

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at London Office 1922

Date of completion of report  
Survey held at

30th January, 1922 Port of **NEWCASTLE ON TYNE**

Date, First Survey 26th Feb 1920 Last Survey 19th January 1922.

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

**SINGLE SCREW STEAMER "EL GRILLO"** Rig **Fore and Aft**

No. 75169

TONNAGE under

Tonnage Deck...  
Do. between Tonnage Dk. and 3rd and 4th Dk.  
Total under Upper Dk.  
Do. of Poop...  
Do. of P.Q. Dk.  
Do. of Bridge House  
Do. of Forecastle  
Do. of Houses on Dk.  
Do. of excess of Hatchways  
Do. above Crown of Engine Room...  
Gross Tonnage  
Less Crew Space  
Less above Crown of Engine Room...  
TONNAGE FOR FEES...  
Less Engine Room  
Less Navigation Spaces

CLASS +100 H. Carrying Feet.

Master

Year of appointment

(1) As Master in service of owner of present vessel—19  
(2) As Master of this vessel—19

Breadth (greatest moulded)

Depth, at middle of length from top of keel to top of upper deck beams at side

Transverse Number

Length on deck from fore part of stem to after part of stern post

Longitudinal Number

Depth at middle of length (See Secs. 2 & 13)

Proportions—Depths to Length—Upper Deck Beam at side to top of keel

Long Bridge Deck Beam at side to top of keel

Built at

When built

By whom built

Owners

Managers

Residence

Port belonging to

Register Tonnage

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck as per Rule	BREADTH—Moulded	DEPTH, ACTUAL—Top of Floor to top of Upper Dk. Beams	No. of Decks with flat laid	No. of Tiers of Beams
440	57 2	34 0 5	2	2

Moulded depth, ft. ins. To Bridge Dk. Round of Upper Dk. Beam, Actual) 14 ins.

Dimensions of Ship per Register, Length 440.5 breadth 57.5 depth 34.05 Moulded depth, ft. ins. To Upper Dk. Dk. Beam, Actual)

