDORF.
2nd "	Do W = 2349 Kg - DROPP 12'-0".	LR. 3392. K.H. 31.3.25	Do Do
3rd "	Do W = 2328 Kg - DROPP 12'-0".	LR. 3391. K.H. 31.3.25	Do Do

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop  $\frac{1}{2}$  ft., R.Q.D.  $\frac{1}{2}$  ft., Bridge 33.0 ft., Forecastle 39.0 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) TWO DECKS STEEL - 2ND & 3RD DECKS.

Official No.  $\frac{1}{2}$  : Signal Letters H.G.K.R. Is bottom of Vessel coated with cement No if not give

particulars of composition CARGO HOLDS NOT COATED. COFFERDAM REIN. CEMENT. DOUBLE BOTTOM CEMENT AND ASPHALT.

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.		*Length.		Water Capacity.		Where Fitted.		*Length.		Water Capacity.	
		Feet.	Tons.					Feet.	Tons.		
Double bottom, aft, UNDER ENGINE	I.	31.5	30	✓	30	Fore peak tank,		23.0	186		
Double bottom, under Engines and Boilers,	II.	32.0	85	✓	85	After peak tank,		20.0	106		
Double bottom, if under Engines only,	III.	9.8	45	✓	45	Deep tank, aft,		10.3	424		
Double bottom, if under Boilers only,						Deep tank, forward,	BUNKER TUNNEL	18.8	111		
Double bottom, forward,						Other tanks, if fitted,	4 COFFERDAMS 30.3.8' x 12.2.5'	36.0	315		
		Total capacity of double bottom		160 Tons		(If necessary, furnish further information by sketch.)		13.9	880	2022 Tons	

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

Order for Special Survey No. 73.

Date 23. MARCH. 1923.

Dates of Surveys held while building

1923: AUG. 7. - DEC. 7. 14. 22. - 1924: JAN. 2. 9. 17. 20. 24. 31. - FEB. 5. - MARCH 25. - APRIL 2. 16. - MAY 9. - JULY 16. 24. - AUG. 1. 16. 7. 8. 13. 14. 20. 21. 22. 27. 28. 29. - SEPT. 3. 4. 9. 10. 11. 12. 17. 18. 19. 24. 30. - OCT. 2. 3. 7. 8. 9. 10. 15. 17. 21. 23. 30. 31. - NOV. 4. 5. 6. 7. 11. 13. 18. 20. 21. 24. 25. - DEC. 2. 3. 5. 9. 10. 11. 12. 16. 17. 18. 22. 23. - 1925: JAN. 2. 3. 6. 8. 9. 13. 14. 15. 17. 19. 22. 23. 26. 27. 28. 29. 30. - FEB. 3. 4. 6. 7. 9. 10. 11. 13. 14. 16. 17. 18. 19. 20. 21. 24. 25. 26. 28. - MARCH: 4. 7. 11. 17. 18. - Total No. of Visits 142. - 23. 27. 30. 31. - APRIL: 3. 6. 7. 8. 9. 11. 14. 17. 20. 24. 27. 28. 29. 30. - MAY: 1. 2. 3. -



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PARTICULARS OF LONGITUDINAL FRAMING. M.SR. "PERSEPHONE."

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.			
				Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Diam.	Spang.	Inches.	Number.	Diameter.	
ing of L, C or Cor. J.E.				V												3/4	4 1/2				
es in Bridge 'tween Decks...				L 7	3 1/2	.38	1 1/2	1 1/2	1 1/2	As	in	Ship	As	in	Ship	7/8	5 1/4	4 1/2	5 1/4	7	7/8
es from Uppermost Continuous Deck				L 8	3 1/2	.44	2 7	3 1/2	.40							1	6	6		9	7/8
No. 1				L 8	3 1/2	.44	2 7	3 1/2	.40						7/8	5 1/4	5 1/4		9	7/8	
" 2				L 8	3 1/2	.44	2 7	3 1/2	.40						7/8	5 1/4	5 1/4		9	7/8	
" 3				L 9	3 1/2	.44	2 7	3 1/2	.40						7/8	5 1/4	5 1/4		9	7/8	
" 4				L 9	3 1/2	.50	2 7	3 1/2	.40						7/8	5 1/4	5 1/4		9	7/8	
" 5				UPPER DECK			1 1/2	1 1/2	1 1/2						1 1/2	1 1/2	1 1/2		1 1/2	1 1/2	
" 6				L 10	3 1/2	.48	L 8	3 1/2	.40						7/8	5 1/4	5 1/4		10	7/8	
" 7				L 10	3 1/2	.56	A 8	3 1/2	.44						7/8	5 1/4	5 1/4		11	7/8	
" 8				L 11	3 1/2	.50	F 9	3 1/2	.44						7/8	5 1/4	12 RIVETS	4	11	7/8	
" 9				L 11	3 1/2	.50	L 9	3 1/2	.44						7/8	5 1/4	12 DO	4	12	7/8	
" 10				L 12	3 1/2	.50/60	L 9	3 1/2	.44						7/8	5 1/4	12 DO	4	12	7/8	
" 11				L 12	3 1/2	.50/60	A 9 1/2	3 1/2	.44						7/8	5 1/4	12 DO	3	12	7/8	
" 12				L 12	3 1/2	.44	F 10	3 1/2	.48						7/8	5 1/4	TRV. 12 B'nd	24-3"	18-11	7/8	
" 13				L 12	3 1/2	.44	A 9 1/2	3 1/2	.48						7/8	5 1/4	" 12 "	24-3"	18-11	7/8	
" 14				L 12	3 1/2	.44	A 10	3 1/2	.46						7/8	5 1/4	" 12 "	24-3"	18-11	7/8	
" 15				L 12	3 1/2	.44	F 10	3 1/2	.48						7/8	5 1/4	" 12 "	24-3"	18-11	7/8	
" 16				L 12	3 1/2	.44	A 9 1/2	3 1/2	.48						7/8	5 1/4	" 12 "	24-3"	18-11	7/8	
" 17				L 12	3 1/2	.44	A 10	3 1/2	.46						7/8	5 1/4	" 12 "	24-3"	18-11	7/8	
" 18				L 12	3 1/2	.44	F 10	3 1/2	.48						7/8	5 1/4	" 12 "	24-3"	18-11	7/8	
" 19				L 12	3 1/2	.44	A 9 1/2	3 1/2	.48						7/8	5 1/4	" 12 "	24-3"	18-11	7/8	
" 20				L 12	3 1/2	.44	A 10	3 1/2	.46						7/8	5 1/4	" 12 "	24-3"	18-11	7/8	
" 21-25				SIDE KEELSON			1 1/2	1 1/2	1 1/2						1 1/2	1 1/2	1 1/2		1 1/2	1 1/2	
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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.

11.24.---T.

W207-0085(313)

L. Fries. W. M.

May 9. fitted with a safety valve as per Rule

*Can the internal surfaces of the receivers be examined?*

What means are provided