

RETAIN

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

30 - 11 - 31

Port of *Glasgow*No. *51965*

Survey held at

*Glasgow*Date First Survey *29th May 1930*Last Survey *5th December 1931*

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

*Steel Twin Screw Motor Vessel "Conch" (Machinery aft)*

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

*Full Scantling*State Type of Erections *Prop, Bridge & etc.*

TONNAGE under Tonnage Deck...

*7611.98*CLASS *+100A1*State if with freeboard as condition of Class *No*

FEET.

Built at

*Glasgow*

Launched

*2nd July 1931* Yard No. *909*

Builders

*Harland & Wolff Ltd*

Owners

*Anglo-Saxon Petroleum Co Ltd*

Managers

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

Residence

*London*

Port of Registry

*London*

If surveyed while building, afloat, or in dry dock

*Yes*

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

Gross Tonnage

*8375.93*

Register Tonnage

*4952.71*

## REGISTERED DIMENSIONS.

FEET.

Length

*456.4*

Breadth

*62.0*

Depth

*34.5*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 455.0*Breadth (greatest moulded) *B 61.75*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 34.08*1st Longitudinal Number (L x D) *= 15506*2nd Numeral L x (B + D) *= 43603*Framing Depth "d," at middle of length. See Sec. 3 (1d) *13.35*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.35*

Do. Long Bridge to top of keel

Draught Moulded *26'-3 3/4"*

## 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.</b>			<b>Bracket Floors, Frame</b>	<i>✓</i>	
AMES, Spacing amidships	<i>29</i>		" " Reversed Frame	<i>✓</i>	
" " from $\frac{3}{8}$ length to Collision bulkhead	<i>29 x 27</i>		" " Vertical Struts	<i>✓</i>	
" " in peaks	<i>24</i>		<b>Centre Girder, depth and thickness amidships</b>	<i>66 x 57</i>	
<b>LONGITUDINAL FRAMING AT BOTTOM &amp; DECK.</b>			" " top Angles	<i>3 1/2 x 3 1/2 x 54</i>	
Frame Amidships, Angle, <i>E or F</i>	<i>10 3 1/2 x 43</i>		" " bottom Angles	<i>4 x 4 x 60</i>	
" " Extends up to	<i>Upper Dk.</i>		<b>Side Girders, No. each side and thickness</b>	<i>2 full height 20 1/2 height 50</i>	
Reversed Frame Amidships, Angle	<i>✓</i>		<b>Margin Plate depth (excl. of flange) and thickness</b>	<i>54</i>	
" " Extends up to	<i>✓</i>		" " Vertical Angle to Tank side	<i>6 x 6 x 46</i>	
Depth of Framing Girder	<i>10</i>		Bracket abaft $\frac{1}{2}$ len. from stem	<i>✓</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E or F</i>	<i>✓</i>		" " Vertical Angle to Tank side	<i>✓</i>	
" " Second 'tween Decks, Angle, <i>E or F</i>	<i>✓</i>		Bracket forward $\frac{1}{2}$ len. from stem	<i>✓</i>	
" " Third " " " "	<i>✓</i>		Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	<i>✓</i>	
Framing in Peaks, Angle or <i>E</i>	<i>8 3 1/2 x 46</i>		Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	<i>✓</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 @ 4 7/8</i>		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<i>8'-9 @ 44</i>	
State if Frame Joggled	<i>Yes</i>		<b>INNER BOTTOM PLATING.</b>		
<b>FRAMING ARRANGEMENTS</b> (Sec. 7), state system and particulars	<i>As per approved plan 3 Strakes shell 2 thickness and as per approved plan</i>		Breadth and thickness of Middle Line Strake	<i>54 to 66 x 1.0</i>	
<b>STRENGTHENING OF BOTTOM FORWARD.</b> State Particulars	<i>As per approved plan</i>		Thickness of remainder in Holds	<i>1.0 @ 52</i>	
<b>DOUBLE BOTTOM.</b>			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?	<i>5 B. Space 7/10</i>	
Forward			<b>BEAMS.</b> <i>Forward</i>		
Frames, Depth and thickness at mid-line in Holds	<i>38 x 40</i>		Uppermost Continuous Deck, amidships	<i>9 3 1/2 x 54</i>	
Height of Brackets at side above base line at toe of frame	<i>6'-2 to 6'-9"</i>		" " in Wells, Angle, <i>E or F</i>	<i>9 3 1/2 x 38</i>	
Middle Line Keelson, on Floors, Angles, <i>E or F</i>	<i>Center line</i>		" " in way of Bridge, Angle, <i>E or F</i>	<i>8 3 x 36</i>	
" " Through Plate or Intercoastal Plate	<i>bulkhead 40</i>		Spacing	<i>27 @ 24</i>	
" " Foundation Plate on Floors	<i>✓</i>		Second Deck, amidships, Angle, <i>E or F</i>	<i>9 3 1/2 x 38</i>	
" " Flat Plate Keel Angles	<i>4 x 4 x 52</i>		Spacing	<i>27 @ 24</i>	
Keelsons, No. each side	<i>Two</i>		Third Deck, amidships, Angle, <i>E or F</i>	<i>✓</i>	
" thickness of Intercoastal Plate	<i>42</i>		Spacing	<i>✓</i>	
" Angles	<i>6 x 6 x 44</i>		Fourth Deck, amidships, Angle, <i>E or F</i>	<i>✓</i>	
<b>DOUBLE BOTTOM. (Engine Room)</b>			Spacing	<i>28 3 x 45</i>	
Solid Floors, thickness and spacing	<i>50 @ 29 1/2</i>		Poop Deck, Angle, <i>E or F</i>	<i>8 3 x 36</i>	
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Spacing	<i>29 1/2, 29, 24</i>	
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		Bridge Deck, Angle, <i>E or F</i>	<i>6 3 x 40</i>	
" " breadth and thickness at margin plate	<i>✓</i>		Spacing	<i>32 1/4 @ 29</i>	
			Forecastle Deck, Angle, <i>E or F</i>	<i>8 3 x 36</i>	
			Spacing	<i>27 @ 24</i>	