FRAMING.				PILLARS.			
ME, Angles, or Bars amidships	Inches in Ship	Inches in Ship	Inches in Ship	PILLARS In 'tween Deck, size and spacing	Inches in Ship	Inches in Ship	Inches in Ship
in peaks	3 1/2	50	8 1/2	" Hold	3 1/4	48	3 1/4
in way of Double Bottoms at Solid Floors	3 1/2	48	8 1/2	" Quarter 'tween Dks.,	2 1/8	48	2 1/8
" at intermdt. Dkts.	3 1/2	48	8 1/2	" BRIDGE in Hold	4 1/2	48	4 1/2
ing of Frames from centre to centre amidships	3 1/2	48	8 1/2	KEELSONS & STRINGERS.			
" length to Collision bulkhead	3 1/2	48	8 1/2	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	72	52	72
VERSED FRAME, Angles	3 1/2	48	8 1/2	" Rider Plate	6	60	6
in way of Double Bottoms at Solid Floors	3 1/2	48	8 1/2	" Flat Plate Keel Angles	6	60	6
" at intermdt. Dkts.	3 1/2	48	8 1/2	" Horizontal Plates on Floors	6	60	6
ING, depth of girder	3 1/2	48	8 1/2	" Angles or Bulb Angles	6	60	6
ORS, depth and thickness of floor Plate at mid line for length amidships	3 1/2	48	8 1/2	SIDE KEELSONS, Number			
in way of Engine and Boiler Spaces	3 1/2	48	8 1/2	" Angles or Bulb Angles			
thickness at the ends of vessel	3 1/2	48	8 1/2	" Plate above floors, for length			
depth at 1/2 the half breadth, as per Rule	3 1/2	48	8 1/2	" Intercoastal Plate, for length			
height extended at the Bilges	3 1/2	48	8 1/2	" Attached to outside Plating with Angle			
ORS in Cell. Double Bottoms	3 1/2	48	8 1/2	BILGE KEELSON, Angles			
state if flanged (top & bottom)	3 1/2	48	8 1/2	" Intercoastal Plate for length			
Spacing of Solid floors	3 1/2	48	8 1/2	" Attached to outside Plating with Angle			
NTRE GIRDER, in Dbl. bottom, dpth. & thickness	3 1/2	48	8 1/2	SIDE STRINGERS, Number			
" Angles, Top	3 1/2	48	8 1/2	" Angle			
" Bottom	3 1/2	48	8 1/2	" Intercoastal Plate, for length			
" to Floors	3 1/2	48	8 1/2	" Attached to outside plating with Angle			
Brackets at intermdt. frmg., width & thkns	3 1/2	48	8 1/2	Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	64	84	64
E GIRDERS, number on each side & thickness	3 1/2	48	8 1/2	" " " br'dth & thickness (in way of Bridge)	6	60	6
state if flanged (top and bottom)	3 1/2	48	8 1/2	" " " Angle (clear of Bridge)	6	60	6
" Angles (top and bottom)	3 1/2	48	8 1/2	" Tie Plate at sides of Hatchways	6	60	6
" to Floors	3 1/2	48	8 1/2	Deck * Iron or Steel, for full lng.	6	60	6
RGIN PLATE, depth (exclusive of flange) and thickness	3 1/2	48	8 1/2	" Thickness (clear of Bridge)	6	60	6
" Angle to Outside Plating	3 1/2	48	8 1/2	" (in way of Bridge)	6	60	6
" Floors	3 1/2	48	8 1/2	Wood Deck, Material & thickness	6	60	6
Brackets at intermdt. frmg., width & thkns	3 1/2	48	8 1/2	Second Deck Stringer Plate, br'dth & thickness	60	44	60
Height of Outside Brackets above at bilge	3 1/2	48	8 1/2	" Angles on ditto, No.	6	60	6
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	3 1/2	48	8 1/2	" Tie Plates outside Hatchways	6	60	6
" in Engine and Boiler space	3 1/2	48	8 1/2	Deck * Iron or Steel, for full lng.	6	60	6
" Remainder in Holds	3 1/2	48	8 1/2	Wood Deck, Material & thickness	6	60	6
AMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	3 1/2	48	8 1/2	Third Deck Stringer Plate, br'dth & thickness	6	60	6
" In way of Long Bridge	3 1/2	48	8 1/2	" Angles on ditto, No.	6	60	6
" Spacing	3 1/2	48	8 1/2	" Tie Plates, outside Hatchways	6	60	6
AMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	3 1/2	48	8 1/2	Deck * Material and thickness	6	60	6
" Spacing	3 1/2	48	8 1/2	Fourth and Fifth Deck Stringer Plate, br'dth & thickness	6	60	6
AMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	3 1/2	48	8 1/2	" Angles on ditto, No.	6	60	6
" Angles on upper edge	3 1/2	48	8 1/2	" Tie Plates outside Hatchways	6	60	6
" Spacing	3 1/2	48	8 1/2	" Deck, Material and thickness	6	60	6
AMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	3 1/2	48	8 1/2	Poop Deck Stringer Plate, breadth & thickness	3 1/2	36	3 1/2
" Angles on upper edge	3 1/2	48	8 1/2	" Angle on ditto	3 1/2	36	3 1/2
" Spacing	3 1/2	48	8 1/2	" Tie Plates	3 1/2	36	3 1/2
AMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	3 1/2	48	8 1/2	" Deck, Material and thickness	3 1/2	36	3 1/2
" Angles on upper edge	3 1/2	48	8 1/2	Bridge Deck Stringer Plate, br'dth & thickness	3 1/2	36	3 1/2
" Spacing	3 1/2	48	8 1/2	" Angle on ditto	3 1/2	36	3 1/2
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	3 1/2	48	8 1/2	" Tie Plates	3 1/2	36	3 1/2
" Angles on upper edge	3 1/2	48	8 1/2	" Deck, Material and thickness	3 1/2	36	3 1/2
" Spacing	3 1/2	48	8 1/2	Forecastle Deck Stringer Plate, br'dth & th kns	3 1/2	36	3 1/2

