

## STEEL STEAMER or MOTORSHIP.

Received at London Office 13 MAY 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.Date of completion of report 1. May, 1926.Port of Hamburg.No. 16818Survey held at KielDate First Survey 9. September, 1925Last Survey 20. April

1926

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

Steel Twin Screw Motor Vessel "THALIA" Machinery aft. - Ordinary Stern.

State Type (Full scantling, complete superstructure with or without Tonnage Openings)

Shelter-deck - Longit. Framing - Car. Petrol in BulkState Type of Erections Disc Bridge - Erection

TONNAGE under Tonnage Deck...

8415.63CLASS \* 100 A1.State if with freeboard as condition of Class yes.Built at Kiel

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 469'-6"Launched 27. Janry. 1926 Yard No. 673.

Total

Breadth (greatest moulded)

B 63'-0"Builders Hawaldtswerke A.G.

Gross Tonnage

8744.79

Depth, 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-Gesellschaft.

Register Tonnage

5026.441st Longitudinal Number (L x D) B + D = 90.5Managers To

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

## REGISTERED DIMENSIONS.

Metre. FEET.

Length 143.32 = 470.19Breadth 19.27 = 63.22Depth 10.76 = 35.30

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

13.23Residence Panitzsch

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

13.23Port of Registry Panitzsch

Do. Long Bridge to top of keel

26'-0"

If surveyed while building, afloat, or in dry dock

Draught Moulded

26'-0"yes! On Stocks - 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>	See	Long Fram.		✓	<b>Bracket Floors, Frame</b>				✓
" " from 1/2 length to Collision bulkhead	To			✓	" " Reversed Frame				✓
" " in peaks	610			✓	" " Vertical Struts				✓
Motor space aft	648	686	761		<b>Centre Girder, depth and thickness amidships</b>	1220	14		✓
Bunker	990				" " top Angles	Two 90	90	14	✓
<b>SIDE FRAMING.</b>					" " bottom Angles	Two 150	150	14	✓
<b>Frame Amidships, Angle, [ or ]</b>	See	Long Fram.		✓	<b>Side Girders, No. each side and thickness</b>	10.5	20	14	✓
" " Extends up to	To			✓	<b>Margin Plate depth (excl. of flange) and thickness</b>	14			✓
<b>Reversed Frame Amidships, Angle</b>	To			✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem				✓
" " Extends up to	To			✓	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem				✓
<b>Depth of Framing Girder</b>	To			✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem				✓
<b>Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]</b>	To			✓	" " Gussets, spacing and scantling forward 1/2 len. from stem				✓
" " <b>Second 'tween Decks, Angle, [ or ]</b>	To			✓	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	Motor Scantlings			✓
" " <b>Third</b>	230	90	12	✓	<b>INNER BOTTOM PLATING.</b>				
" " <b>Fourth</b>	230	90	12	✓	Breadth and thickness of Middle Line Strake	1400	14		✓
<b>Framing in Peaks, Angle or [ Forward</b>	200	85	12	✓	Thickness of remainder in Holds	14			✓
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	22	132		✓	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			✓
<b>State if Frame Joggled</b>	No			✓	<b>BEAMS.</b>				
3 Stringers	1050	11		✓	<b>Uppermost Continuous Deck, amidships</b>	See	Long Fram.		✓
3 Tiers of Beams	230	90	12	✓	" " in Wells, Angle, [ or ]				✓
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>	3	Web Fram.		✓	" " in way of Bridge, Angle, [ or ]				✓
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b>	Space of Longit. 760	to 530		✓	Spacing				✓
<b>SINGLE BOTTOM.</b>	Double Angl. 2 Shell			✓	<b>Second Deck, amidships, Angle, [ or ]</b>				✓
<b>Floors, Depth and thickness at mid-line in Holds</b>	1525	12.5		✓	Spacing				✓
Height of Brackets at side above base line at toe of frame	2780			✓	<b>Third Deck, amidships, Angle, [ or ]</b>	200	75	10	✓
<b>Middle Line Keelson, on Floors, Angles, [ or ]</b>	Centr. Line 872			✓	Spacing	610	20	686	✓
" " Through Plate or Intercoastal Plate	To			✓	<b>Fourth Deck, amidships, Angle, [ or ]</b>				✓
" " Foundation Plate on Floors	To			✓	Spacing				✓
" " Two Flat Plate Keel Angles	150	150	15.5	✓	<b>Poop Deck, Angle, [ or ]</b>	100	75	9.5	✓
<b>Side Keelsons, No. each side</b>	One			✓	Spacing				✓
" " thickness of Intercoastal Plate	1525	1500	11	✓	<b>Bridge Deck, Angle, [ or ]</b>	See	Long Fram.		✓
" " Angles	90	75	10	✓	Spacing	To			✓
<b>DOUBLE BOTTOM. Aft in Motor Space.</b>	Two Top	200	90	11	<b>Forecastle Deck, Angle, [ or ]</b>	200	85	12	✓
<b>Solid Floors, thickness and spacing</b>	Every Fram.	10.5	686	761	990	Spacing	610	686	✓
" " Are Frame and Reversed Frame joggled?	90	No	11	✓					
<b>Bracket Floors, breadth and thickness at middle line</b>	Rev. Fram. Double			✓					
" " breadth and thickness at margin plate				✓					



