

STEEL STEAMER or MOTORSHIP.

Received at London Office... 27 MAR 1935

State if Report has been sent on the Freeboard of the Vessel NO. (ASSIGNED BY R.C.)

State if Report is sent on the Machinery of the Vessel YES.

Date of completion of report

23RD MARCH. 1935.

Port of GREENOCK.

No. 19932.

Survey held at GREENOCK

Date First Survey

15TH JANUARY. 1930.

Last Survey

22ND MARCH.

1935.

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

SINGLE SCREW

VOREDA

MCHY ART.

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

FULL SCANTLING.

State Type of Erections POOP, BR. & FILL.

TONNAGE under Tonnage Deck...

6599.52

CLASS ∇ 100A1.

State if with freeboard as condition of Class

NO

Built at GREENOCK.

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

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

L 446

Launched 22ND Jan. 1935 Yard No. 420.

Total

6599.52

Breadth (greatest moulded)

B 59.29

Builders THE GREENOCK DOCKYARD CO. LTD.

Gross Tonnage

7216.35

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

D 32

Owners The Voreda Steamship Co. Ltd.

Register Tonnage

4372.99

1st Longitudinal Number (L x D) = 14272

Managers Messrs. Gow Harman & Co.

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

2nd Numeral L x (B + D) = 40716

Residence 8 Gordon Street, Glasgow.

REGISTERED DIMENSIONS.

FEET.

Length

447.75

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

✓

Proportions—Depth to Length—Uppermost continuous deck to top of keel

13.93

Port of Registry Glasgow.

Breadth

59.55

Do. Long Bridge to top of keel

✓

If surveyed while building, afloat, or in dry dock

Depth

32.25

Draught Moulded

26' 5"

While building and 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	LONGITUDINAL FRAMING		Bracket Floors, Frame	✓	
" " IN FOR ² O.F. BUNKER from 1/2 length to Collision bulkhead	27	✓	" " Reversed Frame	✓	
" " in peaks	24	✓	" " Vertical Struts	✓	
" " IN MCHY SPACE.	30	✓	Centre Girder, depth and thickness amidships	ENG. SP. 82" x 52 BL ² SP. 48" x 61 O.F.B. 48" x 56	
SIDE FRAMING.			" " top Angles	3 1/2 3 1/2 53	✓
Frame Amidships, Angle, E or F	ENG. ROOM 11 3 1/2 48 BOILER " 12 3 1/2 54	✓	" " bottom Angles	4 4 54	aff
" " Extends up to	2 ND DECK.	✓	Side Girders, No. each side and thickness	2 IN ENG. SP. 44	✓
Reversed Frame Amidships, Angle	FOR ² O.F. BUNKER. 11 3 1/2 48	✓	Margin Plate depth (excl. of flange) and thickness	BL ² SP. 36" x 60 O.F.B. 36" x 53	✓
" " Extends up to	FLAT.	✓	" " Vertical Angle to Tank side	3 1/2 3 1/2 54	✓
Depth of Framing Girder	1	✓	" " Bracket abaft 1/2 len. from stem	3 1/2 3 1/2 54	✓
Frames in Uppermost Continuous tween Decks, Angle, E or F	MACHINERY 8 3 1/2 34	✓	" " Vertical Angle to Tank side	3 1/2 3 1/2 44	✓
" " Second tween Decks, Angle, E or F	FORWARD 8 3 1/2 38	✓	" " Bracket forward 1/2 len. from stem	3 1/2 3 1/2 44	✓
" " Third " " " "	8 3 1/2 40	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem	4 3 1/2 58	✓
Framing in Peaks, Angle or F	8 3 1/2 40	✓	" " Gussets, spacing and scantling forward 1/2 len. from stem	4 3 1/2 50	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	9 3 1/2 38	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	BL ² SP. 67" x 56 O.F.B. 67" x 46	✓
State if Frame Joggled (TRANSVERSE)	SEE PAGE 6	✓	INNER BOTTOM PLATING.	ENG. SP. 42" x 60 BL ² SP. 79 1/2" x 66 O.F.B. 78 1/2" x 52	✓
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	YES.	✓	Breadth and thickness of Middle Line Strake	BL ² SP. 79 1/2" x 66 O.F.B. 78 1/2" x 52	✓
STRENGTHENING OF BOTTOM FORWARD. State Particulars	DEEP FRAMING SIDE STRINGERS 8 INCH. SHELL AS APPROVED.	✓	Thickness of remainder in Hold	ENG. SP. 60 BL ² SP. 66 O.F.B. 44	✓
SINGLE BOTTOM.	FRAMES 6" x 30 SHELL PLATING 1 INCH. 8" INTER AS APPROVED.	✓	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?	YES.	✓
Floors, Depth and thickness at mid-line in Hold	36" x 42 1/2 53	✓	BEAMS.		
Height of Bracket at side above base line at toe of frame	60	✓	Uppermost Continuous Deck, amidships		
Middle Line Keelson, on Floors, Angles, NON O.T. AND. E or F PLATING	50 1/2 50	✓	in Wells, Angle, E or F		
VERT. STRINGERS Through Plate or Intercoastal Plate	9 3 1/2 40	✓	" " in way of Bridge, Angle, E or F		
" " Foundation Plate on Floors	SPICED 27	✓	Spacing	SEE PAGE 5.	✓
" " Flat Plate Keel Angles	4 4 58	✓	Second Deck, amidships, Angle, E or F		
Side Keelsons, No. each side	2	✓	Spacing		
" " thickness of Intercoastal Plate	42	✓	Third Deck, amidships, Angle, E or F		
" " Angles	6 3 50	✓	Spacing		
DOUBLE BOTTOM. IN MCHY SPACE.			Fourth Deck, amidships, Angle, E or F		
Solid Floors, thickness and spacing	44 E. 51 A.S. EVERY FRAME.	✓	Spacing		
" " Are Frame and Reversed Frame joggled?	YES.	✓	Poop Deck, Angle, E or F	8 3 35 34	✓
Bracket Floors, breadth and thickness at middle line	✓	✓	Spacing	EVERY FRAME.	✓
" " breadth and thickness at margin plate	✓	✓	Bridge Deck, Angle, E or F	9 3 47	✓
			Spacing	60	✓
			Forecastle Deck, Angle, E or F	10 3 56	✓
			Spacing	ALTER FRAMES.	✓

