

REGISTERED DIMENSIONS & TONNAGES
SUPPLIED BY NORWEGIAN AUTHORITIES.

Rpt. 1.

STEEL STEAMER or MOTORSHIP.

Received at London Office 18 JUL 1931

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 **17th JULY 1931** Port of **MIDDLESBROUGH** No. **14446**
Survey held at **HAVERTON HILL-ON-TEES** Date First Survey **7 July 1930** Last Survey **16th JULY 1931**

On the **STEEL TWIN SCREW OIL TANKER VESTFOLD**
(State if Machinery fitted Aft and if Single, Twin or Triple Screw) **CRUISER STERN MACHINERY FITTED AFT.**
State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) **SCANTLING FOR M^d DRAFT 32'11"** State Type of Erections **POOP & FCL.**

TONNAGE under Tonnage Deck... **10272.28** CLASS **+100 A.I.** State if with freeboard **YES** Built at **HAVERTON HILL-ON-TEES**
Do. of space or spaces between Tonnage Dk. and Upper Dk. **✓** Length from fore part of stem to after part of stern } **535** Launched **16th APRIL 1931** Yard No. **189**
Total **10272.28** Breadth (greatest moulded) **B 74** Builders **FURNESS S.B. & L^{td}**
Gross Tonnage **14577.21** Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 48-9** Owners **HYALFANGERARTIESELSKAPET VESTFOLD**
Register Tonnage **8009.20** 1st Longitudinal Number (L x D) **535-74-08 23582** Managers **✓**
2nd Numeral L x (B + D) **535-74-44-08 = 63172** (Where necessary to be entered in Reg. Book.)

REGISTERED DIMENSIONS. FEET.
Length **538.1** Framing Depth "d," at middle of length. See Sec. 3 (1d) **✓** Residence **SANDEFJORD**
Breadth **74.3** Proportions—Depth to Length—Uppermost continuous deck to top of keel **10.97** Port of Registry **SANDEFJORD**
Depth **33.4** Draught Moulded **32'11"** If surveyed while building, afloat, or in dry dock **WHILE BUILDING & AFLOAT.**

