

No. 19310

14<sup>TH</sup> MARCH. 1931

(MACHINERY AFT)

FULL SCANTLING

State Type of Erections *POOP, BRIDGE & FOCKE*

CLASS  100A1

State if with freeboard } No  
as condition of Class }  
FEET

Built at PORT-GLASGOW

**Length** from fore part of stem to after part of stern } **L** 439.16  
post on summer L.W.L. See Sec. 3 (1a)

**Breadth (greatest moulded)** ..... **B** 59.25

**Total** 6526.17

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

Gross Tonnage 7106.40

1st Longitudinal Number (L x D)..... = 14492.2

Register Tonnage 4180.23

2nd Numeral  $L \times (B + D) \dots\dots\dots = 40512.5$

**REGISTERED DIMENSIONS.**  
FEET.

**Framing Depth "d,"** at middle of length. See } 19-123  
Sec. 3 (1d) .....

Length 440.6

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

Breadth ..... 59.5

Do. Long Bridge to top of keel } ✓

Depth 33.05

**Draught Moulded** ..... 25-10½

Launched 23<sup>RD</sup> DECEMBER 1930 Yard No. 850

Builders **LITHGOWS LIMITED**

Owners BRITISH TANKER CO. LTD

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

Residence LONDON

Port of Registry ..... LONDON

*If surveyed while building, afloat, or in dry dock*

## BUILDING & F/FLOAT

Depth		Breadth		Length		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.	
<b>FRAMES, Spacing amidships</b>						LONGITUDINAL FRAMING SEE PAGE 4		<b>Bracket Floors, Frame</b>					
"	"	from 1 length to Collision bulkhead		24" x 26" x 27"				Reversed Frame					
"	"	ENGINE SPACE		26 1/2" & 26 3/4"				Vertical Struts					
"	"	in peaks		24"									
<b>SIDE FRAMING.</b>						LONGITUDINAL FRAMING SEE PAGE 4							
<b>Frame Amidships, Angle, [ or ]</b>						9 3 1/2 '48							
MAIN FRAMES IN ENGINE SPACE B.A.						Extends up to		UPPER DECK.					
MAIN FRAMES IN CARGO SPACE FORWARD						12 3 1/2 '56							
<b>Reversed Frame Amidships, Angle</b>						B.A.							
						Extends up to		2ND DECK.					
<b>Depth of Framing Girder</b>													
<b>Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]</b>						LONGITUDINAL FRAMING SEE PAGE 4							
CARGO Second 'tween Decks, Angle, [ or ]						8 3 1/2 '46							
Third " " "						8 3 1/2 '41							
<b>Framing in Peaks, Angle or [</b>						8 3 1/2 '41							
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>						SEE PAGE 4							
<b>State if Frame Joggled</b>						YES							
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>						DEEP FRAME SYSTEM WITH 3 SIDE STRINGERS BELOW 2ND DECK.		DEEP FRAME SYSTEM WITH 2 SIDE STRINGERS BELOW 2ND DECK.					
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b>						5x5x1/4 ANGLE FRAMES TO FLOORS & 3 INTER GIRDERS PLAS AS APPR							
<b>DOUBLE SINGLE BOTTOM. FORWARD.</b>													
<b>Floors, Depth and thickness at mid line in Holds</b>						'41 EVERY FRAME.							
<b>Height of Brackets at side above base line at toe of frame</b>													
<b>CENTRE GIRDER Middle Line Keelson, on Floors, Angles</b>						4'-3" to 9'-0" x '41							
<b>TANK TOP CENTRE STRAKE Through Plate or Intercoastal Plate</b>						52 1/2 '43							
<b>Foundation Plate on Floors</b>						MARGIN PLATE '53							
<b>Top ANGLES Flat Plate Keel Angles</b>						3 1/2 3 1/2 '49 4 4 '55							
<b>GIRDERS Side Keelsons, No. each side</b>						3							
<b>thickness of Intercoastal Plate</b>						'41							
<b>Angles</b>													
<b>DOUBLE BOTTOM. IN WAY OF ENGINE SPACE</b>													
<b>Solid Floors, thickness and spacing</b>						'41 EVERY FRAME							
<b>Are Frame and Reversed Frame joggled?</b>						YES							
<b>Bracket Floors, breadth and thickness at middle line</b>													
<b>breadth and thickness at margin plate</b>													
<b>Centre Girder, depth and thickness amidships</b>						51				50			
<b>top Angles</b>						3 1/2 3 1/2 '43							
<b>bottom Angles</b>						4 4 '49							
<b>Side Girders, No. each side and thickness</b>						2x75 x 12 '41							
<b>Margin Plate depth (excl. of flange) and thickness</b>						42				53			
<b>Vertical Angle to Tank side Bracket about 1 len. from stem IN WAY OF OIL FUEL</b>						3 1/2 3 1/2 '46							
<b>Vertical Angle to Tank side Bracket forward 1 len. from stem CLEAR OF OIL FUEL</b>						6 6 '50							
<b>Gussets, spacing and scantling about 1 len. from stem</b>						'41 CONT' PLATE							
<b>Gussets, spacing and scantling CLEAR OF OIL FUEL</b>						NO GUSSETS.							
<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>						11 1/2 x '46							
<b>INNER BOTTOM PLATING.</b>													
<b>Breadth and thickness of Middle Line Strake</b>						106" x '51							
<b>Thickness of remainder in Hold ENGINE SPACE</b>						1'00 x '51							
<b>Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. &amp; S. space and framing in Bunkers and Boiler Room?</b>						'40 IN O.F. BUNKER.							
<b>BEAMS. LONGITUDINAL FRAMING AS PER PAGE 4</b>													
<b>Uppermost Continuous Deck, amidships</b>						8 3 '40							
<b>IN CARGO SPACE FORWARD In Wells, Angle, [ or ]</b>						8 3 '46							
<b>Spacing</b>						EVERY FRAME.							
<b>Second Deck, amidships, Angle, [ or ]</b>						9 3 '42							
<b>AFT IN MACHINERY SPACE</b>						7 3 '46							
<b>Spacing</b>						EVERY FRAME.							
<b>DYNAMO FLAT AFT.</b>													