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.....	PILLARS AT			ANGLE.			
" in 'tween Decks, Size and Spacing.....	ENDS CLEAR			Stringer Plate, breadth and thickness in way of Bridge	6	6	.45
" "							

SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>NO.</i>			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.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	<i>63½</i>	<i>.84</i>	<i>.74</i>	<i>.74</i>	<i>1</i>	<i>DOUBLE</i>	<i>7/8</i>	<i>36</i>	<i>1-3</i>	<i>1</i>	<i>3½</i>	<i>LAPPED.</i>
BOTTOM PLATING, No. of Strakes	<i>MULTIPLE RIVETING</i>				<i>1</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>3 15/16</i>	<i>"</i>
BOTTOM PLATING, No. of Strakes		<i>.69</i>	<i>.62</i>	<i>.50</i>	<i>1</i>	<i>"</i>	<i>"</i>	<i>3½</i>	<i>"</i>	<i>7/8</i>	<i>3½</i>	<i>"</i>
BILGE PLATING, No. of Strakes		<i>.69</i>	<i>.62</i>	<i>.50</i>	<i>1</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
SIDE PLATING, No. of Strakes		<i>.64</i>	<i>.60</i>	<i>.46</i>	<i>Indefinite</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>3</i>	<i>"</i>	<i>38</i>	<i>"</i>
UPPER DECK, Sheer-strake in Wells	<i>51</i>	<i>1.00</i>	<i>.46</i>	<i>.46</i>	<i>Owner's order</i>	<i>"</i>	<i>1</i>	<i>4</i>	<i>5-3</i>	<i>16</i>	<i>4½</i>	<i>"</i>
UPPER DECK, Sheer-strake in Bridge	<i>51</i>	<i>1.00 (1.10 AT BRIDGE ENDS & POOP FRONT)</i>			<i>1</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>5</i>	<i>"</i>	<i>"</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Wells	<i>55½</i>	<i>.84</i>	<i>.46</i>	<i>.46</i>	<i>1</i>	<i>"</i>	<i>7/8</i>	<i>3½</i>	<i>1-3</i>	<i>1</i>	<i>4</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Bridge	<i>55½</i>	<i>.84</i>			<i>1</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>4</i>	<i>"</i>	<i>"</i>	<i>"</i>
POOP SIDE PLATING		<i>.58/40</i>	<i>(.66 FORE END)</i>		<i>1</i>	<i>SING. TREC. AT ENDS</i>	<i>"</i>	<i>"</i>	<i>3-1</i>	<i>7/8</i>	<i>36</i>	<i>"</i>
BRIDGE SIDE PLATING		<i>.42</i>	<i>(.62 AT ENDS)</i>		<i>1</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>3</i>	<i>1</i>	<i>"</i>	<i>"</i>
FORECASTLE SIDE PLATING			<i>.42</i>		<i>1</i>	<i>SINGLE</i>	<i>1</i>	<i>3</i>	<i>2</i>	<i>1</i>	<i>"</i>	<i>"</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	17
Extending to Upper Deck (Sec. 3 c)	11
" Deck next below	6
As per Rule	7