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	32	✓	Bracket Floors, Frame	✓	
" " from 1/2 length to Collision bulkhead.....	24" IN MACH. SPACE.	✓	" " Reversed Frame.....	✓	
" " in peaks.....	25 1/2" IN CROSS BUNKER	✓	" " Vertical Struts.....	✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	80 1/2" x 58" = 55 E.R.	
Frame Amidships, Angle, E or C	11 3 1/2" 49	✓	" " top Angles DOUBLE	3 1/2" x 3 1/2" = 71 to 58	✓
" " Extends up to.....	2" DK.	✓	" " bottom Angles DOUBLE	5" x 5" = 72 to 66	✓
Reversed Frame Amidships, Angle.....	BULB ANGLE FRG. 1		Side Girders, No. each side and thickness	2 B.R. 58	
" " Extends up to.....	✓		" " Margin Plate depth (excl. of flange) and thickness.....	4 E.R. 51	
Depth of Framing Girder.....	✓		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem.....	47 B.R. 63 E.R.	✓
Frames in Uppermost Continuous 'tween Decks, Angle, C or C	LONGITUDINAL	✓	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem.....	LEVEL TANK TOP.	✓
" " Second 'tween Decks, Angle, C or C	SEE SEPARATE SHEET		" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	✓	
" " Third " " " ".....	✓		" " Gussets, spacing and scantling forward 1/2 len. from stem.....	✓	
Framing in Peaks, Angle or C	11 3 1/2" 44	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	10' 0"	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships.....	SEE BACK OF REPORT		INNER BOTTOM PLATING.		
State if Frame Joggled.....	YES		Breadth and thickness of Middle Line Strake.....	52 1/2" x 61 B.R.	✓
PANTING ARRANGEMENTS (Sec. 7), state system and particulars.....	SIDE STRINGERS & BEAMS AS PER APPROVED PLANS.	✓	Thickness of remainder in Holds.....	54" x 61 E.R.	✓
STRENGTHENING OF BOTTOM FORWARD. State Particulars.....	BOTTOM PLATING INCREASED AS PER APPROVED PLANS.	✓	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?.....	1 E.R. 61 B.R.	✓
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds.....	36" x 46 PARALLEL TO RISE OF FLNR	✓	Uppermost Continuous Deck, amidships in Wells, Angle, C or C	LONGITUDINAL	✓
Height of Brackets at side above base line at toe of frame.....	7' 3"	✓	" " in way of Bridge, Angle, C or C	✓	
Middle Line Keelson, on Floors, Angles, C or C	LONGITUDINAL BULK	✓	Spacing.....	AT WINGS	✓
" " Through Plate or Intercoastal Plate.....	✓		Second Deck, amidships, Angle, E or C	10" x 3 1/2" x 44 B.R.	✓
" " Foundation Plate on Floors.....	✓		Spacing.....	32"	
" " Flat Plate Keel Angles.....	4" x 4" = 62 to 56 FORE END	✓	Third Deck, amidships, Angle, C or C	✓	
Side Keelsons, No. each side.....	5" x 5" = 72 B.R.	✓	Spacing.....	✓	
" " thickness of Intercoastal Plate.....	46	✓	Fourth Deck, amidships, Angle, C or C	✓	
" " Angles.....	FACE ANGLE 7" x 3" = 4 B.R.	✓	Spacing.....	✓	
DOUBLE BOTTOM. IN E & B. SPACE	3 1/2" x 3 1/2" = 46	✓	Poop Deck, Angle, E or C	9" x 3 1/2" = 5 B.R.	✓
Solid Floors, thickness and spacing.....	56" to 48 SPACED 24"	✓	Spacing.....	TO 8" x 3" = 38 B.R.	✓
" " Are Frame and Reversed Frame joggled?.....	NO	✓	Bridge Deck, Angle, C or C	24"	
Bracket Floors, breadth and thickness at middle line.....	✓		(SIDEHOUSED) Spacing.....	LONGITUDINAL	✓
" " breadth and thickness at margin plate.....	✓		Forecastle Deck, Angle, E or C	9" x 3 1/2" = 5 B.R.	✓
			Spacing.....	TO 9" x 3 1/2" = 38 B.R.	✓

PILLARS AND DECKS.

PILLARS, No. of Rows	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
	Breadth.	Thickness.			Breadth.	Thickness.	
Centre Line Bulkhead.							
Stiffeners and Spacing	11' 3 1/2"	4 1/2"	32' APART		36"	4 1/2"	
Plating, thickness of	5/16"	39"			FACE BAR 4" x 3"	4 1/2"	
Two Long Side Bulkheads	10' 3 1/2"	4 1/2"	32' APART		TOP PLATE	32"	
Stringers and Decks.	5/16"	39"			Fourth Deck LOWER STRINGER	39"	
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness	FACE BAR 4" x 3"	
Stringer Plate, breadth and thickness in Wells	116"	90"			If Plated, state thickness	TOP PLATE	
Stringer Plate, breadth and thickness in way of Bridge	93"	90"			POOP DECK.		
Angle in Wells	6' 6"	90"			Stringer Plate, breadth and thickness	40"	
Thickness of Plating abreast Deck openings in way of Wells	3 1/2"	46"			Plating, Sheathing, material and thickness	34" to 26"	
Thickness of Plating abreast Deck openings in way of Bridge	ONE STRAKE	82"			BRIDGE DECK. (SIDEHOUSES)		
Thickness of Plating within line of openings					Stringer Plate, breadth and thickness	62 1/2"	
If Sheathed, material and thickness	3" WHITE WOOD				Plating, Sheathing, material and thickness	40"	
Second Deck.					FORECASTLE DECK.		
Stringer Plate, breadth and thickness in Wells	90"	48"	38"		Stringer Plate, breadth and thickness	40"	
					Plating, Sheathing, material and thickness	38" to 32"	