PILLARS, No. of Rows.....			INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	Stringer Plate, breadth and thickness in way of Bridge .....			INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
"	in 'tween Decks, Size and Spacing.....	PILLARS & GIRDERS			Thickness of Plating abreast Deck openings in way of Wells .....	88	'45		
"	" " " " "	AT END AS APPROVED			Thickness of Plating abreast Deck openings in way of Bridge .....		'43		
"	in Holds				Thickness of Plating within line of openings .....		'32		
"	" " " " "				Thickness of Plating on DECK RT IN ENG SPACE within line of openings .....		'30		
<b>Centre Line Bulkhead. OILTIGHT</b>					<b>Stringer Plate, breadth and thickness .....</b>				
Stiffeners and Spacing.. 12 x 12 B.A. 10' 7" x 34 B.A. SPACED 30 1/2" A 30 AS APPR					<b>Third Deck.</b>				
Plating, thickness of .....					Stringer Plate, breadth and thickness .....				
31 To '42					'34				
					If Plated, state thickness .....				
					'30				
<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 .....					'72 '75 '65				
" " " " in way of Bridge .....					'72 '88 '78				
" Angle in Wells .....					6 6 '67				
Thickness of Plating abreast Deck openings in way of Wells .....					'57 AS APPROVED				
Thickness of Plating abreast Deck openings in way of Bridge .....					'57				
Thickness of Plating within line of openings .....					'57				
If Sheathed, material and thickness .....					✓				
<b>Second Deck.</b>					<b>Poop Deck.</b>				
Stringer Plate, breadth and thickness in Wells .....					36 '36				
88 '45					30 NOT SHEATHED				
					Plating, Sheathing, material and thickness .....				
					'26 SHEATHED 5 x 24 TEAK OVER ALUMINUM				
					<b>Bridge Deck.</b>				
					Stringer Plate, breadth and thickness .....				
					41 '42				
					Plating, Sheathing, material and thickness .....				
					'28 SHEATHED 5 x 24 TEAK				
					<b>Forecastle Deck.</b>				
					Stringer Plate, breadth and thickness .....				
					35 '36				
					Plating, Sheathing, material and thickness .....				
					'29 SHEATHED 5 x 24 TEAK				

