

STEEL STEAMER OF MOTORSHIP.

Received at London Office 11 MAR 1926

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel YesDate of completion of report 15th March 1926 Port of NEWCASTLE-ON-TYNE No. 80205Survey held at Wallsend-on-Tyne Date First Survey 9th April 1925 Last Survey 6th March 1926On the (Steam Machinery fitted Aft and
if Single, Twin or Triple Screw) "Athalving"State Type (Full Scantling, Complete Superstructure
with or without Tonnage Openings) State Type of Erections Poop, Bridge & ForecastleTONNAGE under
Tonnage Deck... 8894.76Forecastle 110.57
Bridge 203.21
Do. of space or spaces
between Tonnage Dk. 207.69
and Upper Dk. Houses 140.99

Total

Gross Tonnage 9557.22Register Tonnage 6018.76REGISTERED DIMENSIONS.
FEET.Length 474.9Breadth 64.4Depth 36.5CLASS 100.A.1."Carrying oilclasses or petroleum
in bulk"Length from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a) L 475.0Breadth (greatest moulded) B 64.25Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c) D 36.51st Longitudinal Number (B+D) = 100.752nd Numeral L x (B+D) = 47856.25Framing Depth "d" at middle of length. See
Sec. 3 (1d) 23.0Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel 13.0Do. Long Bridge to top
of keelDraught Moulded 27' 10"Built at Wallsend-on-TyneLaunched 30th Decem^r 1925 Yard No. 1285Builders Swan, Hunter & Wigham, Richardson, L^{td}Owners British Malacca C^o L^{td}
Swan, Hunter & Wigham, Richardson, L^{td}Managers E. S. Hopley

(Where necessary to be entered in Reg. Book)

Residence Bush House Aldwych London
N.C.2Port of Registry Liverpool

Surveyed while building, afloat, or in dry dock

Built under Special Survey

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	Longitudinal Framing		Bracket Floors, Frame		
" " aft end of E.R.	30"		" " Reversed Frame		
" " from 1/2 length to Collision	27"		" " Vertical Struts		
" " bulkhead	24"				
" " in peaks					
DE FRAMING.	Longitudinal Framing		Centre Girder, depth and thickness amidships	6'3" - 5'3" x .54 - .46	.46
Frame Amidships, Angle, E or F	9 3 1/2 .54		" " top Angles	3 1/2 3 1/2 .52	
" " Extends up to	Poop D th		" " bottom Angles	6 6 .57/54	5'8 1/2 x .62
Deep Tank (forward)	11 3 1/2 .52		E.R. Side Girders, No. each side and thickness	Four .60	
Reversed Frame Amidships, Angle	9 3 1/2 .54		E.R. Margin Plate depth (excl. of flange) and thickness	Tank top level	
" " Extends up to	Upper Deck		" " Vertical Angle to Tank side		
Depth of Framing Girder	14 1/2		" " Bracket abaft 1/2 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	Longitudinal Framing		" " Vertical Angle to Tank side		
" " Second 'tween Decks, Angle, E or F			" " Bracket forward 1/2 len. from stem		
" " Third " " " "			" " Gussos, spacing and scantling abaft 1/2 len. from stem		
" " " " " "			" " Gussos, spacing and scantling forward 1/2 len. from stem		
Framing in Peaks, Angle or F	8 1/2 3 1/2 .50		E.R. Tank Side Brackets, height above base line at toe of Frame and thickness	Longitudinal Framing above tank top in E.R. forward of No. 24	
Diameter and Spacing of Rivets through Transverse Frame and Shell Plating amidships	7/8 .5 1/2 6 D.		INNER BOTTOM PLATING, E.R.		
State if Frame Joggled	Transverse frames joggled at peaks		Breadth and thickness of Middle Line Strake	30 .56	
PLATING ARRANGEMENTS (Sec. 7), state system and particulars	One side stringer at fore end of deep tank. Longitudinal framing elsewhere as per plan		Thickness of remainder in Holds	1 1/2 x .56	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Floors to every frame 3/40. Double frames 3/4 x 3/4. Three Keelsons. Three strakes of shell 7/4 to Collision B.H.		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?		
DOUBLE BOTTOM. Deep Tank (forward)			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	48 .40		Uppermost Continuous Deck, amidships	Longitudinal Framing	
Height of Brackets at side above base line at toe of frame	Top of floor level		" " in Wells, Angle, E or F	10 1/2 3 1/2 .44	
Middle Line Keelson, on Floors, Angles, E or F	Centre Line Bulk ²		" " in way of Bridge, Angle, E or F	10 3 1/2 .50	
" " Through Plate or Intercoastal Plate			Spacing		
" " Foundation Plate on Floors			Second Deck, amidships, Angle, E or F	Longitudinal Framing	
" " Flat Plate Keel Angles	6 6 .57/54		Spacing		
Side Keelsons, No. each side	Three		Third Deck, amidships, Angle, E or F		
" " thickness of Intercoastal Plate	.40		Spacing		
" " B Angles	8 1/2 3 1/2 .48		Fourth Deck, amidships, Angle, E or F		
" " " "			Spacing		
DOUBLE BOTTOM. E.R.			Poop Deck, Angle, E or F	12 3 1/2 .70	1 1/2 x 3 1/2 x .70
Solid Floors, thickness and spacing	42 .50. Spaced 30"		Spacing	all frames	
" " Are Frame and Reversed Frame joggled?	Yes		Bridge Deck, Angle, E or F	8 1/2 3 .42	
Bracket Floors, breadth and thickness at middle line			Spacing	every frame	
" " breadth and thickness at margin plate			Forecastle Deck, Angle, E or F	10 3 1/2 .50	
" " " "			Spacing	every frame	