## 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>			Stringer Plate, breadth and thickness in way of Bridge .....	✓	
" " in 'tween Decks, Size and Spacing.....			Thickness of Plating abreast Deck openings in way of Wells .....	✓ .32	
" " " " "			Thickness of Plating abreast Deck openings in way of Bridge .....	✓	
" " in Holds " "			Thickness of Plating within line of openings....	✓	
" " " " "			If Sheathed, material and thickness .....	✓	
<b>Centre Line Bulkheads</b>			<b>Third Deck.</b>	✓	
Stiffeners and Spacing.....	1' 10" 3 1/2" .43		Stringer Plate, breadth and thickness.....		
Plating, thickness of .....	✓ .42 to .38		If Plated, state thickness.....	✓	
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells	✓ 76 x .70		If Plated, state thickness .....	✓	
" " " " " in way of Bridge	head & A .94 F .89		<b>Poop Deck.</b>		
" Angle in Wells .....	✓ 7 7 .60		Stringer Plate, breadth and thickness .....	.37 x .37	
Thickness of Plating abreast Deck openings) in way of Wells .....	✓ .70		Plating, Sheathing, material and thickness ...	.30 x .26 x 2" w.P. & 1/2"	
Thickness of Plating abreast Deck openings) in way of Bridge .....	✓		<b>Bridge Deck.</b>		
Thickness of Plating within line of openings...	✓ .58		Stringer Plate, breadth and thickness.....	84 x .39	
If Sheathed, material and thickness .....	✓		Plating, Sheathing, material and thickness ...	.34 x .30 2" w.P. inside house	
<b>Second Deck. Fore</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells...	48 x .36		Stringer Plate, breadth and thickness.....	48 x .37	
			Plating, Sheathing, material and thickness ...	.30 x 2 1/2" O.P. & 1/2"	

## SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>No</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	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 .....	60	.94	.84	.86		Double	1	14	Five	1	4	Lapped	
„ DBLG. (if any)	79 67 1/4 82 1/2 80 1/2	✓	✓										
BOTTOM PLATING, No. of Strakes <i>FOUR</i> .....	65 1/2 68 1/2 75 1/4 82 1/4	.65	.50	.52		Double	7/8	3 1/2	Four	7/8	3 1/2	Lapped	
BILGE PLATING, No. of Strakes <i>ONE</i> .....	65 1/2 68 1/2 75 1/4 82 1/4	.65	.50	.70	.64	-	-	3 3/4	-	-	-	-	
SIDE PLATING, No. of Strakes <i>FOUR</i> .....	65 1/2 68 1/2 75 1/4 82 1/4	.61	.48	.52		-	-	-	-	-	-	-	
UPPER DECK, Sheer- strake in Wells.....	52	.99	.48	.56		-	1 1/8	4 1/2	Five	1 1/8	4 1/2	-	
UPPER DECK, Sheer- strake in Bridge <i>AT BREAK</i>		1.16				-	-	-	Three	-	-	Double Strap	
STRAKE BELOW Sheer- strake in Wells.....	72	.78	.48	.54		-	1	3 5/8	Four	1	4	Lapped	
STRAKE BELOW Sheer- strake in Bridge ...													
POOP SIDE PLATING .....	87 35 55 1/2 42 69			.48		Single	7/8	3 1/2	Two	3/4	2 3/4	Lapped	
BRIDGE SIDE PLATING ...	55 1/2 42 69	.43				-	-	-	One	-	-	-	
FOREC'TLE SIDE PLATING			.43			-	-	-	-	-	-	-	

## WATERTIGHT BULKHEADS.

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

Approved

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....		✓		
<b>STEM</b> .....	M. S.	10 x 2 3/4 As per		Revised table to be drawn out
<b>STERN FRAME</b> {	Propeller Post .....	C. Steel	approved plan Kruger	Revised table
	Rudder .....	F. S.	8 x 1 1/2	William Eng. Works
<b>RUDDER—A x D</b> .....			68 1/2.	
<b>Speed of Vessel</b> .....			12 Knots	
<b>RUDDER</b> mainpiece at head ...	F. S.	✓ 13		William Eng. Works
" " heel ...			9 3/4.	
" " how constructed .....			Single plate arms found on	
" " double or single plate			1-14.	
" " coupling, vertical or			Horizontal	
" " horizontal .....				

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open Hearth Process*  
 STEEL. *David Colville Sons & Co Colville & Co Stewart & Lloyd & Co*  
 Has the Steel been tested as required by the Rules? *Yes.*



EQUIPMENT No 45033										LETTER C1		ANCHORS.				
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.	cwts.	qrs.	lbs.	Cwts.				
33796	1st Bower	84	3	14				61	0	0	0	77	Byers Improved Stockless			Sunderland 28 <sup>th</sup> Aug '31 J.H. Butler
33790	2nd "	77	1	0				57	8	3	0	77	Do			Do 5 <sup>th</sup> Aug '31 B.A.S. Parsons
33799	3rd "	65	2	0				51	5	0	0	65½	Do			Do 29 <sup>th</sup> Aug '31 J.H. Butler
	Collective weight.	227	2	14								219½				
46352	Stream	22	1	18	5	3	21	22	13	0	14	22 Cwts. ex stock	Rodgers & Co. Iron			Bradley Heath 28 <sup>th</sup> July '31 S.C. Paul

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.	
	Length.	Diam.	Stat.	Break.	Supplied.	Per Rule.	Length.	Diam.	Length.	Diam.					Length.	Cir.		Tons.	Length.
46166	300	2 7/16	106 5/16	149 5/8	890-1-14	890 1/4	300	2 7/16	2 7/16	Steel Link	Wardwood & Sons	Bradley Heath 28 <sup>th</sup> Aug '31 S.C. Paul	TOWLINE	130	5 3/4	91 10/20	130	5 3/4	
													HAWSERS & WARPS	2 @ 100	2 3/4	15 4/20	2 @ 100	2 3/4	
														2 @ 100	2 3/4	15 4/20	2 @ 100	2 3/4	
	120	5	70 18/20				120	5	5 1/2	5 1/2									

Steering Gear, Steam by Haste 10x10

Boats 4 @ 24'0" x 7'6" x 3'0" Wood Steering Chains, Size and Test

Ceiling in Holds, thickness and material

Cargo Hatchways, (Upper Deck) Steel plates and angles. Thickness of Hatches Steel 50

Size of No. 1 Hatchway (Forward) 9'0" x 12'0" No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters None. Plate Cover stiffened by B. Angles 6x3x.40 @ 3'0" apart.