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.	
	AMIDSHIPS.		FORWARD.	AFT.		No		No	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	STRAPPED OR LAPPED.
FLAT PLATE KEEL	60"	1 1/4"	94"	94"		DOUBLE	1"	QUIN. TO QUAD.	1 1/2"
" DELG. (if any)	89"	82"	81"	57"		"	"	QUIN. TO TREBLE	1 1/2"
BOTTOM PLATING, No. of Strakes	2	86"	88"	67"		"	"	"	"
BILGE PLATING, No. of Strakes	2	70"	73"	59"		"	"	"	"
SIDE PLATING, No. of Strakes	6	72"	73"	72"		"	"	"	"
UPPER DECK, Sheer-strake in Wells	71"	84"	84"	54"		"	"	"	"
UPPER DECK, Sheer-strake in Bridge	79"	94"	60"	54"		"	"	"	"
STRAKE BELOW Sheer-strake in Wells						"	"	"	"
STRAKE BELOW Sheer-strake in Bridge						"	"	"	"
POOP SIDE PLATING						"	"	"	"
BRIDGE SIDE PLATING (SIDEHOUSES)						"	"	"	"
FORECASTLE SIDE PLATING						"	"	"	"

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	4
Deck next below	14
As per Rule	

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks					
" Second					
" Third					
" Holds					
COLLISION (in Hold)					
AFTER PEAK					

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	FLAT PLATE KEEL			
STEM	STEEL AS CASTING APP. THE L.C.			
STERN FRAME	Propeller Post FULL STEEL AS THE L.C.			
PROPELLER BXTS.	Rudder CASTING APP. C.S. AS APP. STANLWERK KRIEGER			
RUDDER—A x D	1136			
Speed of Vessel	10 KNOTS			
RUDDER mainpiece at head	FORGED 15 1/2" DIA. MITKONITZER BERG BAU			
" heel	STEEL 11 1/2" DIA			
how constructed	ARMS SHRUNK ON & KEYED.			
double or single plate	SINGLE PLATE 1" THICK			
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)	OPEN HEARTH (BASIC)
	SOUTH DURHAM STEEL & IRON CO. L. FRIDINGHAM 10 S. WKS. CONSETT IRON CO. L.	
	APPLEBY IRON CO. CARGO FLEET IRON CO. L. DORMAN LONG & CO. L.	
	Has the Steel been tested as required by the Rules?	YES.

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.	cwt.	qrs.	lbs.	Cwts.		D°	D°	D°
92299	1st Bower ...	110	0	0	STOCKLESS	71	0	0	0	109-0-0	CHALLENGE TYPE HINGLEY-SONS NETHERTON 29-1-31 H.G.					
92308	2nd "	109	1	7	D°	71	0	0	0		D°	D°	D°	31-1-31 H.G.		
92279	3rd "	94	3	21	D°	65	7	2	0		D°	D°	D°	17-1-31 H.G.		
	Collective weight.	314	1	0						311-0-0						
92290	Stream	32	2	0	8 2 2	30	13	3	0	322	ORDINARY	D°	D°	22-1-31 H.G.		

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.	
	Fathoms.	Inches.	Tons.	Breaking Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Inches.						Fathoms.	Inches.	Tons.	Fathoms.	Inches.	
86187	165	2 7/8	137 1/2	192 1/2	69	1	13	1378	330	2 7/8	STD HINGLEY-SONS	NETHERTON	18-12-30 H.G.		TOWLINE G.F.S.W.	130	6 1/4	104.5	130	6 1/4	
86189	165	2 7/8	137 1/2	192 1/2	68	9	1-10			D°	D°	NETHERTON	18-12-30 H.G.	HAWSEARS & WARPS G.F.S.W.		20	2 1/2	17.7	20	2 1/2	
																20	2 1/2	17.7	20	2 1/2	
	Iron Stream	120	5 1/2	84.4					120	5 1/2	6/4 WIRES				"						
	Steel Wire														"						
	EALY														"						

