

STEEL STEAMER or MOTORSHIP.

Received at London Office

FEB 1931

State if Report has been sent on the Freeboard of the Vessel YES.

State if Report is sent on the Machinery of the Vessel

Date of completion of report 30th JANUARY 1931

Port of GREENOCK

No. 19294

Survey held at PORT-GLASGOW

Date First Survey 25th MARCH 1930Last Survey 30th JANUARY 1931

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

SINGLE SCREW

"BRITISH PRIDE"

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

FULL SCANTLING

State Type of Erections Poop, Bridge & Fo'c'

TONNAGE under Tonnage Deck

6526.17

CLASS 100A1

State if with freeboard as condition of Class

No.

FEET.

Built at PORT-GLASGOW

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 439.16

Launched 25th NOVEMBER 1930 Yard No. 849

Total

6526.17

Breadth (greatest moulded) B 59.25

Builders LITHGOWS LIMITED

Gross Tonnage

7106.40

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 33.0

Owners BRITISH TANKER Co., LTD.

Register Tonnage

4180.17

1st Longitudinal Number (L x D) = 14492.28

Managers

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

REGISTERED DIMENSIONS.

FEET.

Length

440.6

Framing Depth "d," at middle of length. See Sec. 3 (1d) 19.125

Breadth

59.5

Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.30

Depth

33.05

Do. Long Bridge to top of keel

Draught Moulded

25.10 1/2

Residence LONDON

Port of Registry LONDON

If surveyed while building, afloat, or in dry dock

BUILDING & 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, SEE PAGE 4		Bracket Floors, Frame		
" " from length to Collision bulkhead	24" 26" & 27"		" " Reversed Frame		
" " ENGINE SPACE	26 1/2" & 26 3/4"		" " Vertical Struts		
" " in peaks	24"				
SIDE FRAMING.			Centre Girder, depth and thickness amidships	51	50
Frame Amidships, Angle, [or]	LONGITUDINAL FRAMING, SEE PAGE 4		" " top Angles	3 1/2 3 1/2	43
MAIN FRAMES IN ENGINE SPACE B.A.	9 3 1/2 48		" " bottom Angles	4 4	49
" " Extends up to	UPPER DECK.		Side Girders, No. each side and thickness	2 x 7 1/2 & 1 x 41	
MAIN FRAMES IN CARGO SPACE FORWARD	12 3 1/2 56		Margin Plate depth (excl. of flange) and thickness	42	53
Reversed Frame Amidships, Angle B.A.	12 3 1/2 56		" " Vertical Angle to Tank side Bracket abaft 1 len. from stem IN WAY OF OIL FUEL	3 1/2 3 1/2	46
" " Extends up to	2 ND DECK.		" " Vertical Angle to Tank side Bracket forward 1 len. from stem CLEAR OF OIL FUEL	6 6	50
Depth of Framing Girder	✓		" " Gussets, spacing and scantling about 1 len. from stem IN WAY OF OIL FUEL	41 CONT. PLATE	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	LONGITUDINAL FRAMING, SEE PAGE 4		" " Gussets, spacing and scantling forward 1 len. from stem CLEAR OF OIL FUEL	No GUSSETS.	
" " Second 'tween Decks, Angle, [or]	8 3 1/2 46	To Fo'c'le DE	Tank Side Brackets, height above base line at toe of Frame and thickness	117" x	46
" " Third " " " "	8 3 1/2 41		INNER BOTTOM PLATING.		
Framing in Peaks, Angle or [8 3 1/2 41		Breadth and thickness of Middle Line Strake	106" x	51
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	SEE PAGE 4		Thickness of remainder in Hold ENGINE SPACE.	100 &	51
State if Frame Joggled	YES		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?	40 IN O.F. BUNKER.	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	DEEP FRAME SYSTEM WITH 3 SIDE STRINGS BELOW 2 ND DECK.	DEEP FRAME SYSTEM WITH 2 SIDE STRINGS BELOW 2 ND DECK.	BEAMS, LONGITUDINAL FRAMING AS PER PAGE 4		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	5 x 5 x 43 ANG FRAMES TO FLOORS, AND 3 INTL GIRDERS P&S AS APPR		Uppermost Continuous Deck, amidships IN CARGO SPACE FOR	8 3	40
DOUBLE SINGLE BOTTOM. FORWARD.			" " in way of Bridge, Angle, E or [8 3	46
Floors, Depth and thickness at mid line in Holds	41 EVERY FRAME		" " Spacing	EVERY FRAME.	