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



WEB FRAMES.				FORGINGS or CASTINGS.			
Inches in Ship.				Inches per Rule, Or as Approved.			
WEB-FRAMES, In Fore Body, No. and spacing				KEEL, Bar, depth and thickness			
" " " " " " " " " " " "				STEM, moulding and thickness			
WEB-FRAMES, In E. & B. Space, No. & spacing				STERN-POST for Rudder do. do.			
" " " " " " " " " " " "				" " " " " " " " " " " "			
WEB-FRAMES, In After Body, No. and spacing				RUDDER-A&D Table 22. Speed			
" " " " " " " " " " " "				Main-Piece, diameter at head			
" " " " " " " " " " " "				" " " " " " " " " " " "			
BRACKET PLATES to Stringers between Web Frames, depth and thickness				" " " " " " " " " " " "			
BULKHEADS.				RUDDER, how constructed			
Number, Thickness, Horizontal, Vertical, Single or Double Frames, Height up, state deck.				" " " " " " " " " " " "			
WT. BULKHEADS				Can the Rudder be unshipped afloat?			
See Separate Sheet.				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.?			
" COLLISION, PARTITION, LONGITUDINAL.				Cargo Fleet: Colville; Brindley; Dorman Long; Larkhall; Palmis; Spinningstone; South Durham; Spence; Siemens; Martin; O.H.			
Are the outside Plates doubled two spaces of Frames in length?				Has the Steel been tested as required by the Rules?			
No				Yes			
Are the Sluice Valves and Watertight Doors in efficient working order?				None			
PLATING.				RIVETING.			
AS IN SHIP.				EDGES.			
PER RULE OR AS APPROVED.				ORDINARY or JOGGED?			
STRAKES.				BUTTS.			
AMIDSHIP.				RIVETS.			
BREADTH, THICKNESS, FORWARD, AFT.				DOUBLE or TROUBLE and for what Length?			
FLAT PLATE KEEL				Single or Double.			
BROADBOARD or A STRAKE				RIVETS.			
B				STRAIPS.			
C				IF LAPPED.			
D				BREADTH, THICKNESS, FORWARD, AFT.			
E				FLAT PLATE KEEL			
F				BROADBOARD or A STRAKE			
G				B			
H				C			
J				D			
K				E			
L				F			
N				G			
O				H			
P				J			
Q				K			
R				L			
S				N			
T				O			
U				P			
V				Q			
W				R			
THICKNESS OF STRAKE				CLEAR OF LONG BRIDGE			
DO. OF STRAKE BELOW				DELG. of Flat Plate Keel			
" Sheerstrakes				Length and thickness.			
POOP SIDES				SHORT BRIDGE SIDES			
FORECASTLE SIDES				Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.			
Upper Deck Stringer Plate				Butts of Side Stringers			
Second Deck Stringer Plate				Tie Plates			
Inner Bottom Plating, riveting of Edges				Centre Girder Butts			
Frames, riveted through Plates with				Rivets, state whether Iron or Steel			
FRAMES extend in one length				State if ordinary or jogged			
REVERSED FRAMES on floors and frames extend from				State if ordinary or jogged			
MASTS, SPARS, &c.				RIVETING.			
MATERIAL, TOTAL LENGTH, DIAMETER AND THICKNESS, HEAD, NO. OF PLATES IN ROUND, ANGLE, SIZE, SEAMS, BUTTS.				LOWER MASTS			
Fore				Main			
Mizen				Bowspit			
Topmasts, Yards and Remainder of Spars				Rigging, Material and Size, Shrouds			
Sails.				Sails, and the following spare sails			

EQUIPMENT No. 41319				LETTER 87				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS			
Number of Certificate.				WEIGHT, EX. STOCK.				TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 31.			
26674				1st Bower				26675				2nd			
26676				3rd				26677				4th			
14141				Stream				Kedge							
Particulars of Drop Test of Cast Steel Anchors, viz.:-				1st Bower				2nd				3rd			
Weight, Surveyor's Initials, Number of Certificate, Date of Test.				4th											
CHAIN CABLES.				HAWERS AND WARPS.											
Number of Certificate.				Length and size supplied.				Test per Certificate.				Description.			
23503				23705				24049				Boats			
Pumps, Number				Windlass				Engine Room Skylights				Coal Bunker Openings			
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c.				Ceiling in Holds, thickness and material				Cargo Hatchways				State size No. 1 Hatch			
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch				No. of Breasthooks				No. of Crutches				No. of Decks			
Bulwarks, height above deck and description				The foregoing is a correct description of the vessel				Builder's Signature				Surveyor's Signature			
Correspondence.				Workmanship.				Is the riveted work properly closed?				Are the liners between the frames and plates solid single pieces?			
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?				Are the butts of plating, Stringers, &c., properly shifted and strapped?				Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)?				Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)?			
General Remarks (State quality of workmanship, &c.)				The approved plans (4 in number) are enclosed herewith, also the foregoing reports				all well tanks, cofferdams, oil fuel tanks, fire deep tanks, peaks and double-bottom tanks have been tested in accordance with Rule requirements				The scantlings have been increased for stress as required and the arrangements and scantlings in Machinery Space and forward hold are as approved.			
Sister vessel S.S. St. Olaf New Report No. 74821				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.				Certificate to be sent to Newcastle Date of issue 8.2.22			
Treeboard Fee £13:0:0				The amount of Entry Fee £10:0:0				Special Survey Fee £4:0:0				Travelling Expenses, if any £			
State whether the Vessel has been built under Special Survey				I am of opinion this Vessel should be Classed				With, or without Treeboard, as condition of Class				Committee's Minute			
Character assigned				TUE 7 FEB. 1922				Carrying petroleum in bulk				Listed for oil fuel 1.22			
Lloyd's 246.P				Lloyd's 246.P				Lloyd's 246.P				Lloyd's 246.P			