## 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.	
<b>PILLARS, No. of Rows.</b>		<i>Centre Line B'hd.</i>		<i>Form aft Two</i>				<i>2080 x 11</i>			
		<i>And Top side B'hd.</i>		<i>F O 216 8 1800</i>				<i>10-5</i>			
" in 'tween Decks, Size and Spacing				<i>F II 210 85-10 2700</i>				<i>10-5</i>			
" " " " "				<i>A O 115/100 8 2400</i>				<i>10-5</i>			
" " " " "				<i>A O 220/180 10 2400</i>				<i>10-5</i>			
" in Holds				<i>A J 180 90 12 2400</i>				<i>10-5</i>			
" " " " "				<i>F II 300 100 10 2700</i>				<i>Not</i>			
" " " " "				<i>A O 200 x 10 2400</i>							
" " " " "				<i>A O 320 x 15 2400</i>							
<b>Centre Line Bulkhead.</b>				<i>Bridge &amp; F'wd. 3 Rows O 160 x 8 2600</i>							
Stiffeners and Spacing				<i>Horizontal from E 300 100 10/16 630</i>				<i>1500-1300 x 11</i>			
				<i>to E 220 85 11 760</i>				<i>9</i>			
Plating, thickness of				<i>Bed &amp; Transv space 4000</i>							
				<i>Centre Line Bulkhead 12-8 - 10 - 18</i>							
				<i>Top side B'hd. 11 - 13</i>							
<b>STRINGERS AND DECKS.</b>											
<b>Uppermost Continuous Deck. Shelter.</b>											
Stringer Plate, breadth and thickness in Wells				<i>2035 x 22-5</i>							
" " " " " "				<i>2035 x 27-5</i>							
" " " " " "				<i>160 160 19</i>							
" Angle in Wells											
Thickness of Plating abreast Deck openings in way of Wells				<i>16-5</i>							
Thickness of Plating abreast Deck openings in way of Bridge				<i>16-5</i>							
Thickness of Plating within line of openings				<i>12</i>							
If Sheathed, material and thickness				<i>22-6</i>							
				<i>Not</i>							
<b>Second Deck. Upper.</b>											
Stringer Plate, breadth and thickness in Wells				<i>2080 x 11</i>							

## SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL .....	1275	26.5	18.8	18.8	.	Double	28	98	3	28	112	Double Strap.
„ DBLG. (if any)	.	.	.	.	.	.	.	.	.	.	.	.
BOTTOM PLATING, No. of Strakes .....	1700 2000	16.75	16.75	14.5-16.5	.	Double	22	77	4 Ends 3	22	88	Lapped
BILGE PLATING, No. of Strakes .....	1960	16.75	15.5	15.0	.	Do	22	77	4	22	88	Do
SIDE PLATING, No. of Strakes .....	1660 2080	16.75	13.5-12	17.7-12	.	Triple	22	77	4 Ends 3	22	88	Do
Upper DECK, Sheer-strake in Wells.....	1720	23.5	12	12	.	Double	28	98	3 Ends 3-4	28	112	Strapped
Upper DECK, Sheer-strake in Bridge ...	1720	28.5	.	.	.	Double	28	98	3	28	112	Do
STRAKE BELOW Sheer-strake in Wells.....	1960	18.75	12.5	12.5	.	Double	25	87	4 Ends 3	25	100	Lapped
STRAKE BELOW Sheer-strake in Bridge ...	1960	18.8	.	.	.	Double	25	87	4	25	100	Do
POOP SIDE PLATING .....	.	.	.	.	.	.	.	.	.	.	.	.
BRIDGE SIDE PLATING ...	2460	12.5	.	.	.	Double	28	114	2	19	65	Lapped
FORE'C'TLE SIDE PLATING	1450	.	11	.	.	Single	22	90	2	19	75	Do

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) 18

Deck next below 1

As per Rule 729.

## STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
Summer Tanks	9-5	200-25-15	760	.	.
MIDSHIP BULK'D, Upper 'tween decks	9-9-5	3 Webs	2280	200-25-10-5	760
" " Second " "	10-10-5	610/760-11	2280	220-80-9-1-5	760
" " Third " "	11-12-5	1150-150-11	2280	220-70-10-1-4	760
" " Holds " "	11-12-5	1150-150-11	760	220-85-11	760
" " " " " "	7	Chain	1820	5-160-75-9	640
" " " " " "	11-13	Locker	1820	5-190-75-10	810
COLLISION " (in Hold)	8-5-11-5	150-75-12	600	5-220-75-12	810
AFTER PEAK " " "	8-5-11-5	150-75-12	760	.	.

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	.	.	.	.
STEM	Forging	280-76	.	.
STERN FRAME	Castings	640-1750	Boettner	.
Propeller	Castings	channel	.	.
Rudder	Castings	400-380	.	.
RUDDER—A x D	13-07-1-335	145-4-35	634	.
Speed of Vessel	14 Kn.	Forg. Head	317-305	.
RUDDER mainpiece at head	Forg. Tin.	331-305	.	.
" " heel	Forg. Tin.	254-223	.	.
" " how constructed	Built in Arms.	Rombacher Hüttenwerke.	.	.
" " double or single plate coupling, vertical or horizontal	Single	28-5	.	.
	Horizontal.	.	.	.

## STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) S.M. Open Hearth Process.

Eisenhütte - Holzstein - Rendsburg - Thyssen & Co. - Krupp, Friedr. Alfred Hütte - August Thyssen-Hütte - Gute Hoffnungshütte, Oerlhausen - Rachen-Rothe-Erde - Mannesmannröhren-Werke, Schula-Knaack-Hüttenwerke.

Has the Steel been tested as required by the Rules? Yes: by the Society's Surveyors.



EQUIPMENT No. 46382										LETTER <i>2+</i>	ANCHORS.
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	cwts.	qrs.	
649	1st Bower	79	3	25	79	3	25	58	10	0	1st - Stockless
650	2nd "	79	1	19	79	1	19	58	6	1	2nd - Stockless
648	3rd "	78	3	18	78	3	18	58	2	2	3rd - Stockless
	Collective weight	236	7	6	236	7	6	172	18	3	
667	Stream	30	1	12	30	1	12	28	18	0	Stream - Stockless

CHAIN CABLES.										HAWERS 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. Diam.	Stain- ing.	Supplied.	Per Rule.	Length. Diam.							Length. Cir.	Length. Cir.
32	300 2 1/2	114.3	160	32250 kg	940	300 2 1/2	Steel link	Borsigwerk	London 26.1.26. H. Jung.		TOWLINE	130 6	119.9
											HAWERS & WARPS	200 3 1/2	35.4
												400 8	200 8
Iron Stream Chain or Steel Wire	120 5 1/4	74.5	3			120 5 1/4	St. Wire	Carlsonit-Kiel					

Steering Gear, Steam *Electric (Leonhard Schaltung) efficient.* Steering Gear, Hand *yes! efficient.*