Height of Brackets at side above base line at toe of frame	7' 3" TO 9' 0" x 41		Second Deck, amidships, Angle, E or [9 3	42
CENTRE GIRDER Middle Line Keelson, on Floors, Angles, E or [52 1/2 43		AFT IN MACHINERY SPACE	7 3	46
" " Through " " or Intercoastal Plate	PLATING 40		Spacing	EVERY FRAME.	
" " Foundation Plate on Floors	MARGIN PLATE 53		DYNAMO FLAT AFT		
" " TOP ANGLES.	3 1/2 3 1/2 49		Third Deck, amidships, Angle, E or [7 3	42
" " Flat Plate Keel Angles	4 4 55		Spacing	EVERY FRAME.	
GIRDERS Side Keelsons, No. each side	3		Fourth Deck, amidships, Angle, E or [
" " thickness of Intercoastal Plate	41		Spacing		
" " Angles			Poop Deck, Angle, E or [8 3	42
DOUBLE BOTTOM. IN WAY OF ENGINE SPACE.			Spacing	EVERY FRAME.	
Solid Floors, thickness and spacing	41 EVERY FRAME		Bridge Deck, Angle, E or [9 3 51	NBS 9 x 3 x 46
" " Are Frame and Reversed Frame joggled?	YES.		Spacing	EVERY FRAME.	
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, E or [7 1/2 3 46	
" " breadth and thickness at margin plate			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.....					Stringer Plate, breadth and thickness in way of Bridge	88	'45		
" in 'tween Decks, Size and Spacing.....	PILLARS & GIRDERS				Thickness of Plating abreast Deck openings in way of Wells...EXPANSION TRUNK....		'43		
" " " " "	AT END AS APPROVED.				THICKNESS OF PLATING IN CARGO SPACE FOR Thickness of Plating abreast Deck openings in way of Bridge		'32		
" in Holds " "					Thickness of Plating ON DECK AFT IN ENG SPACE within line of openings...		'30		
" " " " "					If Sheathed, material and thickness		✓		
Centre Line Bulkhead. OIL TIGHT.					DYNAMO FLAT AFT. Third Deck.				
Stiffeners and Spacing..... 19 x 3 1/2 x 4 1/2 BA To 7 x 3 x 3 1/2 BA SPACED 30 1/2 x 30 AS APPR					Stringer Plate, breadth and thickness.....		'34		
Plating, thickness of	'51 To '42				If Plated, state thickness.....		'30		
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....		✓		
Stringer Plate, breadth and thickness in Wells	72"	.75	✓	.65	If Plated, state thickness		✓		
" " " " in way of Bridge	72"	.88	✓	.78	Poop Deck.				
" Angle in Wells	6	6	✓	.67	Stringer Plate, breadth and thickness	36	'36		
Thickness of Plating abreast Deck openings } in way of Wells				'57 & AS APPROVED.	Plating, Sheathing, material and thickness ...		'30 NOT SHEATHED '26 SHEATHED 5 x 2 1/2 TEAK OVER ACCOMMODATION.		
Thickness of Plating abreast Deck openings } in way of Bridge				'57	Bridge Deck.				
Thickness of Plating within line of openings...				'57	Stringer Plate, breadth and thickness.....	41	'42		
If Sheathed, material and thickness	✓				Plating, Sheathing, material and thickness ...		'28 SHEATHED 5 x 2 1/2 TEAK.		
Second Deck.					Forecastle Deck.				
Stringer Plate, breadth and thickness in Wells...	88	'45	✓		Stringer Plate, breadth and thickness.....	35	'36		
					Plating, Sheathing, material and thickness ...		'29 SHEATHED 5 x 2 1/2 TEAK.		

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>ORDINARY</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	52½"	.95	.74	.74		DOUBLE.	1"	4"	5R TO 4R	1½"	4½"	LAPPED.
" DBLG. (if any)												
BOTTOM PLATING, No. of of Strakes ... <i>4</i>)		.63	.50	.50		"	7/8"	3½"	4R TO 3R	7/8"	3½"	"
BILGE PLATING, No. of Strakes <i>1</i>)		.64	.52	.52		"	"	"	" "	"	"	"
SIDE PLATING, No. of Strakes <i>3</i>)		.61	.47	.47		"	"	"	3R	7/8"	3½"	"
UPPER DECK, Sheer- strake in Wells.....)	60"	1.02	.46	.46	.92 TO .46	"	1½"	4½"	5R TO 3R.	1½"	4½"	"
UPPER DECK, Sheer- strake in Bridge ...)	60"	1.18			.92 TO .46	"	1½"	4½"	5R	1½"	4½"	"
STRAKE BELOW Sheer- strake in Wells.....)		.76	.46	.46		"	1"	4"	4R TO 3R	1"	4"	"
STRAKE BELOW Sheer- strake in Bridge ...)		.76				"	1"	4"	4R.	1"	4"	"
POOP SIDE PLATING40		SINGLE	¾"	3"	1R	¾"	2 5/8"	"
BRIDGE SIDE PLATING50				"	¾"	3"	1R	¾"	2 5/8"	"
FOREC'TLE SIDE PLATING			.42			"	¾"	3"	1R	¾"	2 5/8"	"