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>Tanker vessel.</i>								
" <i>None</i> <i>outside of keel dam</i>								
" <i>as per plans</i>								
" <i>in 'tween Decks, Size and Spacing</i>								
" " " " "								
" <i>in Holds</i> " "								
" " " " "								
Centre Line Bulkhead.								
<i>B.A.</i> Stiffeners and Spacing..... <i>2'-6"</i>		7	3½	36	6½ x 3	40		
		11	3½	50	10½ x 3½	57		
Plating, thickness of..... <i>38/54</i>								
<i>Angles on keel plate. Double</i>		6	6	60				
STRINGERS AND DECKS.								
Uppermost Continuous Deck.								
Stringer Plate, breadth and thickness <i>in Wells</i>		80	✓	90	80 x	84		
" " " " <i>in way of Bridge</i>			✓	106	100			
" " " " <i>(2 Poop front)</i>								
" Angle in Wells..... <i>6.72</i>		7	7	72				
Thickness of Plating <i>abreast Deck openings</i>			✓	77	73	36		
<i>in way of Wells</i> <i>Central Strakes</i>								
Thickness of Plating <i>abreast Deck openings</i>			✓	48	44	36		
<i>in way of Bridge</i> <i>Two Strakes</i>								
Thickness of Plating <i>within line of openings</i>								
If Sheathed, material and thickness..... <i>As accommodation only = 2½"</i>								
Second Deck.								
Stringer Plate, breadth and thickness <i>in Wells</i>		66	✓	46				

Stringer Plate, breadth and thickness in way of Bridge.....

Thickness of Plating *abreast Deck openings* in way of Wells.....

Thickness of Plating *abreast Deck openings* in way of Bridge.....

Thickness of Plating *within line of openings*.....

Third Deck.

Stringer Plate, breadth and thickness.....

If Plated, state thickness.....

Fourth Deck.

Stringer Plate, breadth and thickness.....

If Plated, state thickness.....

Poop Deck.

Stringer Plate, breadth and thickness..... 60 38 39 x 38

Plating, Sheathing, material and thickness..... 34 Sheathing: - exposed = 5 x 3 P.P. not exposed = 2½

Bridge Deck.

Stringer Plate, breadth and thickness..... 43 44

Plating, Sheathing, material and thickness..... 34 + Sheathing 2½

Forecastle Deck.

Stringer Plate, breadth and thickness..... 36 38

Plating, Sheathing, material and thickness..... 26 + Sheathing 5 x 3 P.P.

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				EDGES.		BUTTS.		
	AMIDSHIPS.		FORWARD.	AFT.	State if jogged?		RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.	SINGLE OR DOUBLE.		No. OF ROWS OF RIVETS.	RIVETS.	
	Inches.	Inches.	Inches.	Inches.				Diam. Spacing cr. to cr.	
FLAT PLATE KEEL	51	1 1/16	.80	.80	Double	1 1/8 4"	Five = 62 off 1 1/2 362 for?	5 1/2	Lapped.
" <i>Deck (if any)</i>									
BOTTOM PLATING, No. of Strakes.....	67 82	.70	.70	.72		7/8 3/8	Four 1/2 1 1/2	7/8 3 1/2	" "
BILGE PLATING, No. of Strakes.....	78 84	"	.52	.72		" "	" "	" "	" "
SIDE PLATING, No. of Strakes.....	73 66	"	.56	.72		" "	" "	" "	" "
UPPER DECK, Sheer-strake in Wells.....	66	✓	.60	.72		" "	" "	" "	" "
UPPER DECK, Sheer-strake in Bridge.....	83.70 67.68	.68	.50	.70 + 1/8		" "	" "	" "	" "
STRAKE BELOW SHEER-strake in Wells.....	52	1.08	.58	.57	52 x 1.0 - 507.49	Bottom edge - double	1 1/8 4	Three 1/2 1 1/8	4 Double Straps.
STRAKE BELOW SHEER-strake in Bridge.....	52	1.28	-	-	52 x 1.2				
POOP SIDE PLATING.....	54	.94	.56	.56	52 x .88 - 507.19	Bottom edge - double	1 3/4 1	Three 1/2 1 3/4	Double Straps.
BRIDGE SIDE PLATING.....									
FORECASTLE SIDE PLATING.....									