SCANTLINGS.								RIVETING.				
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <u>ORDINARY.</u>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing or to cr.		Diam.	Spacing or to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL .....	52 $\frac{1}{2}$	.95	.74	.74		DOUBLE	1"	4"	5R - 4R	1 $\frac{1}{8}$ "	4 $\frac{1}{2}$ "	LAPPED.
" Done (if any)												
BOTTOM PLATING, No. of Strakes ...H.....		.63	.50	.50		"	$\frac{7}{8}$ "	3 $\frac{1}{2}$ "	4R - 3R	$\frac{7}{8}$ "	3 $\frac{1}{2}$ "	"
BILGE PLATING, No. of Strakes .....		.64	.52	.52		"	"	"	"	"	"	"
SIDE PLATING, No. of Strakes .....3.....		.61	.47	.47		"	"	"	3R	"	3 $\frac{1}{8}$ "	"
UPPER DECK, Sheer-strake in Wells.....	60	1.02	.46	.46	.92 to .46	"	1 $\frac{1}{8}$ "	4 $\frac{1}{2}$ "	5R - 3R	1 $\frac{1}{8}$ "	4 $\frac{1}{2}$ "	"
UPPER DECK, Sheer-strake in Bridge ...	60	1.18			.92 to .46	"	"	"	5R	"	"	"
STRAKE BELOW Sheer-strake in Wells.....		.76	.46	.46		"	1"	4"	4R - 3R	1"	4"	"
STRAKE BELOW Sheer-strake in Bridge ...		.76				"	"	"	4R	"	"	"
POOP SIDE PLATING .....				.40		SINGLE	3/4"	3"	1R	3/4"	2 $\frac{5}{8}$ "	"
BRIDGE SIDE PLATING ...		.50				"	3/4"	3"	1R	"	"	"
FORE'C'TLE SIDE PLATING			.42			"	3/4"	3"	1R	"	"	"

<p style="text-align: center;">§ 6.7</p> <p><b>Total No. of W.T. BULKHEADS in Vessel—</b> <span style="float: right;">17</span></p>	
Extending to Upper Deck (Sec. 3 c)	13
"    Deck next below	4
As <sup>per Rule</sup> <b>per Rule</b>	17

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> ..... ✓				
<b>STEM</b>	ROLLED STEEL BAR	10' x 2 7/8"	PORTLAND FORGE	
<b>STERN FRAME</b> { Propeller Post	FORGING	10 1/2" x 8 3/4"	OSERBIKKER STAHLWERK	
{ Rudder       "       "	"	9" x 8 3/4"	DUSSELDORF	
<b>RUDDER—A x D</b> ..... 58 1/2				
<b>Speed of Vessel</b> ..... 11 1/4 K				
<b>RUDDER</b> mainpiece at head	FORGING	12"	MITKOWITZER BERGHAU	
"       "       heel	"	9"	EISENH.	
"       how constructed		BUILT FORGING		
"       double or single plate		SINGLE PLATE	1' 07"	
"       coupling, vertical or horizontal		HORIZONTAL		