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		17	
Extending to Upper Deck (Sec. 3 c)		13	
Deck next below		4	
As per Rule		17	
		STIFFENERS.	
Plating Thickness.		VERTICAL.	
		HORIZONTAL.	
		Scantlings. Spacing.	
		Scantlings. Spacing.	
MIDSHIP BULKHEAD, Upper tween decks		34 6 1/2 x 3 = 34 29 (SUMMER TANKS).	
" " Second "		34 6 1/2 x 3 = 34 29	
" " Third "		34 6 1/2 x 3 = 34 29	
" " Holds		34 6 1/2 x 3 = 34 29	
COLLISION " (in Hold)		34 6 1/2 x 3 = 34 29	
AFTER PEAK " "		34 6 1/2 x 3 = 34 29	

Casting or Forging.		Scantlings.		Maker's Name.		Any departure from approved plans to be noted.	
KEEL, Bar		10 x 2 1/4		PORTLAND FORGE.			
STEM		10 x 2 1/4		PORTLAND FORGE.			
STERN FRAME		10 1/2 x 8 3/4		OBERBILKER STAHLWERK.			
Propeller Post		10 1/2 x 8 3/4		DUSSELDORF.			
Rudder		9 x 8 3/4		DUSSELDORF.			
RUDDER—A x D		5 81					
Speed of Vessel		11 1/2 K.					
RUDDER mainpiece at head		12"		WITZOWITZER BERGHAU & EISENH.			
" " heel		9"		WITZOWITZER BERGHAU & EISENH.			
" how constructed		BUILT FORGING.					
" double or single plate		SINGLE PLATE.		1' 07"			
" coupling, vertical or horizontal		HORIZONTAL.					
TEL-FIN ARRANGEMENT FITTED ON RUDDER POST AS PER APP'D PLAN.							

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) OPEN HEARTH PROCESS.

STEEL COMPANY OF SCOTLAND LD; DAVID COLVILLE & SONS LD; LANARKSHIRE STEEL COMPANY LD;
JAMES DUNLOP & CO LD; STEWARTS & LLOYDS; FRODINGHAM IRON & STEEL CO LD.

Has the Steel been tested as required by the Rules? Yes.

EQUIPMENT No. 42647.										LETTER <i>b7</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.				Cwts.
45611	1st Bower ...	79	0	24	Stockless			58	2	2	0	72½	GREENS QUICK GRIP.	J. GREEN LTD	CRAOLEY HEATH. 24.7.30 S. C. PAUL.
45610	2nd „ ...	74	1	13	„			56	0	0	0	72½	D°	D°	D° 24.7.30
45609	3rd „ ...	62	0	16	„			49	12	2	0	62	D°	D°	D° 24.7.30
	Collective weight.	215	2	25								207			
63988	Stream	20	2	4	5	1	14	21	3	3	0	20½	ORDINARY.	R. SYKES & SONS LTD	TIPTON 24.7.30 N. A. DRYSDALE.

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.	Statu- 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.	
66437	240	2 ³ / ₈	101 ¹ / ₂	142 ¹ / ₁₀	675 · 2 · 9	844 ¹ / ₄	300	2 ³ / ₈	STUD LINK.	R. SYKES & SONS / L ^D	TIPTON 31 · 7 · 30 H. A. DRYSDALE.	TOWLINE...	130	5"	70 · 9	130	5"	
34477	60 ¹ / ₂	"	"	"	170 · 3 · 14				D ²	D ²	CARDIFF 6 · 8 · 30 L. L. WRIGHT.	HAWSERS & WARPS }	90	3 ³ / ₄	39 · 9	4 1/100	2 ³ / ₄	
	300 ¹ / ₂				846 - 1 - 23							"	2 1/2 90	3 ¹ / ₂	35 · 2			
		Cir.						Cir.				"	2 1/2 90	3	25 · 7			
Iron-Stream Chain or Steel Wire }	120	5	70 · 9				120	5	G · S · N.			"	4 1/2 90	8"	MANILLA			
												"	4 1/2 90	7"	"			

Steering Gear, ~~Steam~~ ELECTRIC HYDRAULIC WITH EMERGENCY STEAM BY HASTIE & COY. Steering Gear, Hand BY RELIEVING TACKLE TO POOP WINCH.

