

## STEEL STEAMER or MOTORSHIP.

Received at London Office

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 *22<sup>nd</sup> October 1927* Port of *NEWCASTLE-ON-TYNE* No. *81948*  
 Survey held at *Newcastle* Date First Survey *23<sup>rd</sup> Feb. 1927* Last Survey *13<sup>th</sup> October 1927*  
 On the *(State if Machinery fitted Aft and if Single, Twin or Triple Screw)* *SINGLE SCREW STEAMER* *BRITISH ENDEAVOUR*, *mchy fitted aft*  
 State Type *(Full scantlings, Complete Superstructure with or without Tonnage Openings)* *Full scantlings disconnected erec<sup>no</sup>* State Type of Erections *Poop, Br., & Aft*

TONNAGE under 4061.26  
Tonnage DeckDo. of space or spaces  
between Tonnage Dk.  
and Upper Dk.

Total

Gross Tonnage 4580.00

Register Tonnage 2641.18

REGISTERED DIMENSIONS.  
FEET.

Length 381.2

Breadth 50.4

Depth 27.6

CLASS *+100 A.I.*

carrying petroleum in bulk

State if with freeboard

as *bulk* of Class

FEET.

Length from fore part of stem to after part of stern  
post on summer L.W.L. See Sec. 3 (1a)

L 380.0

Breadth (greatest moulded)

B 50.0

Depth, at middle of length from top of keel to top  
of beam at side of uppermost continuous  
deck. See Sec. 3 (1c)

D 27.5

1st Longitudinal Number (L x D) = 10450

2nd Numeral L x (B + D) = 29450

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

13.82

Proportions—Depth to Length—Uppermost con-  
tinuous deck to top of keelDo. Long Bridge to top  
of keel

Draught Moulded

22'-4 7/8

Built at *Naval yard, Walker*Launched *12<sup>th</sup> Aug 1927* Yard No. *1025*Builders *Sir W. G. Armstrong Whitworth & Co. Ltd*Owners *British Tanker Co Ltd*