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	
Extending to Upper Deck (Sec. 3 c).....	<i>Ten.</i>
" " " " + Deck next below.....	<i>Seven.</i>
" " " " Deck next below.....	<i>One.</i>
As per Rule.....	<i>Eight.</i>

REMAINDER OF BULKHEADS AS PER APPROVED PLANS.	PLATING THICKNESS.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD.....	<i>Summer Tank</i>	38	-	-	<i>B.A. 7 1/2 x 3 1/2 x 36 25 8 1/2 x 3 1/2 x 42</i>
" " " ".....	<i>Second</i>				
" " " ".....	<i>Third</i>				
" " " ".....	<i>Holds</i>	38/54	3 mbs. 648	7 x 3 1/2 x 36	25
COLLISION.....	<i>(in Hold)</i>	34/56	3 mbs. 648	7 x 3 1/2 x 36	25
AFTER PEAK.....		32/54	3 mbs. 648	7 x 3 1/2 x 36	25

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar.....	<i>Flat Plate Keel.</i>			
STEM.....	<i>Rolled</i>	<i>11 x 38</i>	<i>Milton's Eng. Slipway, Rotterdam</i>	
STERN FRAME.....	<i>Propeller Post Cast Steel.</i>	<i>18 x 15</i>	<i>Carmichael Steel Co. Glasgow</i>	
RUDDER-A x D.....	<i>Rudder Stern Frame Forged</i>	<i>11 x 3 1/2</i>	<i>Milton's Eng. Slipway, Rotterdam</i>	
Speed of Vessel.....	<i>11 1/2 K.</i>			
RUDDER mainpiece at head.....	<i>Forging</i>	<i>11 1/2 x 12</i>	<i>Milton's Eng. Slipway, Rotterdam</i>	
" " " " heel.....		<i>8 1/2</i>		
" " " " how constructed.....	<i>Forged & built.</i>			
" " " " double or single plate.....		<i>1/12</i>		
" " " " coupling, vertical or horizontal.....		<i>28 3/8 x 38</i>		

STEEL.		Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).....
		<i>Skinner's Steel, Downman Long, South Durham, Colville Steel Co. of Scotland, Cargo Fleet, Bolckow, Vaughan, Fried Krupp (Essen), August Thyssen-Hulbe (Dusseldorf)</i>
		Has the Steel been tested as required by the Rules?..... <i>Yes.</i>

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Lloyd's Register Foundation

EQUIPMENT No. 49688												LETTER e +	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.			
29159	1st Bower ...	85	3	14	Stockless.			61	10	0	0	85½ ✓	Byers' Improved	Not stated	I. P. H. S. 24-11-25.
29160	2nd „ ...	85	3	0	D°			61	10	0	0	86½ ✓	„ „ „ „	„ „	J. H. Butler 25-11-25 „ „
29143	3rd „ ...	73	3	0	D°			55	15	0	0	73½ ✓	„ „ „	„ „	„ „ 6-11-25 „ „
	Collective weight.	245	1	14								244½			
59908	Stream	25	0	12	6	1	16	24	17	0	21	25 ✓	Common	Earl of Dudley	I. P. H. T. 11-9-25.

CHAIN CABLES.										HAWSEERS AND WARPS.								
Number of Certificate.	Length and size supplied.		Test per Certificate. Statu- tory/ Break- ing.	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.		Supplied.	Per Rule.	Length.	Diam.	Length.	Ins.					Length.	Ins.			
60082	300 ³	2 1/2 ¹	11610/1638	Cwts. qrs. lbs.	995-0-5	989	Fathoms.	Ins.	Spd. Earl of Dudley	I.P.H.T. 2-11-25	TOWLINE	Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
60222	7-6	2 1/2	"	"	8-1-14		"	"	"	"	H.C. Leeson	HAWSEERS & WARPS	100	2 1/2	15.5	100	2 1/2	
End attachments																		
Lean Stream Chain or Steel Wire	120	5 1/2	80	-			120	5 1/2										
Steel wires certified by Hood, Taggart & Son Ltd.																		