Steering Gear, Steam DOHKIN & CO.
Boats 6 LIFEBOATS 27'0"
Ceiling in Holds, thickness and material NONE
Cargo Hatchways:- (Upper Deck) No. 1 FORW. 16'0" x 5'0" x 2'9 1/2"
Size of No. 1 Hatchway (Forward) 16' x 5'
No. 2 -
No. 3 -
No. 4 -
No. 5 -
No. 6 -
Number of Shifting Beams and/or Fore and Afters NONE
ROUNDED HATCHES ON EACH SIDE OVER MEAT BOILERS 3'7 1/2" x 3'4 1/2" x 6" L CORR. STEEL OILTIGHT HATCHES IN STEEL COVERS .4
2ND DK. AS PER APPROVED PLANS.
Builder's Signature JUNE GOVERNOR FURNESS SHIPBUILDING CO. LIMITED

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel YES (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

The vessel has been built in accordance with the approved plans, the Surveyor's letter dated 23rd June 1930 to 14th April 1931 and in general conformity with the Rules and Regulations for the class contemplated. The vessel is built with longitudinal framing at bottom and at deck of inner tanks and above second deck, with three longitudinal bulkheads. The main centre + wing cargo oil tanks, cofferdams, oil fuel cross bunker + wing bunkers forward deep tank, fore + after peak tanks double bottom tanks under machinery space side ballast tanks in machinery space + above after peak tank have been tested to Rule requirements. The upper portion of bulkheads above 2nd d.b. + weather decks have been tested by hose all with satisfactory results. The steam steering gear land gear windlass + winches have been tested under working conditions + found satisfactory. The pressure assigned by the Norwegian Veritas has been cut on the vessel's sides + verified.

The amount of Entry Fee £ 12 : 0 : 0 Fees applied for, ADM
(See attached correspondence) £ 160 : 16 : 4 Received by me, E.C.B.
Special Survey Fee £ 2 : 2 : 2
FREEBOARD 15 0 0
Travelling Expenses, if any £
~~FEES BASED ON GRADES TONNAGE SUPPLIED BY BUILDERS LISTED~~
State whether the Vessel has been built under Special Survey YES Hull Middlesbrough Date of issue 8/8/31
Certificate to be sent to MIDDLESBROUGH
Committee's Minute FRU. 24 JUL 1931
Character assigned + 100A1 With phd.
Carrying Petroleum in Bulk Whaling Service + L.M.O. 7.31
Fitted for oil fuel 7.31 F.P. above 150°F
Write Note Lloyd's A.R.C. C.L. F.D.
ML

I am of opinion the Vessel should be Classed + 100A1 WITH FREE "CARRYING PETROLEUM IN BULK" WITH NOTATIONS GIVEN OVERLEAF
Signature JB Richter & FC Cochrane
Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation © 2019 W270-0040 (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.)

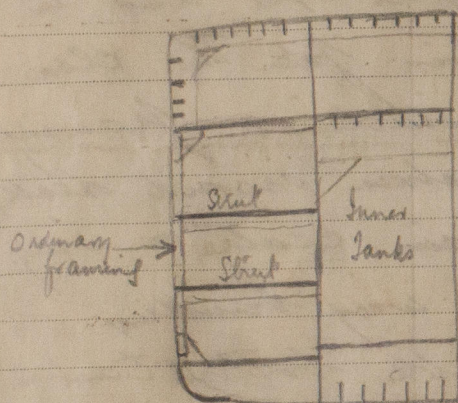
TRANSVERSE FRAMING IN FIRE PEAK.

MAIN FRG. FROM W.T. FLAT TO KEEL $11 \times 3\frac{1}{2} \times .44$ B.A. ✓
 INTER. FRG. " " TO 1st STRINGER $7 \times 3\frac{1}{2} \times .44$ B.A. ✓
 MAIN FRG. FROM W.T. FLAT TO 2nd DK. $11 \times 3\frac{1}{2} \times .44$ B.A. ✓
 INTER. " " " " " $7 \times 3\frac{1}{2} \times .44$ B.A. ✓
 FRAMES FROM 18" BELOW UPPER DK. TO 2nd DK. $11 \times 3\frac{1}{2} \times .44$ B.A. ✓
 " FROM F'CLE DK. TO 18" BELOW UPPER DK. $9 \times 3\frac{1}{2} \times .4$ B.A. ✓