Boats *22.24.0 x 7.3 x 3.2* Steering Chains, Size and Test *Telemeter, no chains.* Windlass *Steam - efficient.*

Motor *19.4 x 5.8 1/2 x 2.4*

Dinghy *16.0 x 8.6 x 2.3 Wood.*

Ceiling in Holds, thickness and material *No Ceiling.* Cargo Battens, thickness, material and spacing *No Cargo-battens.*

Cargo Hatchways. (Upper Deck) *Steel Plates and Angles - good.* Thickness of Hatches *Steel hinged covers, good.*

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 *6'0" x 4'0"* No. 5 *6'0" x 4'0"* No. 6 *6'0" x 4'0"*

Number of Shifting Beams and/or Fore and Afters *None.*

HOWALDTSWERKE

Builder's Signature

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 Oil in Bulk with Longitudinal Framing".*

*The workmanship is throughout of the best description for this type of vessels, 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 Cofferdams, Oil tanks and Summer and Tail Oil Tanks have been filled and tested with a pressure of 2.0" above the highest point of expansion tanks and were found perfectly tight. Air sounding pipes of all tanks comply with the Rules.*

*The packing arrangements and strengthening of bottom forward have been carried out as approved and to our satisfaction.*

P.T.O.

The amount of Entry Fee ..... £ 11 : 0 : 0

Special Survey Fee.... £ 627 : 18 : 9

Travelling Expenses, if any £ 62 : 4 : 3

Freeboard £ 14 : 0 : 0

Fees applied for, 3. May 1926

Received by me, London 7.6.1926

I am of opinion the Vessel should be Classed **100 A1.**

Shelter dk. w. Freeboard - Longit. Framing - Oil in Bulk.

State whether the Vessel has been built under Special Survey *yes!*

Signature *W. Meyer*

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Hamburg office* Date of issue *15/6/26*

TUES. 18 MAY 1926

Committee's Minute

Character assigned

*100 A1. Shelter dk. with freeboard carrying Petroleum in bulk*

*+ L.M.C. 4.26. C.L. Oil Engines*

*Wick Hoffm*

*Lloyd's A & C.P.*

*My*



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www-0057(2/3)



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.)

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. The Freeboard approved by the Committee have been marked on the vessels sides, verified and cut in.

The draft corresponding to the assigned Summer freeboard is 26' 3 1/4" as given in the Builders Deadweight and Displacement Scale.

All Anchors, Cables have been compared with certificates and were found in order. General Equipment and general Outfit found satisfactory.

Approved Plans are being retained for use in connection with the sister vessels Hamaldras Nos 674-675. Copies of approved plans are in the London Office.

Sister Vessels: Hamaldras No 663 "Penclope" Ham Rpt. No 16532.  
Hamaldras No 664 "Leda" Ham Rpt. No 16601.

Attached:

- 1 : Table with Longit. Framing.
- 2 : Freeboard verification.
- 3 : Inter. Certificate.
- 4 : 5 Test Certificates.

W. Meyer. L. Kien.

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

1st Bower Head: W = 50.2.11; Drop = 12'0"; L.R. 3656 K.H. 13.10.25; Russelhof - K. Hauss.  
2nd " Head: W = 50.0.10; Drop = 12'0"; L.R. 3657 K.H. 13.10.25; Russelhof - K. Hauss.  
3rd " Head: W = 50.1.26; Drop = 12'0"; L.R. 3655 K.H. 13.10.25; Russelhof - K. Hauss.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ft., Bridge 33.5 ft., Forecastle 38.75 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.

Official No. ; Signal Letters H.G.L.B. Is bottom of Vessel coated with cement No if not give particulars of composition Cargo Holds not coated - Cofferdam cement - Double bottom and Peak Tanks Cement & Asphalt.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.		Where Fitted.	Length.	
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	21.0	32	Fore peak tank,	23.0	182
Double bottom, under Engines and Boilers,			After peak tank,	20.0	79
Double bottom, if under Engines only, and Bunker	72.0	255	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	36.0	275
Double bottom, forward,			Other tanks, if fitted, 4 Cofferdams 2 3'9"	13.2	950
			(If necessary, furnish further information by sketch.)		1486.