Steering Gear, Steam	Caldwell & Co. Ltd. of Glasgow	Steering Gear, Hand	Emergency key in quadrant & block & back led to two capstans P.S. on poop deck.
Boats	4 Lifeboats 26'0" ✓ Motor Cutter 18'0" ✓ Dinghy 18'0" ✓	Steering Chains, Size and Test	None
Ceiling in Hold, thickness and material	None	Cargo Battens, thickness, material and spacing	None
Cargo Hatchways.-(Upper Deck)	Usual construction:- plating angles	Thickness of Hatches	No. 1. 2 1/2" Oil tanks = plate .60, Summer tanks.
Size of No. 1 Hatchway (Forward)	9'0" x 15'0" No. 2 18'7'6" x 7'6" No. 3 4'4'9" x 7'6" No. 4 10'6'0" x 4'1'6" No. 5		No. 6
Number of Shifting Beams and/or Fore and Afters	No. 1 hatch = one web & no fore & afters.		Remainder = Nil.
FOR SWAN, HUNTER, & WILKINSON, LTD.			
Builder's Signature		Geo. A. Hunter	

GENERAL DECLARATION	This vessel has been constructed in accordance with the approved plans, the Secretary's Letter & in other respects in conformity with the Society's old Rules & Regulations. The materials & workmanship are good.		
	The weather decks & the upper part of the collision Bulkhead have been holed & found satisfactory.		
	The peak tanks, cargo tanks & summer tanks, the deep tank, the fuel bunker, the 2 main copper dunnies; the double bottom tanks in the machinery space together with the oil drain tanks & the copper dunnies at this part were all tested as required by the Rules & found good.		
	The hand & the steam steering gear were to be working satisfactorily.		
	The Freeboard assigned in the Secretary's Letter dated 25 th January 1926 has been duly marked, verified & cut in on the vessel's side. Report No. 80025.		
	The requirements of Section 49 of the old Rules applicable in this case have been complied with.		
	The Registered owners are at present as stated on page 1 of this Report, but the Builders have requested on behalf of the British Molasses Co. Ltd., that the name of the latter only		

The amount of Entry Fee	£ 11 : 0 : 0	Fees applied for,	16 MAR 1926
Special Survey Fee	£ 658 : 7 : 9	Received by me,	19.3.1926
Freeboard	15 0 0		
Travelling Expenses, if any	£ :		
State whether the Vessel has been built under Special Survey	Yes	I am of opinion the Vessel should be Classed	100. A.1
H+M Certificate to be sent to	Newcastle on Tyne	Signature	Thomas S. Shute.
Date of Issue	22/3/26.	Surveyor to Lloyd's Register of Shipping.	

Committee's Minute	FRI. 19 MAR 1926
Character assigned	100 A1
	Carrying Molasses or Petroleum in Bulk.
	Lloyd's A.C.P. + L.M.C. 3.26 C.L.
	Oil Engines
	Thick Plate