WEB-FRAMES, I  
WEB-FRAMES, I  
WEB-FRAMES, I  
No. of S  
Size of Face  
BRACKET PLAT  
Web Frames, de  
BULKHEADS.  
W.T.BULKHEADS  
COLLISION  
PARTITION  
LONGITUDINAL  
Are the outside Plat  
Are the Sluice Valve  
STRAKES.  
FLAT PLATE KEEL.  
(1) For Keel, state River  
Harboard or A S  
State actual  
thickness in  
way of Double  
Bottom.  
B  
C  
D  
E  
F  
G  
H  
J  
K  
L  
N  
O  
P  
Q  
R  
S  
T  
U  
V  
W  
THICKNESS OF SHEET  
CLEAR OF LONG BRID  
DO. OF STRAKE BE  
DELG. of Flat Plate K  
Sheerstrak  
Length and thickness  
POOP SIDES  
SHORT BRIDGE SIDES  
FORECASTLE SIDES  
Upper Deck  
Stringer Plate  
Second Deck  
Stringer Plate  
FRAMES extend in  
REVERSED FRAM  
LOWER MASTS  
Bowsprit  
Topmasts, Yards and  
Rigging, Material an  
Sails.

GENERAL REMARKS—(continued).

*[Faint handwritten notes and sketches in the left margin, including measurements and structural details.]*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 72 ft., R.Q.D. ft., Bridge 32 ft., Forecastle 44 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

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 should appear in the Register Book). 2 Decks (steel)  
Official No. 46230; Signal Letters  
State if Machinery is fitted aft  
How are the surfaces preserved from oxidation? Inside Paint and Oil (Accepted) Outside Paint

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,		
Double bottom, under Engines and Boilers,	31.6	90	After peak tank,	8.66	
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	45	
Double bottom, forward,			Other tanks, if fitted, (If necessary, furnish further information by sketch.)		
Total capacity of double bottom		90	State whether the above have been tested as required by the Rules.		

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

Order for Special Survey No. 4960  
Date 14 May 1920  
No. 944 in builder's yard.  
Days of Survey held while building  
1920. Feb 26. Mar 11. 17. Apr 23. May 26. June 16. July 5. 27. Aug 10. 20. 27. Oct 20. Dec 20. 1921 Jan 10. 17. Mar 10. 20. 30. Apr 17. 21. May 23. 29. June 16. July 14. 17. 21. Aug 3. 15. 16. 17. 20. 21. 22. 23. 26. 27. 28. Oct 3. 11. 15. 16. 17. 18. 19. 20. 21. 24. 25. 26. 27. 31. Nov 2. 24. 30. Dec 2. 3. 6. 14. 15. 20. 23. 29. 1922 Jan 6. 19. 19.  
Total No. of Visits 8.

Surveyor's Signature R. Langlands.

9a. of NEWCASTLE-ON-TYNE

Continuation of Report No. dated on the

S.S. EL GRILLO

Watertight Bulkheads.

