

With or Without
Disconnected Erections.

STEEL STEAMER.

Received at London Office 1921

Date of completion of report 27-1-22
Survey held at Newcastle & S.W.

State if Report is also sent on the Machinery of the Vessel

Port of Newcastle

No. 1327

Date, First Survey 15-7-12

Last Survey 25-7-12

1912

On the (State if Single, Twin, or Triple Screw)

Single Screw Steamer "Chomanga"

Rig Two Pole masts

TONNAGE under
Tonnage Deck

Do. between Tonnage Dk.
and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of R.Q. Dk.

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of

Engine Room

TONNAGE FOR FEES

Less Engine Room

Less Navigation Spaces

Register Tonnage

as set on Beam

CLASS 100 A I

SEET.

Master

Year of appointment

(1) As Master in service of
owner of present vessel—191
(2) As Master of this
vessel—191

Built at Newcastle & S.W.

When built 1921 Launched 22-3-21

By whom built C. S. W. Steel Dockyard

Owners Commonwealth Govt. Line of S.S. Ship

Managers

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

Residence Cheltenham

Port belonging to

Register Tonnage

as set on Beam

Destined Voyage

Foreign

If Surveyed while Building, Afloat, or in Dry Dock

Building Afloat

Feet.		Inches.		Feet.		Inches.		Feet.		Inches.		Feet.		Inches.		Feet.		Inches.			
GTH on Deck		Feet.		Inches.		Feet.		Inches.		Feet.		Inches.		Feet.		Inches.		Feet.		Inches.	
per Rule		331		0		47		9		33		7		31		7		33		7	
BREADTH—		Moulded			Do.		do.		do.		do.		do.		do.		do.		do.	
Do.		do.		do.		do.		do.		do.		do.		do.		do.		do.		do.	
No. of Decks with flat laid		2		2		2		2		2		2		2		2		2		2	
No. of Tiers of Beams		2		2		2		2		2		2		2		2		2		2	

Moulded depth, ft. 33 ins. 7 To Bridge Dk.	Round of Upper	12 ins.
Moulded depth, ft. 26 ins. 1 To Upper Dk.	Dk. Beam, Actual	

Dimensions of Ship per Register, Length 331 breadth 47.75 depth 36.1

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
NAME, Angles, or Bars amidships	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2

PILLARS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
PILLARS In 'tween Deck, size and spacing	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
CENTRE LINE KEELSON, Vertical Plate above						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Upper Deck Stringer Plate, br'dth & thickness	56	40	42	56	40	42

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Second Deck Stringer Plate, br'dth & thickness	50	42	44	50	42	44

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Third Deck Stringer Plate, br'dth & thickness						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Fourth and Fifth Deck Stringer Plate, br'dth & thickness						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Roop Deck Stringer Plate, br'dth & thickness						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Bridge Deck Stringer Plate, br'dth & thickness						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Forecastle Deck Stringer Plate, br'dth & thickness						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on ditto						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Tie Plates						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Deck. Material and thickness						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on ditto						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Tie Plates						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Deck. Material and thickness						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on ditto						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Tie Plates						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Deck. Material and thickness						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on ditto						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Tie Plates						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Deck. Material and thickness						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on ditto						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Tie Plates						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Deck. Material and thickness						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on ditto						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Tie Plates						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Deck. Material and thickness						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on ditto						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Tie Plates						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Deck. Material and thickness						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on ditto						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Tie Plates						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Deck. Material and thickness						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on ditto						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Tie Plates						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Deck. Material and thickness						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on ditto						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Tie Plates						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Deck. Material and thickness						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on ditto						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Tie Plates						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Deck. Material and thickness						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on ditto						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Tie Plates						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Deck. Material and thickness						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on ditto						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Tie Plates						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Deck. Material and thickness						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on ditto						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Tie Plates						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Deck. Material and thickness						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on ditto						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Tie Plates						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Deck. Material and thickness						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on ditto						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Tie Plates						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Deck. Material and thickness						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on ditto						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Tie Plates						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Deck. Material and thickness						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on ditto						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Tie Plates						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Deck. Material and thickness						