STIFFENERS.

MIDSHIP BULKHEAD, Upper tween decks	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		SCANTLINGS.		SPACING.		SCANTLINGS.		SPACING.	
		Width	Thickness	Width	Thickness	Width	Thickness	Width	Thickness
Second	36/34	✓	✓	✓	✓	8x3½x40 to 7x3½x46	36	✓	✓
Third	36/34	✓	✓	✓	✓	8x3½x40 to 7x3½x46	36	✓	✓
Holds	50/34	✓	✓	✓	✓	11x3½x43 to 7x3½x44	36	✓	✓
COLLISION	52/31	✓	✓	✓	✓	3 SEMI-BOX & CHAIN LOCK PLAT.	36	✓	✓
AFTER PEAK	47/30	✓	✓	✓	✓	2 SEMI-BOX & RECESS TOP.	36	✓	✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓			
STEM	ROLLED STEEL	106x28		
STERN FRAME	Propeller Post	5. FORG. 10½x8½	RENNY.	
	Rudder	" 9x8½	FARGE.	
RUDDER	AREA	158 sq.		
Speed of Vessel		12½ KNOTS.		
RUDDER mainpiece at head	5. FORG. 10½, 14½, 12½			
" heel	" 10½		RENNY FORGE.	
how constructed	BUILT FORGING.			
double or single plate coupling, vertical or horizontal	50			

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	OPEN HEARTH.
	THE STEEL COMPANY OF SCOTLAND L ^d , THE LANARKSHIRE STEEL CO. L ^d , D. COLVILLE & SONS L ^d , SCOTTISH IRON & STEEL CO. L ^d	
	Has the Steel been tested as required by the Rules?	BY BRITISH CORPORATION, SEE GLASGOW SEC. LETTER 21.12.29.

27 MAR 1935

EQUIPMENT No 42360										LETTER <i>B+</i>		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.
45760	1st Bower ...	58	2	10	14	3	14	47	11	1	0	58	RODGERS	NOT STATED.	C.H. 8.9.30 DRYSDALE.
45761	2nd " ...	58	2	22	14	3	0	47	12	2	0	58	"	"	"
33317	3rd " ...	62	0	0	STEELLESS			50	0	0	0	62	BYERS	"	SUND. 26.8.30 BUTLER.
	Collective weight.	180	1	4								178			
45660	Stream	21	1	6	5	1	21	21	16	1	0	20½	ORDINARY.	"	C.H. 20.8.30 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.	Statio- tory.	Break- ing.	Supplied.		Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
44964	300	28 ³ / ₈	10 ⁵ / ₁₆	14 ¹ / ₂	844.1.7			844 ¹ / ₂	300	28 ³ / ₈	STUD LINK	NOT STATED	C.H. 19.8.30 PAUL.	TOWLINE...	130	5 ¹ / ₂	84.4	130	5
														HAWSERS & WARPS	2@120	3 ¹ / ₂	25.35	2@100	2 ³ / ₄
														"	4@120	7		2@100	8"
Stream } Steel Wire }	120	5		51.8					120	5	G.S.W.			"					