Frame No.	No.	Plating	Stiffeners		Vertical	Dmo	Height
			Horizontal	Spacing			
8 (a.p.)	1	42-26	7x3x3 1/2	24	7x3x3 1/2	D.	U.D.
39-41	1	52-36	11x3 1/2x50	30	5 1/2x3x2 1/2	-	-
44	1	52-38	11x3 1/2x54 1/2	30	1 web each side 30x40	-	-
45	1	Co.	Do.	30	Do.	-	-
48.51.54.	9	52-36	Do.	30	2 webs each side 30x40	-	-
55.61.64.						-	-
64.68+71						-	-
58	1	52-36	11x3 1/2x54 1/2	30	Co.	-	-
74	1	52-38	11x3 1/2x58 1/2	30	Co.	-	-
77	1	52-40	Do.	30	16 webs	-	-
78	1	Do.	11x3 1/2x58 1/2	30	Co.	-	-
98 (F.P.)	1	48-30	9x3 1/2x46	24	6x3x3 1/2	S.	-
Total	18				U.T.D.		
Mid Line.		52-36	10x3 1/2x46	30	2 webs Transverse 30x40		
			to 6x3x38 1/2		Face 6x1 1/2x30		
					Do.		

R. Langlands.

W241-0084 (34)



FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		Rivets in Brackets to Bulkheads.	
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Longitudinal Frames.	Number.	Diameter.
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
Bridge 'tween Decks ...				6	3 1/2	36				6	3 1/2	36				
Uppermost Continuous																
No. 1	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	7/8	5/16	6	7/8
" 2	"	"	"	"	"	"	"	"	"	"	"	"	"	"	7	"
" 3	"	"	"	"	"	"	"	"	"	"	"	"	"	"	7	"
" 4	"	"	"	"	"	"	"	"	"	"	"	"	"	"	9	"
" 5	"	"	"	"	"	"	"	"	"	"	"	"	3 1/4 for 8'	"	11	"
" 6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	11	"
" 7	9	3 1/2	46	9	3 1/2	46	9	3 1/2	46	9	3 1/2	46	"	"	11	"
" 8	10	3 1/2	45	10	3 1/2	45	10	3 1/2	45	10	3 1/2	45	3/16	"	11	"
" 9	10	3 1/2	46	10	3 1/2	46	10	3 1/2	46	10	3 1/2	46	"	"	11	"
" 10	10	3 1/2	50	10	3 1/2	46	10	3 1/2	50	10	3 1/2	46	"	"	11	"
" 11	11	3 1/2	48	11	3 1/2	48	11	3 1/2	48	11	3 1/2	48	3 1/8	4 x 3 1/2 x 44 feet	16	"
" 12	12	3 1/2	50	12	3 1/2	50	12	3 1/2	50	12	3 1/2	50	angle 4-6" long	"	16	"
" 13	"	"	"	"	"	"	"	"	"	"	"	"	"	"	13	"
" 14	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 15	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 16	11	3 1/2	50	11	3 1/2	50	11	3 1/2	50	11	3 1/2	50	"	"	"	"
Amidships	30			30			30			30			Angles 3 1/2 x 3 1/2 in (double on face)			
At Ends	30			30			30			30			Angles 3 1/2 x 3 1/2 in (double on face)			
Tank Top Longitudinals																
Bottom																
Longitudinals																
At Ends																
Transverses.																
Depth and Thickness	15-40			15-40			15-40			15-40						
Face Angles	4 3 1/2-40			4 3 1/2-40			4 3 1/2-40			4 3 1/2-40						
Lugs to Shell	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 3 5/8			
Depth and Thickness	20-40			20-40			20-40			20-40						
Face Angles	4 3 1/2-44			4 3 1/2-44			4 3 1/2-44			4 3 1/2-44			7/8 3 5/8			
Lugs to Shell	6 6-46			6 6-46			6 6-46			6 6-46			7/8 3 5/8			
Depth and Thickness	30-46			30-46			30-46			30-46			Joggled.			
Face Angles	6 3 1/2-50			6 3 1/2-50			6 3 1/2-50			6 3 1/2-50			Bottom Transverses			
Lugs to Shell	6 6-46			6 6-46			6 6-46			6 6-46			Plate 48 x 46. Angle 6 x 3 1/2-76 D.			
Brackets	Bottom 46			Top 40			Bottom 46			Top 40			Joggled.			
Transverse Frames	8-0			and as per plan.												
Bridge Deck	5 1/2 3-34			5 1/2 3-34			5 1/2 3-34			5 1/2 3-34			30-33			
Avg. or Shl. Dk.	6 3-38			6 3-38			6 3-38			6 3-38			30-33			
Upper	8 3-37 1/2			8 3-37 1/2			8 3-37 1/2			8 3-37 1/2			30-24			
Second																
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., in the Report.