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on ditto						

Form No. 1A. WEB FRAMES. FORGINGS OR CASTINGS. BULKHEADS. PLATING. RIVETING. BUTTS. STRAKES. KEEL, Bar, depth and thickness. STEM, moulding and thickness. STERN-POST for Rudder do. do. for Propeller. RUDDER-A x D. Table 22. Speed. Main-Piece, diameter at head. at heel. RUDDER, how constructed. Thickness of Plates or Single Plate. Manufacturer's name or trade mark of the Iron or Steel. Are the outside Plates doubled two spaces of Frames in length? Are the Sluice Valves and Watertight Doors in efficient working order? AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS. STRAPS. IF LAPPED. THICKNESS OF SHEET PILE. CLEAR OF LONG BRIDGE. DO. OF STRAKE BELOW. DMLG. of Flat Plate Keel. Sheerstrakes. POOP SIDES. SHORT BRIDGE SIDES. FORECASTLE SIDES. Upper Deck. Stringer Plate. Butts, riveted for. length amidship. Butts of Side Stringers. Tie Plates. Inner Bottom Plating. riveting of Edges. Centre Girder Butts. Keelson Butts. Frames, riveted through Plates with. Rivets, state whether Iron or Steel. FRAMES extend in one length from. REVERSED FRAMES on floors and frames extend from. MASTS, SPARS, &c. LOWER MASTS. Fore. Main. Mizzen. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails. Sails, and the following spare sails.

EQUIPMENT No. 260. LETTER. ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. Number of Certificate. Anchors. WRIGHT, E.L. STOCK. WEIGHT OF STOCK. TEST, PER CERTIFICATE. WEIGHT REQUIRED BY TABLE 31. Description of Anchor. Makers. Where and when tested and Superintendent. Particulars of Drop Test of Cast Steel Anchors, viz.: Weight, Surveyor's Initials, Number of Certificate, Date of Test. CHAIN CABLES. Number of Certificate. Length and size supplied. Test per Certificate. WRIGHT OF CHAIN CABLE. Length and Size per Table 31. Description. Makers of Cables. Where and when tested, and Superintendent. Material. Length and Size supplied. Breaking Test of Steel Wire. Length. Cir. Tons. Fathoms. Length. Cir. Tons. Fathoms. Boats. Steering Gear, Steam. Steering Gear, Hand. Pumps, Number. Windlass is. Engine Room Skylights. How constructed? Coal Bunker Openings. How constructed? Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Ceiling in Holds, thickness and material. Cargo Hatchways. How formed? Hatches, If strong and efficient? State size No. 1 Hatch (Forward). No. 2 Hatch. No. 3 Hatch. No. 4 Hatch. Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. No. of Breasthooks. Main Rail, material and size. Bulwarks, height above deck and description. The foregoing is a correct description. Builder's Signature. Surveyor's Signature. Correspondence. State dates and initials of letters respecting this case. Workmanship. Are the butts of plating planned or otherwise fitted? Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? Do any rivets break into or through the seams or butts of the plating? Are the butts of Plating, Stringers, &c., properly shifted and strapped? Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? State results of tests. Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? State results of tests. General Remarks (State quality of workmanship, &c.). The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans to be forwarded with F.E. Report showing vessel as built. The amount of Entry Fee. Special Survey Fee. Travelling Expenses, if any. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With, or without Freeboard, as condition of Class. Committee's Minute. Character assigned. RETAIN. Lloyd's Register of Shipping.

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *ft.*, R.Q.D. *ft.*, Bridge *ft.*, Forecastle *ft.* (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Head with Deck*

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given should appear in the Register Book) *2 Dks. (Hull) & Web framing Superstructure framing*
 Official No. *130166*; Signal Letters *R L E W* State if Machinery is fitted aft *No*
 How are the surfaces preserved from oxidation? Inside *Paint, Cement and under Boilers* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors.

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <i>Salt</i>	<i>93</i>	<i>249.7</i>	Fore peak tank, <i>Salt</i>	<i>21</i>	<i>1</i>
Double bottom, under Engines and Boilers, <i>Dark</i>	<i>44.5</i>	<i>164</i>	After peak tank, <i>"</i>	<i>22</i>	<i>2</i>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward, <i>Dark</i>	<i>139.10</i>	<i>476.0</i>	Other tanks, if fitted,		
Total capacity of double bottom		<i>889.7</i>	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks. *21-3*

State whether the above have been tested as required by the Rules. *Yes*

Order for Special Survey No.