EQUIPMENT No. 42647										LETTER <i>b</i>		ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 93.	Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.					lbs.
45804	1st Bower	79	3	24	STOCKLESS			58	10	0	0	72½	GREENS QUICK GRIP.	J. GREEN LTD	CARDLEY HEATH 26-9-30
45805	2nd	73	0	22	"			53	5	0	0	72½	D°	D°	S. C. PAUL.
45803	3rd	62	1	21	"			49	15	0	0	62	D°	D°	D°
	Collective weight.	215	2	11							207				
44112	Stream	20	1	21	5	1	0	21	1	2	7	20½	ORDINARY	R. SYKES & SONS LTD	TIPTON 13-9-30 H. C. LEESON.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 63.		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 63.		
	Length.	Diam.	Status.	Break- ing.	Supplied.	Per Rule.	Cwts.	Lbs.					Length.	Diam.		Length.	Cir.	Length.
66551	Fathoms 210½	2½	101½	142½	593 - 1 - 25	844½			Fathoms. 300	2½	Steel/Lmk	R. Sykes & Sons Ltd	Tipton 23-9-30 W. A. Drysdale.	Towline...	130	3	Fathoms. 130	5
34602	90½	2½	101½	142½	252 - 2 - 14				0°	0°		C. L. Wright.	Hawsers & Warps	90	3½	39.9	4½ 100	2½
	301½				846 - 0 - 11									22.90	3½	35.2		
Iron (Stream) Cable and Steel Wire	120	5	70.9					120	5	4.5 H.				22.90	3	25.7	4½ 100	7
														4½ 100	3	25.7	4½ 100	7

Builder's Signature **FOR LITHGOWS LIMITED.** *K. Campbell*

The amount of Entry Fee ..... £ 10 : 0 : 0 } Fees applied for,  
Special Survey Fee.... £ 566 : 9 : 6 } 14<sup>TH</sup> MARCH 1931  
FREEBOARD  
Travelling Expenses, if any £ 13 : 0 : 0 } Received by me, 14<sup>TH</sup> MARCH 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 L. W. Dunsen  
 {DUPLICATE} via Lgb. 27/3/21 Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 24 MAR 1931  
Character assigned # 100 A

3.31.  
Carrying Petroleum in bulk.  
Longitudinal Tanning.  
Lloyds A.C.P. + L.M.C. 3.31. 52.  
2 A.B. - 150 lb.



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.)

This is a sister vessel to the "BRITISH PRIDE" Grk Rep No 19294

List of Plans

Midship Section; Profile & Decks; Sternframe; Rudder; Profile of altered frame spacing; Fore end framing & peak bulkheads; Oil fuel bunker aft; O.T. Bulkheads forward; O.T. Bulkhead webs; Cargo Hatches; Summer Tank bulkheads; Web frames in machinery space; Engine Seating; Bridge Bulkheads; Strengthening at Poop & Bridge-ends; After framing; Pumping arrangements; Liller; Spare Liller; Midship Section & Profile & Decks (as built)

Logging Reports—Sternframe; Rudder; Liller;

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower 2nd " 3rd "	WEIGHT HEAD & PIN. 50 - 2 - 14 46 - 1 - 0 37 - 2 - 18	SURVEYORS INITL A.B. R.P. A.B.	Nº CERTIFICATE 2841 1110 2839	DATE OF TEST. 8 - 5 - 30 16 - 3 - 25 8 - 5 - 30
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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. 162553; Signal Letters LGVQ. Is bottom of Vessel coated with cement ☒ if not give

particulars of composition MAIN CARGO TANKS, OUTER STRAKES ON BOTTOM, FLUSHED UP WITH CEMENT, ELSEWHERE FILLETS TO BILGE.

PEAKS PORTLAND CEMENT; COFFERDAMS IN MACHINERY SPACE CEMENTED; D.B. FORWARD FILLETS; BOILER FEED D.B. TANKS. BITUMASTIC 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,		172
Double bottom, under Engines and Boilers,			After peak tank,		83
Double bottom, <del>if</del> under Engines only, AFT.	84.6	253	Deep tank, aft,		
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. 3518.

Date 16<sup>th</sup> June 1930.