Steering Gear, Steam *BY J. LYNN & CO.* Steering Gear, Hand *RELIEVING TACKLE TO WINCH ON POOP.*

Boats *4 LIFE. 1 DINGHY.* Steering Chains, Size and Test *TELE MOTOR CONTROL.* Windlass *STEAM BY EMERSON WALKER.*

Ceiling in Holds, thickness and material *✓* Cargo Batches, thickness, material and spacing *✓*

Cargo Hatchway *POOP (Upper Deck) STEEL PLATES & ANGLES.* Thickness of Hatches *2½" WHITE PINE.*

Size of No. 1 Hatchway (Forward) *26'10½" x 21' No. 2 No. 3 No. 4 No. 5 No. 6*

Number of Shifting Beams *and/or Fore and Afters. 5.*

CARGO OIL HATCHWAYS *3'10" x 3'9½", 9 x 3½" x 15 B.P. 20 MM?*

SUMMER TANK " *5'11" x 16'4½" x 4'8½" x 2'8½". 14 "*

Builder's Signature *W. Macnamara*

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, instructions & printed Rules of this Society. The materials & workmanship are of good quality. The cargo oil tanks, summer tanks, cofferdams, double bottom tanks (& cofferdams) & aft peak tank have been tested as required by the Rules & found satisfactory. The oil fuel cross bunker, & deep tank forward intended for oil fuel have been tested as required found satisfactory & Sect. 20 of the Rules complied with. Flash point above 150° F. The fore peak, chain locker, W.T. doors & weather decks have been tested as required by the Rules & found satisfactory.

Note: This vessel is also to be classed with British Corporation who have assigned the freeboard.

The amount of Entry Fee £ 10 : - : - / Fees applied for, *23rd MARCH 1935.*

Special Survey Fee £ 510 : 12 : - / Received by me, *11.4 1935 12/4*

Travelling Expenses, if any £ : : /

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

State whether the Vessel has been built under Special Survey *YES.* Signature *L.R. Edgar & W.L. Swinton*

Certificate to be sent to *GREENOCK.* Date of issue *11/4/35* Surveyors to Lloyd's Register of Shipping.

Committee's Minute *GLASGOW 26 MAR 1935*

Character assigned *+ 100 A1*

3.35.

Carrying Petroleum in Bulk.

Longitudinal Framing.

Leopold A.R.C.P.

+ L.M.C. 3.35. F.D.

Fitter for Oil Fuel 3.35.

F.P. above 150° F.

The Surveyors are requested not to write on or below the Committee's Minute.



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W436-0174(213)

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 approved plans:—
Midship Section, Profile & Deck plans, Sternframe & Rudder, After peak, Fore peak & fore oil fuel bunker, after oil fuel bunker, Amended after oil fuel bunker, Transverse & T. bulkheads, Cofferdam bulkheads, Summer tank bulkheads, Tank top plan, Modification to tank margin, Bracket plan, Shell expansion, Shell longitudinal in Nos. 1-2-3 & 4 tanks, Buttress at poop front, Multiple riveting, Oil fuel settling tanks, Anchor crane, pumping plan. (20 plans in all.)

Midship Section & Profile & Deck plans as Built.
13 Forging Reports:—Sternframe, Rudder, Quadrant & Tiller.

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower ✓
2nd " ✓
3rd " { 40-0-7, J.D., 457, 10-7-30.
including pins

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 132.7 ft., R.Q.D. — ft., Bridge 30.8 ft., Forecastle 51 ft.
(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 DECKS (STL.) & WEB FRAMES.

Official No. 164049 : Signal Letters GYJC Is bottom of Vessel coated with cement — — — — if not give particulars of composition CEMENT IN PEAKS, PUMP ROOM & COFFERDAMS, BITUMASTIC IN DOUBLE BOTTOM TANKS.