Managers

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

Residence

Port of Registry *London*

If surveyed while building, afloat, or in dry dock

*while building*

## 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.
AMES, Spacing amidships	<i>Longl framing</i>		Bracket Floors, Frame		
" " from 1/2 length to Collision bulkhead	<i>23 1/2</i>		" " Reversed Frame		
" " in peaks	<i>24</i>		" " Vertical Struts		
DE FRAMING.	<i>Longitudinal</i>		Centre Girder, depth and thickness amidships	<i>40, 50 BS</i>	
Frame Amidships, Angle, [ or ]			" " top Angles	<i>E.S. 4 x 3 x 50</i>	
" " Extends up to			" " bottom Angles	<i>3 x 3 x 49</i>	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<i>10 3/4, 47 BS</i>	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder			" " Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween			Bracket abaft 1/4 len. from stem		
Decks, Angle, [ or ]			" " Vertical Angle to Tank side		
" " Second 'tween Decks, Angle, [ or ]			Bracket forward 1/4 len. from stem		
" " Third " " " "			Gussets, spacing and scantling abaft 1/4 len. from stem		
Framing in Peaks, Angle or [	<i>7 3/4</i>		" " Gussets, spacing and scantling forward 1/4 len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships			Tank Side Brackets, height above base line at toe of Frame and thickness		
State if Frame Joggled	<i>Peaks</i>		INNER BOTTOM PLATING		
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Longl framing</i>		Breadth and thickness of Middle Line Strakes	<i>48 x 53 BS 40 ford</i>	
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	<i>Double frames</i>		Thickness of remainder in Holds		
DOUBLE BOTTOM.	<i>Keelsons as per plan</i>		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>yes</i>	
Floors, Depth and thickness at mid-line in Holds			BEAMS.	<i>Longitudinal</i>	
Height of Brackets at side above base line at toe of frame			Uppermost Continuous Deck, amidships in Wells, Angle, [ or ]		
Middle Line Keelson, on Floors, Angles, [ or ]			" " in way of Bridge, Angle, [ or ]		
" " Through Plate or Intercostal Plate			Spacing		
" " Foundation Plate on Floors			Second Deck, amidships, Angle, [ or ]		
" " Flat Plate Keel Angles			Spacing		
Keelsons, No. each side			Third Deck, amidships, Angle, [ or ]		
" thickness of Intercostal Plate			Spacing		
" Angles			Fourth Deck, amidships, Angle, [ or ]		
DOUBLE BOTTOM, in E. & B. Space under Fore Deep Tank	<i>37. 47 BS</i>		Spacing		
Mid Floors, thickness and spacing			Poop Deck, Angle, [ or ]	<i>6 3 36</i>	
" Are Frame and Reversed Frame joggled?	<i>yes</i>		Spacing	<i>every frame</i>	
Bracket Floors, breadth and thickness at middle line			Bridge Deck, Angle, [ or ]	<i>6 3 36</i>	
" breadth and thickness at margin plate			Spacing	<i>49</i>	
			Forecastle Deck, Angle, [ or ]	<i>6 3 32</i>	
			Spacing	<i>every frame</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> <i>Poop 2 Bridge 3 7 etc 3</i>											
in 'tween Decks, Size and Spacing.....						Stringer Plate, breadth and thickness in way of Bridge .....				<i>40</i>	
" " " " "						Thickness of Plating abreast Deck openings in way of Wells .....				<i>39</i>	
" " " " "						Thickness of Plating abreast Deck openings in way of Bridge .....				<i>39</i>	
in Holds " "						Thickness of Plating within line of openings...				✓	
" " " " "						If Sheathed, material and thickness .....				✓	
<b>Centre Line Bulkhead.</b>						<b>Third Deck.</b>					
Stiffeners and Spacing.....						Stringer Plate, breadth and thickness.....				✓	
Plating, thickness of .....						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				<i>60x62</i>		If Plated, state thickness .....				✓	
" " " " in way of Bridge				<i>74</i>		<b>Poop Deck.</b>					
" Angle in Wells .....				<i>6 6 64</i>		Stringer Plate, breadth and thickness .....				<i>33½ 34</i>	
Thickness of Plating abreast Deck openings in way of Wells .....				<i>46</i>		Plating, Sheathing, material and thickness ...				<i>30 26</i>	
Thickness of Plating abreast Deck openings in way of Bridge .....				<i>"</i>		<b>Bridge Deck.</b>					
Thickness of Plating within line of openings...				<i>"</i>		Stringer Plate, breadth and thickness.....				<i>38½ 40</i>	
If Sheathed, material and thickness .....				✓		Plating, Sheathing, material and thickness ...				<i>30 Teak 2½</i>	
<b>Second Deck.</b>						<b>Forecastle Deck.</b>					
Stringer Plate, breadth and thickness in Wells...				<i>40</i>		Stringer Plate, breadth and thickness.....				<i>33½ 34</i>	
						Plating, Sheathing, material and thickness ...				<i>26 P.P. 3"</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.	
FLAT PLATE KEEL .....	<i>49</i>	<i>84</i>	<i>64</i>	<i>64</i>		<i>Double</i>	<i>7/8</i>	<i>3½</i>	<i>4</i>	<i>1</i>	<i>3½</i>	<i>Lapped</i>
" DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
BOTTOM PLATING, No. of Strakes .....	<i>4</i>	<i>56</i>	<i>46</i>	<i>46</i>		<i>Double</i>	<i>7/8</i>	<i>3½</i>	<i>4</i>	<i>7/8</i>	<i>3½</i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes .....	<i>1</i>	<i>56</i>	<i>54</i>	<i>54</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
SIDE PLATING, No. of Strakes .....	<i>3</i>	<i>54</i>	<i>44</i>	<i>46</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>3</i>	<i>"</i>	<i>3½</i>	<i>"</i>
UPPER DECK, Sheer-strake in Wells.....		<i>80</i>	<i>44</i>	<i>44</i>		<i>"</i>	<i>1</i>	<i>4</i>	<i>4</i>	<i>1</i>	<i>4</i>	<i>"</i>
UPPER DECK, Sheer-strake in Bridge ...		<i>100</i>	✓	✓		<i>"</i>	<i>1</i>	<i>4</i>	<i>5</i>	<i>1½</i>	<i>5</i>	
STRAKE BELOW Sheer-strake in Wells.....		<i>70</i>	<i>44</i>	<i>44</i>		<i>Double</i>	<i>7/8</i>	<i>3½</i>	<i>4</i>	<i>7/8</i>	<i>3½</i>	<i>Lapped</i>
STRAKE BELOW Sheer-strake in Bridge ...		✓	✓	✓								
POOP SIDE PLATING .....				<i>38</i>		<i>Single</i>	<i>¾</i>	<i>3</i>	<i>1</i>	<i>¾</i>	<i>2½</i>	<i>Lapped</i>
BRIDGE SIDE PLATING ...	<i>40</i>					<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
FORECASTLE SIDE PLATING			<i>40</i>			<i>"</i>	<i>"</i>	<i>3</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>