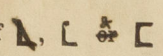
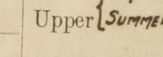
Dates of Surveys held while building

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

Total No. of Visits 103



## PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.				
		In Ship. B.A. <sup>s</sup> NBS			In Ship. B.A. <sup>s</sup> NBS			Per Rule or as approved. B.A. <sup>s</sup> NBS EXCEPT*			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Bulkheads.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Inches.	Number.	Diam.
Framing of 																		
Frames in Bridge 'tween Decks ...		TRANSVERSE FRAMING IN POOP, BRIDGE & FO'CLE.																
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	
" 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	
" 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	
" 6		9	3 1/2	.40	9	3 1/2	.40	9	3 1/2	.40	9	3 1/2	.40	"	"	D°	10	
" 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	
" 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
" 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
" 13		CHANNEL 15 x 4 1/4 x 4 x .62			CHANNEL 15 x 4 1/4 x 4 x .62			CHANNEL 12 x 5 1/4 x 4 x .62			CHANNEL 12 x 5 1/4 x 4 x .62			"	"	D°	18	7/8
" 14		CHANNEL 15 x 4 1/4 x 4 x .62			CHANNEL 15 x 4 1/4 x 4 x .62			CHANNEL 12 x 5 1/4 x 4 x .62			CHANNEL 12 x 5 1/4 x 4 x .62			"	"	D°	15	7/8
" 15		CHANNEL 15 x 4 1/4 x 4 x .62			CHANNEL 15 x 4 1/4 x 4 x .62			CHANNEL 12 x 5 1/4 x 4 x .62			CHANNEL 12 x 5 1/4 x 4 x .62			"	"	D°	12	7/8
" 16		CHANNEL 15 x 4 1/4 x 4 x .62			CHANNEL 15 x 4 1/4 x 4 x .62			CHANNEL 12 x 5 1/4 x 4 x .62			CHANNEL 12 x 5 1/4 x 4 x .62			"	"	D°	16	7/8
" 17		X 7/8 R SPACED 4" THROUGHOUT IN NO. 1 TANK.																
" 18																		
" 19																		
" 20																		
Spacing of Longitudinal Frames		Amidships			At Ends			Amidships			At Ends							
		BOTTOM 30"			SIDES { 30 1/2" IN HOLDS. 30" IN SUMMER TANKS.			BOTTOM 30"			SIDES { 30 1/2" IN HOLDS. 30" IN SUMMER TANKS.							
		D°			D°			D°			D°							
Double Bottoms																		
Tank Top Longitudinals																		
Bottom																		
Spacing of Longitudinals		DOUBLE BOTTOMS ONLY IN WAY OF ENGINE SPACE AFT AND IN WAY OF CARGO HOLD FORWARD.																
		FRAMED ON TRANSVERSE SYSTEM.																
Transverses.																		
In Bridge 'tween Decks		TRANSVERSE FRAMING IN POOP, BRIDGE & FO'CLE.																
Depth and Thickness																		
Face Angles																		
Lugs to Shell*																		
In Upper 'tween Decks.																		
Depth and Thickness																		
Face Angles																		
Lugs to Shell																		
In Hold.																		
Depth and Thickness																		
Face Angles																		
Lugs to Shell																		
" " Back Bars																		
Brackets																		
Spacing of Transverse Frames		9'-9"; 8'-3"; 9'-9" 9'-9"; 8'-3"; 9'-9" 9'-9"; 8'-3"; 9'-9" 9'-9"; 8'-3"; 9'-9"																
State if joggled or liners.																		
Longitudinal Beams of 																		
Bridge Deck ...		TRANSVERSE FRAMING IN POOP, BRIDGE & FO'CLE.																
Upper { EXP TRUNK SUMMER TANK																		
Second																		
Third																		
Transverse Beams.																		
In Ships.																		
As approved.																		
Plate.																		
Angles.																		
Plate.																		
Angles.																		
12 x .40		4 1/2 x 3 1/2 x .38																
17 1/2 x .40		FL 5																
23 x .42		7 x 3 1/2 x .42																
23 x .42		7 x 3 1/2 x .42																

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.

Double bottom, under Engines and Boilers,

Double bottom, under Engines only, AFT.

Double bottom, if under Boilers only.

After peak tank,

Deep tank, aft,

Deep tank, forward.