PARTICULARS OF WATER BALLAST.—

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,	87.5	209	After peak tank,		255
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward, OIL FUEL.	20	273
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom		209	(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. 2206

Date 27-12-29.

Dates of Surveys held while building

(1930) JAN. 15-14-21-24-30 FEB. 3-5-4-10-11-13-14-19-21-24-26-28 MAR. 4-6-10-12-14-18-20-25-24 APR. 1-2-3-8-9-11-15-18-22-23-25-30
MAY 5-4-9-14-16-20-22-23-26-24-28-30 JUNE 3-4-6-11-16-18-20-24-26 JULY 1-10-14-15-14-21-24-28-29 AUG. 4-6-8-12-14-16-19-21-25-24-29
SEPT. 1-2-4-6-9-11-12-13-16-18-22-25-27-30 OCT. 1-3-6-4-9-10-13-14-16-14-18-20-22-23-24 NOV. 3-5-12-24 DEC. 11-22-29 (1931) JAN. 15-26-27 FEB. 4-11-26
MAR. 5-10-2-19-26 APR. 2- (1932) DEC. 6-12-19 (1935) JAN. 11-22 FEB. 5- MAR. 5-11-15-19-21-22

Total No. of Visits 141.

Rpt. 1*.

S.S. "VOREDA" PARTICULARS OF LONGITUDINAL FRAMING.

Glasgow First Entry Report No. 19932.