## WATERTIGHT BULKHEADS.

<b>Total No. of W.T. BULKHEADS in Vessel—</b>	
Extending to Upper Deck (Sec. 3 c).....	<i>16</i>
" Deck next below .....	✓
As per Rule.....	<i>As approved 16</i>

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Uppermost decks	<i>34</i>	<i>BA</i>	<i>7x3x37</i>	✓	✓
" " Second " "	✓	✓	✓	✓	✓
" " Third " "	✓	✓	✓	<i>BA</i>	✓
" " Holds .....	<i>47-34</i>	<i>2 webs</i>	<i>9x3x50</i>	<i>66x3x34</i>	<i>30</i>
COLLISION " (in Hold) .....	<i>49-30</i>	<i>4x3x36 BA</i>	<i>30</i>	<i>9x3x50</i>	<i>24</i>
AFTER PEAK " " .....	<i>48-30</i>	<i>6x3x36 BA</i>	<i>24</i>	<i>5x3x36 BA</i>	<i>-</i>

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....	<i>flat plate</i>			✓
STEM .....	<i>Roll'd O.H.</i>	<i>9x2 3/8</i>	<i>Gen Marine Eng. Works</i>	✓
STERN FRAME {	Propeller Post .....	<i>Forging 10¼x7</i>	<i>Darlington</i>	✓
	Rudder " .....	<i>9¼x7</i>	<i>Forge Co</i>	✓
RUDDER—A x D.....		<i>429</i>		✓
Speed of Vessel.....		<i>11¼ knots</i>		
RUDDER mainpiece at head ...	<i>O.H.</i>	<i>10 5/8</i>	<i>Portland Forge</i>	✓
" " heel .....	<i>Forging</i>	<i>8 1/8</i>	<i>Kilmarnock</i>	✓
" how constructed .....	<i>2 pieces - built</i>			
" double or single plate .....	<i>Single plate</i>			
" coupling, vertical or horizontal.....	<i>horizontal</i>			

## STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens-Martin O.H.*  
*Appleby, Consett, Pease & Partners, Dorman Long, Bolckow Vaughan, Colville, South Durham, Frodingham*  
 Has the Steel been tested as required by the Rules? *yes*



EQUIPMENT No. 31013

LETTER X

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
30155	1st Bower	Cwts. 62 qrs. 1 lbs. 14	Stockless	Tons. 49 cwt. 15 qrs. 0 lbs. 0	56-1-0	Byers Improved		Sld: 4.7.27 J.H.B.
30214	2nd "	56 1 14	"	46 4 2 21	56-1-0	"		" 3.8.27 BASP
30252	3rd "	47 2 14	"	40 17 3 7	47-2-0	"		" 19.8.27 J.H.B.
	Collective weight.	166 1 14			160-0-0			
17047	Stream	16 3 0	4 1 0	18 - - -	15-0-0	Rodgers	Kendrick & Mole Ltd	Off: 18.7.27 A.J.

## 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 and size per Table 53.
31027	Fathoms 270 Ins. 2 1/8	814	Tons. 113 qrs. 6 lbs. 3 7	608-3-0	270 2 1/8	Stadlink	Kendrick Off: 8.7.27 A.J.	TOWLINE	Fathoms 120 Ins. 4 1/2	39	Fathoms 120 Ins. 4 1/2
31052	Stockless 1 1/4	31	462 - 1 2			Mole Ltd	Off: 25.7.27 A.J.	HAWERS & WARPS	Fathoms 20 Ins. 3 1/2	355	Fathoms 20 Ins. 3 1/2
31257	" 2 1/8	814	2 0 16			do	Off: 26.9.27 A.J.	"	Fathoms 10 Ins. 3	26.2	Fathoms 10 Ins. 3
Stream	90 4 1/2	39				S.N. British Rope		"	Fathoms 20 Ins. 2 1/2	18.2	Fathoms 20 Ins. 2 1/2
Steel Wire								"	Fathoms 8 Ins. 7 1/2		Fathoms 8 Ins. 7 1/2

Steering Gear, Steam

Hastie &amp; Co

Steering Gear, Hand

Relieving Tackle

Boats

4 lifeboats 22'-0"  
1 Dinghy 18'-0"  
1 Cutter 18'-0"

Steering Chains, Size and Test

Nil

Windlass

Emerson Walker &amp; Thompson

Ceiling in Holds, thickness and material

Cargo Battens, thickness, material and spacing

3" x 3/4" convex iron 12' apart

Cargo Hatchways

(Upper Deck)

Steel Coamings &amp; W.T. Hinged Steel Cover

Thickness of Hatches

Steel Cover

Size of No. 1 Hatchway (Forward)

10'-0" x 5'-0"

No. 2

No. 3

No. 4

No. 5

No. 6

Number of Shifting Beams and/or Fore and Afters

None

For

SIR W. G. ARMSTRONG, WHITWORTH & CO. LTD.  
ARMSTRONG'S SHIPBUILDING MANAGERS LTD.