Boats 4 LIFEBOATS & 2 DINGHYS. Steering Chains, Size and Test. TELEMOTOR FITTED. Windlass STEAM BY EMERSON WALKER.

Ceiling in Hold^{CARGO}, thickness and material NONE Cargo Battens, thickness, material and spacing VERTICAL COPE SPARRING 3 x 3/4 IN CARGO HOLD & TWEEN DECK. SPACED 9".

Cargo Hatchway⁴-(Upper Deck) STEEL PLATES & ANGLES. Thickness of Hatches STEEL COVER. "MACGREGOR PATENT"

Size of No. 1 Hatchway (Forward) 6'-9" x 10'-0" No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters MAIN TANK HATCHES 9 PA S. 6'-0" x 4'-0" CORRUG 12 x 3 1/2 x 50 BA COVER 60
SUMMER TANK HATCHES 5 PA S. 6'-0" x 4'-0" CORRUG 15 3/4 x 40 COVER 60

Builder's Signature For LITHGOWS LIMITED *R. Campbell*

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 and in general conformity with the Society's Rules for the class contemplated.

The workmanship and the materials are of good quality.

The Cargo Tanks, Summer Tanks, Cofferdams, Double Bottom Tanks, Fore Peak Tank and the After Peak Tank, were tested as required by the Rules & found satisfactory.

Oil Fuel (F.P. above 150°F.H.T.) is carried in Double Bottom Tank at fore-end of Engine Space; Deep Tank at fore-end of Engine Space; and in Double Bottom Tank under Cargo Hold forward.

The tanks were tested as required by the Rules, found satisfactory, and Sect 20 of the Rules fully complied with.

Weather Decks, & Chain Locker hose tested & found satisfactory.

Freeboard verified & marks cut in on vessel's sides.

NOTE — Duplicate Classification Certificates requested.

The amount of Entry Fee £ 10 : 0 : 0 Fees applied for, *2000*

Special Survey Fee.... £ 566 : 9 : 6 30th January 1931

FREEBOARD Travelling Expenses, if any £ 13 : 0 : 0 Received by me, *666*

3. 2. 1931

I am of opinion the Vessel should be Classed ***100A1**
"CARRYING PETROLEUM IN BULK"
"LONGITUDINAL FRAMING"

State whether the Vessel has been built under Special Survey YES. Signature *R. Dunsmeith*
Surveyor to Lloyd's Register of Shipping.

{Duplicate Certificate to be sent to *Greenock* Date of issue *9/2/31*

Committee's Minute **GLASGOW 3 - FEB 1931**

Character assigned **+ 100A1**

1 31.

Carrying Petroleum in Bulk

Lloyd's A + C.P.

Longitudinal Framing.

+ L.M.C. 1, 31.

2 DB- 150lb.

31.

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

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be for the Plans should be embodied.)

List of Plans.

Midship Section; Profile & Decks, Sternframe; Rudder; Tel-Lin plates on Sternframe; Profile showing altered frame spacing; Fore-end framing & Peak Bulkheads; Oil Fuel Bunker aft; O.T. Bulkheads forward; O.T. Bulkhead web; Cargo Hatches; Summer Tank Bulkheads; Web Frames in Machinery Space; Engine Seating; Bridge Bulkheads; Strengthening at Poop & Bridge Ends; after framing; Pumping Arrangements; Tiller; Spare Tiller; Midship Section & Profile & Decks (as built).

Logging Reports—Sternframe; Rudder; Tiller;

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	WEIGHT HEAD & PIN. 50 - 3 - 14	SURV INITS A B	Nº CERTIFICATE. 3462	DATE OF TEST. 8 - 3 - 26
	2nd "	48 - 1 - 21	A B	4264	1 - 9 - 26
	3rd "	37 - 1 - 8	A B	2840	8 - 5 - 30

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 112.89 ft., R.Q.D. ✓ ft., Bridge 42.5 ft., Forecastle 47.6 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 DKS (STL) & WEB FRAMES.