Date

No. *403* in builder's yard.

Dates of Surveys held while building

15/7/19 31/7/19 20/8/19 11/9/19 21/10/19 12/11/19 2/12/19 20/12/19 13/1/20 30/1/20 12/2/20 5/3/20 15/3/20 30/3/20 14/4/20 25/4/20 12/5/20 20/5/20 7/6/20 10/6/20 29/6/20 9/7/20 15/7/20 29/7/20 16/8/20 25/8/20 15/9/20 23/9/20 2/10/20 14/10/20 20/10/20 29/10/20 3/11/20 9/11/20 23/11/20 30/11/20 17/12/20 20/12/20 1/1/21 19/1/21 26/1/21 4/2/21 10/2/21 24/2/21 4/3/21 19/3/21 24/3/21 5/4/21 14/4/21 25/4/21

Total No. of Visits

Surveyor's Signature



Lloyd's Register Foundation

PARTICULARS OF LONGITUDINAL FRAMING. W460-0204 3/3

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.				
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Spang.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.		
	In.	Ins.	Ins.	In.	Ins.	Ins.	In.	Ins.	Ins.	In.	Ins.	Ins.			Number.	Diameter.	
Bridge 'tween Decks ...	8	3 1/2	375	8	3 1/2	375	8	3 1/2	375	8	3 1/2	375	7/8	6475	3-357 for 6 rows each side		
Uppermost Continuous No. 1	8	3 1/2	375				8	3 1/2	375							91	7/8
" 2	8	3 1/2	375				8	3 1/2	375								
" 3	8	3 1/2	375				8	3 1/2	375								
" 4	8	3 1/2	375				8	3 1/2	375					3-357 for 10 rows			
" 5	8	3 1/2	375				8	3 1/2	375								
" 6	8	3 1/2	40				8	3 1/2	40					3-357 for 12 rows			
" 7	8	3 1/2	46				8	3 1/2	46					3-357 for 14 rows			
" 8	8	3 1/2	44				8	3 1/2	44								
" 9	8	3 1/2	48				8	3 1/2	48								
" 10	8	3 1/2	375				8	3 1/2	375					3-357 for 8 rows			
" 11	8	3 1/2	375				8	3 1/2	375								
" 12																	
" 13																	
" 14																	
" 15																	
" 16																	
Amidships	27	✓					27										
At Ends																	
Top Longitudinals	8	3 1/2	375	8	3 1/2	375	8	3 1/2	375	8	3 1/2	375					
Bottom "	8	3 1/2	375	8	3 1/2	375	8	3 1/2	375	8	3 1/2	375	7/8	6675	3-357 for 8 rows each side		
Longitudinals { Amidships	28	✓					28										
{ At Ends...				21	✓					21							
Transverses.																	
Depth and Thickness																	
Face Angles																	
Lugs to Shell*																	
Depth and Thickness	23	12	40				23	12	40								
Face Angles	3 1/2	3 1/2	40				3 1/2	3 1/2	40								
Lugs to Shell*	3 1/2	3 1/2	375				3 1/2	3 1/2	375								
Depth and Thickness	23 1/2	46					23 1/2	46									
Face Angles	6	6	75				6	6	75				7/8		ch of rivets as approved		
Lugs to Shell*	6	6	46				6	6	46						Spaced to U.D. at foreheads for		
Brackets	46						46								4 spaces above lugs (6 ft) and		
Transverse Frames	133 1/2			84			133 1/2			84					as per profile plan		
Water-tight or liners.																	
Bridge Deck ...													Spacing.				
Awg or Shltr. Dk.	7	3 1/2	34				7	3 1/2	34				36-42	Shlter 216	11-38	8-5 1/2	46
Upper "	7	3 1/2	34				7	3 1/2	34				30-36	Transverse	17-40	3 1/2	3 1/2
Second "														Beams.	14-40	8-5 1/2	30
Third "														Up 216	22-40	8-5 1/2	46

Notes 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.