FRAMING.	AMIDSHIPS. 8' AT END.			FORE END.			AMIDSHIPS. 8' AT END.			FORE END.			RIVETING.		
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Spacing of Rivets on each side of Transverses and Bulkheads.
Framing of \perp L & C															
Frames in Bridge 'tween Decks ...	2 @ 7' 3" x .38			2 @ 7' 3" x .38			2 @ 7' 3" x .38			2 @ 7' 3" x .38			$\frac{7}{8}$	$\frac{5}{16}$	$\frac{5}{16}$
Frames from Uppermost Continuous Deck No. 1	7 3 1/2 .45			7 3 1/2 .40			7 3 1/2 .45			7 3 1/2 .40			1	6	6
" 2	7 3 1/2 .45			7 3 1/2 .45			7 3 1/2 .45			7 3 1/2 .45			$\frac{7}{8}$	$\frac{5}{16}$	$\frac{5}{16}$
" 3	7 3 1/2 .43			8 3 1/2 .40			7 3 1/2 .43			8 3 1/2 .40			"	"	"
" 4	8 3 1/2 .40			8 3 1/2 .44			8 3 1/2 .40			8 3 1/2 .44			"	"	"
" 5	8 3 1/2 .40			8 3 1/2 .50			8 3 1/2 .40			8 3 1/2 .50			"	"	9 R. SP. 4"
" 6	8 3 1/2 .45			9 3 1/2 .40			8 3 1/2 .45			9 3 1/2 .40			"	"	"
" 7	9 3 1/2 .40			9 3 1/2 .42			9 3 1/2 .40			9 3 1/2 .42			"	"	"
" 8	9 3 1/2 .40			10 3 1/2 .40			9 3 1/2 .40			10 3 1/2 .40			"	"	"
" 9	9 3 1/2 .45			10 3 1/2 .54			9 3 1/2 .45			10 3 1/2 .54			"	"	9 R. SP. 3 1/2"
" 10	10 3 1/2 .44			—			10 3 1/2 .44			—			"	"	"
" 11	12 3 1/2 .45			10 3 1/2 .50			12 3 1/2 .45			10 3 1/2 .50			"	"	"
" 12	12' 41" x 3 1/2" x 3 1/2" x .60			11 3 1/2 .43			12' 41" x 3 1/2" x 3 1/2" x .60			11 3 1/2 .43			"	"	"
" 13	12' 41" x 3 1/2" x 3 1/2" x .60			12' 41" x 3 1/2" x 3 1/2" x .60			12' 41" x 3 1/2" x 3 1/2" x .60			12' 41" x 3 1/2" x 3 1/2" x .60			"	"	"
" 14	12' 46" x 3 1/2" x 3 1/2" x .60			12' 46" x 3 1/2" x 3 1/2" x .60			12' 46" x 3 1/2" x 3 1/2" x .60			12' 46" x 3 1/2" x 3 1/2" x .60			MULT. EQUIV. $\frac{7}{8}$	$\frac{5}{16}$	10 R. SP. 3 1/2"
" 15	BACK BARS FITTED ON 4 LONG. NEAREST TO 8 ON EACH SIDE OF MID. LINE IN N. TANK.														
" 16	LONGITUDINAL FRAMING IN AFTER OIL FUEL BUNKER 8' AT FORE END OF POOP AS PER APPROVED PLANS.														
Spacing of Longitudinal Frames	Amidships	3 1/2" & 3 1/2" ON BOTTOM, 30" ON SIDE.			At Ends	30" TO 24"									
Double Bottom	Tank Top Longitudinals	8	3 1/2	.40			7	3 1/2	.48				$\frac{7}{8}$	$\frac{5}{16}$	
"	Bottom	8	3 1/2	.40			8	3 1/2	.40				"	"	
IN AFTER O.F. BUNKER ONLY.	Amidships				At Ends	3 1/2"									
Transverse Floors	Amidships 8' AT END.			FORE END.			Amidships 8' AT END.			FORE END.			Rivets in Lugs to Shell		
In Bridge	Depth and Thickness	63		.44	63		.44	63		.44	63				
'tween Decks	Face Angle	10	3 1/2	.50	10	3 1/2	.50	10	3 1/2	.50	10	3 1/2	.50		
	Lugs to Shell* CUT.	6	6	.50	6	6	.50	6	6	.50	6	6	.50	2 ROWS $\frac{7}{8}$ 3 1/2"	
TRANSVERSE In	Depth and Thickness	24		.40	24 1/2		.40	24		.40	24 1/2		.40		
Upper 'tween Decks	Face Angle	FLANGER 5"			FLANGER 5"			FLANGER 5"			FLANGER 5"				
	Lugs to Shell* CUT.	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	$\frac{7}{8}$ 4"	
TRANSVERSE In	Depth and Thickness	42		.44	48		.44	42		.44	48		.44		
Hold	Face Angle	5	3	.48	5	3	.48	5	3	.48	5	3	.48		
CARGO OIL TANKS	Lugs to Shell* CUT.	6	6	.44	6	6	.44	6	6	.44	6	6	.44	2 ROWS $\frac{7}{8}$ 4"	
	" " Back Bars														
	Brackets														
Spacing of Transverse Frames		9' 1 1/2" 7' 6 1/2" 9' 1 1/2"			9' 1 1/2" 7' 6 1/2" 9' 1 1/2"			9' 1 1/2" 7' 6 1/2" 9' 1 1/2"			9' 1 1/2" 7' 6 1/2" 9' 1 1/2"				
	* State if joggled or liners.	2 IN EACH TANK.			2 IN EACH TANK.			2 IN EACH TANK.			2 IN EACH TANK.				
Longitudinal Beams of	Upper	7 3 .44			8 3 .40			7 3 .44			8 3 .40				
"	Second	7 3 .44			8 3 .40			7 3 .44			8 3 .40				
"	POOP OR FOR	6 1/2 3 1/2 .40					6 1/2 3 1/2 .40								
"	Third	6 1/2 3 1/2 .40					6 1/2 3 1/2 .40								
Transverse Beams.	Upper	17' 40	FL. 5"		17' 40	FL. 5"		17' 40	FL. 5"		17' 40	FL. 5"			
"	Second	17' 40	FL. 5"		17' 40	FL. 5"		17' 40	FL. 5"		17' 40	FL. 5"			
"	Third	30' 42	7' 2 1/2" x 40		30' 42	7' 2 1/2" x 40		30' 42	7' 2 1/2" x 40		30' 42	7' 2 1/2" x 40			
"	Fourth	11' 38	6' 3" x 40		11' 38	6' 3" x 40		11' 38	6' 3" x 40		11' 38	6' 3" x 40			

The particulars of framing in peaks (if ordinary), Floors, Centre Girders, 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.

500.12.27.—T.

Dated Glasgow 18 Mar. 1935.

W436-01-74