Official No. 162533; Signal Letters

Is bottom of Vessel coated with cement, ✓/ES. if not give

particulars of composition MAIN CARGO TANKS, OUTER STRAKES ON BOTTOM FLUSHED UP WITH CEMENT, ELSEWHERE FILLETS TO BILGE; PEAKS PORTLAND CEMENT; COFFEROAMS IN MACHINERY SPACE CEMENTED; D. BOTTOM FOR FILLETS; BOILER FEED D.B. TANKS. BITUMF ENAMEL.

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,			After peak tank,		172
Double bottom, if under Engines only, AFT.	84.6	253	Deep tank, aft,		83
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	37.7	217	Other tanks, if fitted,		
	Total capacity of double bottom	470	(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. 3318

Date 16th June 1930.

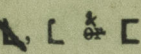
Dates of Surveys held while building

(1930) Mar. 25. Apr. 3. 11. 18. 29. May 2. 8. 12. 15. 24. 30. June 3. 9. 13. 14. 20. 24. 26. 27. July 1. 15. 22. 23. 25. 30. Aug. 4. 12. 14. 15. 18. 19. 26. 28. Sept. 2. 3. 4. 9. 16. 23. 29. Oct. 4. 8. 9. 10. 13. 14. 15. 16. 17. 20. 21. 22. 23. 24. 25. 27. 28. 29. 30. 31. Nov. 3. 4. 5. 6. 7. 8. 10. 11. 12. 13. 14. 15. 17. 18. 19. 20. 21. 25. 27. Dec. 2. 9. 11. 14. 22. 24. 26. (1931) Jan. 13. 14. 16. 19. 21. 23. 25. 28. 30.

Total No. of Visits 95.

"BRITISH PRIDE"

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.				
		B.A. ²	N.B.S.	Ins.	B.A. ²	N.B.S.	Ins.	B.A. ²	N.B.S.	Ins.	B.A. ²	N.B.S.	Ins.	B.A. ²	N.B.S.	Ins.	Speng.	Inches.	Number.	Diameter.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
Framing of 																				
Frames in Bridge 'tween Decks ...		TRANSVERSE FRAMING IN POOP, BRIDGE & FOCLE.																		
Frames from Uppermost Continuous Deck No. 1		7	3 1/2	44	7	3 1/2	44	*7	3 1/2	46	*7	3 1/2	46	1 1/8	6 3/4	6 3/4"	7	7/8"		
" 2		7	3 1/2	44	7	3 1/2	44	*7	3 1/2	46	*7	3 1/2	46	1	6	6	"	"		
" 3		7	3 1/2	44	7	3 1/2	44	*7	3 1/2	46	*7	3 1/2	46	1	6	6	"	"		
" 4		8	3 1/2	41	8	3 1/2	41	8	3 1/2	41	8	3 1/2	41	7/8	5 1/4	5 1/4"	8	7/8"		
" 5		8 1/2	3 1/2	40	8 1/2	3 1/2	40	8 1/2	3 1/2	40	8 1/2	3 1/2	40	"	"	10R 2 1/4" IN 9' 9" SPAN 8R 2 1/4" IN 8' 3" SPAN.	9	7/8"		
" 6		9	3 1/2	40	9	3 1/2	40	9	3 1/2	40	9	3 1/2	40	"	"	D°	10	7/8"		
" 7		9	3 1/2	46	9	3 1/2	46	9	3 1/2	46	9	3 1/2	46	"	"	D°	"	"		
" 8		9 1/2	3 1/2	42	9 1/2	3 1/2	42	9 1/2	3 1/2	42	9 1/2	3 1/2	42	"	"	D°	11	7/8"		
" 9		9 1/2	3 1/2	48	9 1/2	3 1/2	48	9 1/2	3 1/2	48	9 1/2	3 1/2	48	"	"	10R 2 3/8" IN 9' 9" SPAN 8R 2 3/8" IN 8' 3" SPAN	"	"		
" 10		10	3 1/2	47	10	3 1/2	47	10	3 1/2	47	10	3 1/2	47	"	"	D°	"	"		
" 11		11	3 1/2	56	11	3 1/2	56	11	3 1/2	56	11	3 1/2	56	"	"	D°	16	7/8 3/4"		
" 12		12	3 1/2	52	12	3 1/2	52	12	3 1/2	52	12	3 1/2	52	"	"	D°	13	7/8 Long.		
" 13		12	3 1/2	52	12	3 1/2	52	12	3 1/2	52	12	3 1/2	52	"	"	D°	18	7/8 3/4"		
" 14		15	3 1/2	62	15	3 1/2	62	15	3 1/2	62	15	3 1/2	62	"	"	D°	15	7/8 Long.		
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