Total capacity of double bottom 287 Tons.  
\* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 106.

Date 23 March, 1925.

Dates of Surveys held while building

1925: Sept. 9 - Oct. 6. 10 - Nov. 3. 6. 10. 13. 17. 24. 26. 30. Dec. 1. 3. 4. 8. 11. 14. 15. 18. 19. 29. 31.  
1926: Jan. 2. 5. 6. 8. 11. 12. 13. 15. 18. 19. 20. 22. 23. 24. 25. 27. Feb. 3. 5. 6. 9. 11.  
24. 25 - March: 2. 16. 23. 31 - April: 7. 15. 17. 19. 20.

Total No. of Visits 56

Lloyd's Register Foundation



Thalid.  
No 673.

# PARTICULARS OF LONGITUDINAL FRAMING. Ham. Rpt. 16818

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.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.	Number.	Diameter.
Edge 'tween Decks ...	5180	75	9.5										22	132	132	7	22
Uppermost Continuous	5230	90	11	5230	90	11							22	132	132	9	22
Shelter: No. 1	5230	90	11	5230	90	11							22	132	132	9	22
" 2	5230	90	11	5230	90	11							22	132	132	9	22
" 3	5230	90	11	5230	90	11							22	132	132	9	22
" 4	5230	90	12	5230	90	12							22	132	132	9	22
Upper-dk. " 5	1150	150	13	5230	90	13	A										
" 6	1240	85	9.5/13	5230	90	13	F						22	132	132	10	22
" 7	1260	90	10/14	5230	90	14	F						22	132	132	11	22
" 8	1260	90	10/14	5240	85	9.5/13	A						22	132	12 Riv. 99	11	22
" 9	1260	90	10/14	5240	85	9.5/13	A						22	132	12 Riv. 99	12	22
" 10	1300	100	10/16	5240	85	9.5/13	A						22	132	12 Riv. 99	12	22
" 11	1300	100	10/16	5260	90	10/14	A						22	132	12 Riv. 77	12	22
" 12	1355	90	10	5300	100	10/16	A						22	132	12 Riv. 77	18	22
" 13	1380	90	11	5300	100	10/16	A						22	132	12 Riv. 77	18	22
" 14	1457	90	11	5300-533	11								25	150	12 Riv 88 Trans	20	22
" 15	1490	90	11	5300	90	11							25	150	12 Riv 100 B'hd.	20-30	22
" 16																	
Amidships	760																
At Ends				725	490	220											
Top Longitudinals				5230	90	11							19	106	12 Riv. 66		
Deep Tank form.				457	90	11							25	115	24 Riv. 88		
Bottom				1490	90	11											
Longitudinals { Amidships	Top			760													
{ At Ends...	Bottom			725	490	220											
Transverses.																	
Depth and Thickness	500	x	10														
Ice Angles	5180	90	9.5														
Stays to Shell*	1490	90	10										19	114	single		
Depth and Thickness	685	x	10	650	x	10	F										
Ice Angles	1150	90	13	500	x	10	A										
Stays to Shell*	1150	150	11	490	90	10	A										
Depth and Thickness	815	x	12.5	760	x	12.5	F										
Ice Angles	1150	90	13	5230	90	12	F										
Stays to Shell*	1200	200	16	1150	150	11	F						25	115	double		
Brackets	1150	150	12.5	back bars 90-90-10													
Base Frames	3900			2744													
Plugged or liners.	Cut or Liner			Cut or Liners.													

\* State if joggled or liners.

Longitudinal	Beams of	L, L or C	Bridge Deck ...	In Ship.			Spacing.	Transverse	As approved.	
				Plate.	Angles.	Plate.			Angles.	
			180	75	9.5		760			330-10, 5180-90, 9.5, 1490-90-10
			200	85	10.5	180	75	9.5		457-10
			240	85	9.5/13	5180	75	9.5		280-10, 1150-90-11
			Transverses.							760-11, 1150-90-13
										5200-75-10-160-70-9.

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.