Builder's Signature

For HARLAND AND WOLFF, LIMITED.

Govan Secretary

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.

This vessel has been built in accordance with the approved plans, the Secretaries letters of various dates and in conformity with the Societys rules for the Class Contemplated

The materials and workmanship are good

The bulkheads, decks, double bottom, peaks, oil cargo tanks, oil fuel bunkers for rams and Cofferdams have been tested in accordance with the rule requirements, the feetboards verified and the marks cut in on the vessels side. The steering gear and windlass tried with satisfactory results. Oil fuel F.P. above 150°F is carried in deep tanks at after end, for deep tanks, and double bottom ap, Section 20 of the rules have been complied with.

Sister vessel N. Cliona by same builders (Mogor Rpt No 51840)

The approved plans as noted on back of report are forwarded herewith.

The amount of Entry Fee	£ 11 : 0 : 0	Fees applied for,	26. 11. 1931
Special Survey Fee	£ 6 14 : 2 : 0	Received by me,	5. 12. 1931
Freeboard	14 : 0 : 0		
Travelling Expenses, if any	£ : :		

I am of opinion the Vessel should be Classed + 100 A1

Carrying Petroleum in Bulk

Longitudinal Framing at Bottom and at Deck

Signature

Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey

Committee's Minute

Character assigned

Longitudinal Framing at Bottom and at Deck.

Lloyd's A+C.P.

+ L.M.C. 12 31.

2 DB-150lb.

Longitudinal Framing at Bottom and at Deck.

Lloyd's Register of Shipping



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.)

List of plans herewith

- ✓ Midship Section as built (forwarded in advance)
- ✓ Midship Section
- ✓ Profile and Decks
- ✓ Stern Frame and Rudder
- ✓ Fore end framing and Fore peak bulkhead
- ✓ Motor Seating
- ✓ After end framing
- ✓ Longitudinal bulkheads
- ✓ Fore end framing
- ✓ Scantling in way of forward oil tanks (Cancelled)
- ✓ Bridge house and deck plating
- ✓ Fasttight hatches to forward hold
- ✓ W.I. Doors
- ✓ Pillars and Girders in way of Machinery Casings
- ✓ Poop front bulkhead
- ✓ Cast Steel boss arms.
- ✓ Hatches to Cargo oil tanks
- ✓ Pumping Arrangements
- ✓ Rivetting List
- ✓ Forward tanks (showing all arrangements of stringers parallel to fore line in tanks 1-5)
- ✓ Alterations to Keel etc
- ✓ Machinery Casings
- ✓ Plan showing proposed modification to bracket on Frame 66A
- ✓ Transverse Bulkhead
- ✓ Arrangements in way of After end

Forging and Castings Certificate of Stem post, Rudder, propeller bracket and Quadrant & Pillars

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	54 - 3 - 0	A.B.	No 6420	21-5-31
	2nd "	52 - 1 - 21	A.B.	No 6444	24-6-31
	3rd "	43 - 0 - 14	K.H.	No 9289	23-7-31

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 106.88 ft., R.Q.D. ✓ ft., Bridge 33.54 ft., Forecastle 45. Lugs to Sh

(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) 1<sup>st</sup> Dk (5th) 2<sup>nd</sup> Dk (5th) Clear of Cargo

Official No. : Signal Letters Is bottom of Vessel coated with cement *Paint & 7th tanks only*  
particulars of composition *St. Cem.* Brackets ..