Builder's Signature

MANAGING DIRECTOR.

## GENERAL DECLARATION

This vessel has been built in accordance with the approved plans, the Secretary's letters, and in general conformity with the Society's Rules for the class contemplated. The material employed and the workmanship are satisfactory. All the oil compartments, cofferdams, bunkers, peak tanks, and double bottom tanks have been tested as required by the Rules, and the weather decks have been hose tested - also the fore peak bulkhead above tank. The scantlings and arrangements in machinery space and forward are as approved. The windlass and steam steering gear have been tried and found satisfactory. The approved plans and the forging reports are enclosed herewith. Please return approved plans for reference in dealing with sister vessel. Midship section of vessel as built following.

The amount of Entry Fee ..... £ 8 : - : -

Fees applied for,

13/10/1927

Special Survey Fee .... £ 456 : - : -

Freight Fee 9 3 4

Travelling Expenses, if any £ : : :

Received by me,

25.10.27

I am of opinion the Vessel should be Classed + 100 A1  
carrying petroleum in bulk

State whether the Vessel has been built under Special Survey

yes

Signature

J. Cooper. R. Langlands.  
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Owners -

Date of issue

28/10/27

See correspondence

Committee's Minute

TUES. 25 OCT 1927

Character assigned

+ 100 A1 carrying Petroleum in Bulk

Lloyd's A+C.P. + L.M.C. 10.27

Fitted for Oil Fuel 10.27 J.P. above 150°F



© 2019

Lloyd's Register  
Foundation

W421-0157 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 the Plans should be embodied.)

No. of Rows. *Poop 2. Bri*

in 'tween Decks, Size and

" " "

in Holds " "

" " "

Line Bulkhead. *ers and Spacing*

, thickness of

RS AND DECK. *most Continuous Dec*

er Plate, breadth and

" " "

Angle in Wells ..

ness of Plating abro

way of Wells .....

ness of Plating abro

way of Bridge .....

ness of Plating with

athed, material an

Deck.

ger Plate, breadth a

AKES.

TE KEEL .....

DBLG. (if any)

PLATING, No.)

kes .....

ATING, No. of

S .....

ATING, No. of

S .....

DECK. Sheer

in Wells....

DECK. Sheer

in Bridge

BELOW Sheer

in Wells...

BELOW Sheer

in Bridge

E PLATING

IDE PLAT

E SIDE P

o. of W

Ext

As

IP B

SIO

R P

L.

*App Colvill, South*

Has the Steel been tested as required by the Rules?

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower <i>Head</i> <i>37-0-10</i> <i>K.H. 4622</i> <i>27-5-27</i>
	2nd " " <i>32-0-8</i> <i>M.B. 3207</i> <i>12-7-27</i>
	3rd " " <i>28-3-21</i> <i>M.B. 3217</i> <i>28-7-27</i>

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *92.77* ft., R.Q.D. ☒ ft., Bridge *30.0* ft., Forecastle *54.0* ft., (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *not joined*

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *2 Dks (Stl) + web frames*

Official No. *149914* ; Signal Letters *2 Dks (Stl) + web frames*

Is bottom of Vessel coated with cement *yes, bilge* if not *in way of landings of oil compartments*

PARTICULARS OF WATER BALLAST.—		Where Fitted.		Where Fitted.	
		*Length. Feet.	Water Capacity. Tons.		*Length. Feet.
Double bottom, aft,		✓	✓	Fore peak tank,	19.00
Double bottom, under Engines and Boilers,		✓	✓	After peak tank,	14.00
Double bottom, under Engines only,		<i>31.25</i>	<i>77</i>	Deep tank, aft,	✓
Double bottom, under Boilers only,		<i>19.50</i>	<i>95</i>	Deep tank, forward,	<i>31.33</i>
Double bottom, forward,		<i>31.33</i>	<i>67</i>	Other tanks, if fitted,	✓
		Total capacity of double bottom	<i>239</i>	(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. *1927*  
Date *FEB. 23.28. MAR. 8.10.15.29. APRIL 1.12.27.29. MAY 6.18.27. JUNE 8.13.17.*  
*JULY 15.19.20.21.25.26.27.28.29. AUGUST 2.3.4.5.6.8.9.10.16.31.*  
*SEP. 2.6.8.12.13.15.19.27.29. OCT. 5.6.7.10.13.*