TRANSVERSE FRAMING FROM FRAME 191 TO FORE PEAK BULK

MAIN FRAMES FROM W.T. FLAT TO 3'-0" SCARPH ON FLOORS $12 \times 3\frac{1}{2} \times .71$ B.A. ✓
 " & INTER. FRG. " " " 2nd DK. $11 \times 3\frac{1}{2} \times .56$ B.A. ✓
 FRAMES FROM 2nd DK. TO 18" BELOW UPPER DK. $10 \times 3\frac{1}{2} \times .44$ B.A. ✓
 " 18" BELOW UPPER DK. TO F'CLE DK. $8 \times 3\frac{1}{2} \times .48$ B.A. ✓

The vessel left this Port for the Gyne to be drydocked, for permanent repairs to be effected, for damage to stowage bilge sustained on 16th April during launch.
 The Profile and deck plans & midships section as built also forging & casting certificates are enclosed herewith.
 The approved plans will be forwarded on completion of sister vessel "SVEND FOYN" No. 190.



Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	56 cwt 1 qr. 4 lbs.	H.B.	8945	12-12-30
	2nd "	56 " 1 qr. 4 "	K.H.	8888	28-11-30
	3rd "	49 " 1 " 14 "	H.B.	7112	25-10-29

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 120 ft., R.Q.D. 1 ft., Bridge 24 ft., Forecastle 108.5 ft. (SIDEHUSES)
 (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 DKS (STL) WITH NOTATIONS OF LONGITUDINAL FRAMING AT BOTTOM & AT DECK OF INNER TANKS & ABOVE SECOND DECK "WALING SERVICE" & STRENGTHENED FOR NAVIGATION IN ICE
 Official No. ; Signal Letters L.J.N.K. Is bottom of Vessel coated with cement PART CEN. If not give particulars of composition FORE PEAK TANK, AFT PEAK TANK, FOR DEEP TANKS, PUMP ROOMS & WELLS CEMENTED CROSS BUNKER CEMENT FILLETS B.R.D.B. TANK CEMENT FILLETS E.R.D.B. TANK BITUMINOUS SOLUTION & ENAMEL

PARTICULARS OF WATER BALLAST.

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	92	553	Fore peak tank, LOWER & UPPER	27-9	418
Double bottom, under Engines and Boilers,			After peak tank,	22-0	493
Double bottom, if under Engines only,			Deep tank, aft,	4-0	301
Double bottom, if under Boilers only,			Deep tank, forward,	44-0	924
Double bottom, forward,			Other tanks, if fitted, ENGINE RM SIDE TANKS	90-0	440
			(If necessary, furnish further information by sketch.) P.S.		

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

Order for Special Survey No. 1471

Date 12 Aug/1930

Dates of Surveys held while building

1930: July 7, 9, 11, 14, 17, 22, 23, 25, 29 Aug. 7, 8, 11, 12, 13, 14, 26 Sep. 4, 8, 10, 11, 15, 16, 19, 22, 25, 29 Oct. 2, 3, 7, 9, 10, 13, 14, 16, 17, 20, 23, 27, 28, 30 Nov. 3, 6, 11, 13, 14, 17, 18, 21, 24, 28, 27 Dec. 1, 2, 3, 5, 8, 10, 12, 15, 17, 19, 22, 24, 29, 30, 31 1931: Jan. 7, 9, 12, 14, 16, 19, 21, 23, 26, 28, 30 Feb. 2, 4, 6, 9, 11, 13, 16, 18, 20, 23, 25, 27 Mar. 2, 4, 6, 9, 10, 13, 17, 18, 20, 31 Apr. 9, 16, 17, 20 May. 5, 8, 11, 12, 18, 19, 20, 21, 28, 29 June 1, 2, 11, 15, 18, 19, 23, 25, 26, 29 July 1, 16