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water
Double bottom, aft,			Fore peak tank,	25.75	✓
Double bottom, under Engines and Boilers,			After peak tank,	18.3	✓
Double bottom, if under Engines only, <i>Machinery space.</i>	71.25	282	Deep tank, aft, <i>Cofferdam</i>	4.0	✓
Double bottom, if under Boilers only,			Deep tank, forward,	31.5	✓
Double bottom, forward,			Other tanks, if fitted, <i>Fore Cofferdam</i>	4.0	✓
Total capacity of double bottom			(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. 6099

Date 17 - 4 - 30

Dates of Surveys held while building

1930 May: 29 June: 6. 11. 17. 19 July: 1. 2 Aug: 11. 12. 15. 21. 24. 26 Sep: 4. 10. 19. 23. 24 Oct: 8. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31  
Nov: 7. 12. 27 Dec: 1. 3. 4. 11. 15. 18. 23. 24. 29 (1931) Jan: 8. 14. 19. 23. 27. 28. 29. 30 Feb: 4. 5. 7. 8. 11. 12. 14. 15. 18. 20. 21. 23. 25. 26. 27. 28. 29 June: 1. 3. 5. 8. 9. 10. 11. 12. 15. 17. 19. 22. 26 July: 1. 2. 14. 28 Aug: 3. 5. 7. 14. 20. 24. 27 Sep: 1. 4. 9. 14. 18. 23 Oct: 1. 5. 20 Total No. of Visits 28 Nov: 10. 16. 23 Dec: 8



- M/V. 'CONCH' - GLASGOW REPORT No. 51965

## PARTICULARS OF LONGITUDINAL FRAMING.

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.	Diam.	Spang.	Inches.	Number.
ridge 'tween Decks ...																
Uppermost Continuous No. 1	15	4	4	53/62	15	4	4	53/62	15	4	4	53/62	7/8	5/16	3" for 10	14
" 2															Rivets	7/8
" 3															Each side	
" 4															of Transverse	
" 5															Bulkheads	
" 6																
" 7																
" 8	(Centre girder 52 x 42 interval, Top angle 6 x 3 1/2 x 62)															
" 9	Bottom angle double 4 x 4 x 50															
" 10																
" 11																
" 12																
" 13																
" 14																
" 15																
" 16																
Amidships .....	31						31									
At Ends .....												31				
ank Top Longitudinals																
Bottom "																
Longitudinals { Amidships																
At Ends...																
nsverses.													Rivets in Lugs to Shell			
Depth and Thickness													Diam.	Spang.		
Face Angles .....																
Lugs to Shell* .....																
Depth and Thickness	32	x	44	32	x	44	32	x	44	32	x	44				
Face Angles .....	6	3 1/2	44	6	3 1/2	44	6	3 1/2	44	6	3 1/2	44				
Lugs to Shell* .....	6	6	44	6	6	44	6	6	44	6	6	44	7/8	4		
Depth and Thickness	52	x	46	52	x	46	52	x	46	52	x	46				
Face Angles .....	6	4	64	6	4	64	6	4	64	6	4	64				
Lugs to Shell* .....	6	6	46	6	6	46	6	6	46	6	6	46	7/8	4		
" " Back Bars ...	3 1/2	3 1/2	44	3 1/2	3 1/2	44	3 1/2	3 1/2	44	3 1/2	3 1/2	44				
Brackets .....	46			46			46			46						
verse Frames .....	See plans															
gled or liners.																
Bridge Deck ...													Spacing.		In Ships.	
Upper "	8	3 1/2	42	8	3 1/2	42	8	3 1/2	42	8	3 1/2	42	Transverse Beams.	Plate.	Angles.	As approved.
Second "														Plate.	Angles.	Plate.
Third "														Plate.	Angles.	Plate.
Upper "	8	3 1/2	42	8	3 1/2	42	8	3 1/2	42	8	3 1/2	42		28 x 42	6 x 3 1/2 x 50	28 x 42
Second "														28 x 42	6 x 3 1/2 x 50	28 x 42
Third "														28 x 42	6 x 3 1/2 x 50	28 x 42

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.

Lloyd's Register  
Foundation

W372-0095 3/3

W372-0098