ARMSTRONG'S No 1025 "BRITISH ENDEAVOUR"  
NEWCASTLE-ON-TYNE  
PARTICULARS OF LONGITUDINAL FRAMING. 81948

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.	Diam.	Speng.	Inches.	Number.	Diameter.	
																				Inches.	
L, C or C				Transverse																	
Bridge 'tween Decks ...				6 1/2	3 1/2	38	6 1/2	3 1/2	38	6 1/2	3 1/2	38	6 1/2	3 1/2	38	7/8	5 1/4		7	7/8	
m Uppermost Continuous																					
No. 1																					
" 2				"	"		6 1/2	3 1/2	40	"	"		6 1/2	3 1/2	40	"	"		"	"	
" 3				"	"		6 1/2	3 1/2	42	"	"		6 1/2	3 1/2	42	"	"		"	"	
" 4				7 1/2	3 1/2	46	7	3 1/2	38	7 1/2	3 1/2	46	7	3 1/2	38	"	"		8	"	
" 5				8	3 1/2	44	7	3 1/2	44	8	3 1/2	44	7	3 1/2	44	"	"	8 @ 3 1/16"	9	"	
" 6				9	3 1/2	41	8	3 1/2	40	8 1/2	3 1/2	44	7 1/2	3 1/2	38	"	"	"	"	"	
" 7				9	3 1/2	41	8	3 1/2	40	8 1/2	3 1/2	52	7 1/2	3 1/2	42	"	"	"	10	"	
" 8				9	3 1/2	40	8	3 1/2	44	9	3 1/2	40	8	3 1/2	44	"	"	"	9	"	
" 9				9 1/2	3 1/2	42	9	3 1/2	40	9 1/2	3 1/2	42	8 1/2	3 1/2	44	"	"	"	14	"	
" 10				10	3 1/2	42	9	3 1/2	42	10	3 1/2	42	9	3 1/2	42	"	"	"	14	"	
" 11				10	3 1/2	44				10	3 1/2	43 1/2				"	"	"	11	"	
" 12				11	3 1/2	52 1/2				11	3 1/2	44 1/2				"	"	"	11	"	
" 13				"	"	57 1/2				11	3 1/2	52 1/2				"	"	"	11	"	
" 14				"	"					"	57 1/2				"	"	"		web		
" 15				"	"					"					"	"	"		11	"	
" 16				6 1/4	"					"					"	"	"		11	"	
Amidships				30						30											
At Ends							24						24								
Tank Top Longitudinals																					
Bottom																					
Amidships																					
At Ends																					
Transverses.																					
Depth and Thickness																					
Face Angles																					
Lugs to Shell																					
Depth and Thickness				19 1/2	40	15	34	19 1/2	40	15	34										
Face Angles				3 1/2	3	46 1/2	3	3	36 1/2	3 1/2	3	46 1/2	3	3	36 1/2						
Lugs to Shell				3 1/2	3	40 1/2	3	3	36 1/2	3 1/2	3	40 1/2	3	3	36 1/2						
Depth and Thickness				23 1/2	42	18	40	23 1/2	42	18	40										
Face Angles				4	3	48 1/2	4	3	40 1/2	4	3	48 1/2	4	3	40 1/2						
Lugs to Shell				6	6	42 1/2	3	3	40 1/2	6	6	42 1/2	3	3	40 1/2						
Brackets				40 1/2	44 1/2	8 1/2	40	fl 3"	40 1/2	44 1/2	8 1/2	40	fl 3"	40 1/2	44 1/2	8 1/2	7/8	3 1/4	2R.		
Spacing of Transverse Frames				8'-2"																	
State if joggled or liners.																					
Bridge Deck																					
Awg. or Shltr. Dk.																					
Upper				BA	6	3	44	5 1/2	3	32	6	3	44	5 1/2	3	30	30"				
Second				BA	7	3	44	5 1/2	3	30	7	3	44	-	-	-	"				
Third				"																	
Longitudinal																					
Beams of																					
L or E																					
Bridge Deck																					
Awg. or Shltr. Dk.																					
Upper																					
Second																					
Third																					

W42-0157  
3/3

*M. Cooper*

their angle attachments, etc., to be entered in their