Total No. of Visits 126

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.			Rivets in Longitudinal Frames.				Spacing of Rivets on each side of Transverses and Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.			Speng.	Inches.	Number.	Diameters.
Framing of L , L or E		8	3½	.44	8	3½	.44	8	3½	.44	8	3½	.44	7/8	5¼	AS PER APP. PLAN.			
Frames in Bridge 'tween Decks ...																			
Frames from Uppermost Continuous Deck No. 1																			
" 2																			
" 3																			
" 4																			
" 5																			
" 6																			
" 7																			
" 8																			
" 9																			
" 10																			
" 11																			
" 12																			
" 13																			
" 14																			
" 15																			
" 16																			
Spacing of Longitudinal Frames		Amidships			2'-5"			2'-5"			2'-5"			2'-5"			✓		
		At Ends			2'-5"			2'-5"			2'-5"			2'-5"			✓		
Double Bottoms		Tank Top Longitudinals																	
		Bottom " [			17x.68x.4x.4x.68 WITH BACK BARS 3½x.3½x.44			17x.68x.4x.4x.68 WITH BACK BARS 3½x.3½x.44			17x.68x.4x.4x.68 WITH BACK BARS 3½x.3½x.44			17x.68x.4x.4x.68 WITH BACK BARS 3½x.3½x.44			7/8 AS APP. ✓		
Spacing of Longitudinals		Amidships			2'-7½"			2'-7½"			2'-7½"			2'-7½"			✓		
		At Ends...			2'-7½"			2'-7½"			2'-7½"			2'-7½"			✓		
Transverses.																			
BOTTOM		Depth and Thickness			48"x.48			48"x.48			48"x.48			48"x.48					
IN BRIDGE 'TWEEN DECKS		Face Angles SINGLE			6x3½x.48 OR			6x3½x.48 OR			6x3½x.48 OR			6x3½x.48 OR			7/8 5¼ ✓		
CENTRE		Lugs to Shell* SET BACK			6x6x.48			6x6x.48			6x6x.48			6x6x.48			7/8 AS APP. ✓		
		Depth and Thickness			24"x.44			24"x.44			24"x.44			24"x.44					
In Upper 'tween Decks.		Face Angles SINGLE			7x3½x.5 B.A.			7x3½x.5 B.A.			7x3½x.5 B.A.			7x3½x.5 B.A.			7/8 5¼ ✓		
AT SIDES		Lugs to Shell* SET BACK			6x6x.44			6x6x.44			6x6x.44			6x6x.44			7/8 4" ✓		
		Depth and Thickness			52" to 47"x.46			52" to 47"x.46			52" to 47"x.46			52" to 47"x.46					
WEBS		Face Angles SINGLE			10x3½x.56 B.A.			10x3½x.56 B.A.			10x3½x.56 B.A.			10x3½x.56 B.A.			7/8 5¼ ✓		
In Hold.		Lugs to Shell* LONG BULK. TEE BAR.			6½x6½x.55			6½x6½x.55			6½x6½x.55			6½x6½x.55			7/8 AS APP. ✓		
CENTRE BULKHEAD		" " Back Bars ...			.44 5" FL.			.44 5" FL.			.44 5" FL.			.44 5" FL.			7/8 AS APP. ✓		
		Brackets AT TOP			.44 5" FL.			.44 5" FL.			.44 5" FL.			.44 5" FL.			7/8 AS APP. ✓		
Spacing of Transverse Frames		10'-8" 8'-0" 10'-8"			10'-8" 8'-0" 10'-8"			10'-8" 8'-0" 10'-8"			10'-8" 8'-0" 10'-8"			10'-8" 8'-0" 10'-8"					
* State if joggled or liners.																			
Longitudinal Beams of		Bridge Deck ...			8x3½x.44			8x3½x.44			8x3½x.44			8x3½x.44			3½" ✓		
L or E		Upper "			8x3x.46			8x3x.46			8x3x.46			8x3x.46			3½" ✓		
H.B.S.		Second "			8x3x.46			8x3x.46			8x3x.46			8x3x.46			3½" ✓		
		Third "			8x3x.46			8x3x.46			8x3x.46			8x3x.46			3½" ✓		

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.

W270-0040(313)

Character Assigned

See 26. Rpt.

Lloyd's Register
Foundation