Twin Screw Motor Vessel. At the King. NEWCASTLE-ON-TYNE. 80205
PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.				AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		Rivets in Brackets to Bulkheads.					
				In Ship.			Engine Space.			Per Rule or as approved.			Engine Space.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Number.		Diameter.	
				Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.							
ming of L, L or E				Pope 6 1/2 3 40												6 1/2 3 40	3/4 6D	✓					
mes in Bridge 'tween Decks ...				Transverse Frames. Ba 7x3x40.																			
mes from Uppermost Continuous Deck				8	3 1/2	42	6 1/2	3 1/2	54	8	3 1/2	42	7	3 1/2	40	1	6D	✓	8	7/8			
No. 1				8	3 1/2	42	6 1/2	3 1/2	54	8	3 1/2	42	7	3 1/2	40	"	"	✓	"	"			
" 2				8	3 1/2	42	6 1/2	3 1/2	54	8	3 1/2	42	7	3 1/2	40	"	"	✓	"	"			
" 3				8	3 1/2	42	6 1/2	3 1/2	54	8	3 1/2	42	7	3 1/2	40	"	"	✓	"	"			
" 4				8 1/2	3 1/2	38	6 1/2	3 1/2	54	8 1/2	3 1/2	38	7	3 1/2	40	7/8	"	✓	11	7/8			
" 5				9	3 1/2	40	8	3 1/2	40	9	3 1/2	40	8	3 1/2	40	"	"	✓	"	"			
" 6				9 1/2	3 1/2	42	8	3 1/2	40	9 1/2	3 1/2	42	8	3 1/2	40	"	"	9 Rivets = 4 1/2 D	12	7/8			
" 7				9 1/2	3 1/2	46	9	3 1/2	40	9 1/2	3 1/2	46	9	3 1/2	40	"	"	"	"	"			
" 8				10	3 1/2	44	9	3 1/2	42	10	3 1/2	44	9	3 1/2	42	"	"	"	"	"			
" 9				10	3 1/2	50	9 1/2	3 1/2	40	10	3 1/2	50	9 1/2	3 1/2	40	"	"	"	"	"			
" 10				10 1/2	3 1/2	43	9 1/2	3 1/2	50	10 1/2	3 1/2	43	9 1/2	3 1/2	50	"	"	"	"	"			
" 11				11	3 1/2	46	10	3 1/2	48	10 1/2	3 1/2	50	10	3 1/2	48	"	"	"	"	"			
" 12				11	3 1/2	46	10 1/2	3 1/2	44	11	3 1/2	46	10 1/2	3 1/2	44	"	"	"	"	"			
Bottom Longitudinal				15x4x4x .475 .63	10 1/2	3 1/2	48	15x4x4x .475 .63	10 1/2	3 1/2	48	10 1/2	3 1/2	48	"	"	7	"	"	14 5	7/8		
Three Bottom Girders				57x40x .475 .63	10 1/2	3 1/2	54	57x40x .475 .63	10 1/2	3 1/2	54	10 1/2	3 1/2	54	"	"	For No. 1 Cargo Tank = 1 1/2 D Throughout.	Two @ Edge = 24					
" 14				angle																			
" 15				6x3x40																			
" 16																							
Spacing of Longitudinal Frames				Amidships			2'-5"			2'-5"			2'-5"			2'-5"							
				At Ends			2'-6"			2'-6"			2'-6"										
Double Bottoms																							
Tank Top Longitudinals																							
Bottom				Double Bottom in Engine Room framed transversely.																			
Spacing of Longitudinals																							
At Ends...																							
Transverses.																							
In Bridge																							
Depth and Thickness				15 .38																			
Face Angles				Transverse Frames. 3 1/2 3 1/2 40																			
Lugs to Shell*				3 3 38 3/4 5D no joggles or liners.																			
In 'tween Decks				20x26 .42 24 40 20x26 .42 24 40																			
Depth and Thickness				3 1/2 3 1/2 42 6 3 1/2 44 3 1/2 3 1/2 42 6 3 1/2 44																			
Face Angles				3 1/2 3 1/2 42 3 1/2 3 1/2 40 3 1/2 3 1/2 42 3 1/2 3 1/2 40 7/8 4 1/2 D joggled & liners.																			
Lugs to Shell*				36 46 36 50 36 46 36 50 Bottom transverses (amids) 5 1/2 x 48																			
In Awning, Shelter or Upper 'tween Decks.				6 3 1/2 58 60 Double angle as per plan 6 3 1/2 58 60 Double face as per plan																			
Depth and Thickness				6 6 46 Double Single 6 6 46 Double Single 7/8 4 1/2 D joggled & liners.																			
Face Angles				6 6 46 Double Single 6 6 46 Double Single 7/8 4 1/2 D joggled & liners.																			
Lugs to Shell*				D 1/2 3 1/2 x 3 1/2 x 46 6 6 50 D 1/2 3 1/2 x 3 1/2 x 46 6 6 50																			
In Hold.				40 7 48 as per plan 40 7 48 as per plan																			
Brackets				8'9" 10-1 1/2 10-0 8'9" 10-1 1/2 10-0																			
Spacing of Transverse Frames				8'9" 10-1 1/2 10-0 8'9" 10-1 1/2 10-0																			
* State if joggled or liners.																							
Longitudinal Beams of																							
Bridge Deck				Transverse Frames 6 3 32 Transverse Frames 6 3 32 30																			
Avg. or Shldr. Dk.																							
Upper				7 1/2 3 39 6 3 38 7 1/2 3 39 6 3 8 30 3 1/2																			
Second				8 3 37 7 1/2 3 38 28 1/2 - 27																			
Third																							
Transverse Beams.				13x40 4 1/2 x 3 1/2 40 13x40 4 1/2 x 3 1/2 40 18x40 Flanged 18x40 Flange 24x40 6x3 1/2 x 5 1/2 24x4																			

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.

5c, 8, 12.—T.

Swan Hunter & Wigham Richardson, Limited
Wallsend-on-Tyne.

W375-0010 3/13

thirty-two

Lloyd's Register
Foundation
Alawych, London, W.C.2.
--- Manager ---