

STEEL ~~STEAMER~~ OF MOTORSHIP.

Received at London Office...

State if Report has been sent on the Freeboard of the Vessel Yesn tested and
entState if Report is sent on the Machinery of the Vessel YesDate of completion of report 14th August 1928 Port of London No. 13398Survey held at Staveley Ironworks, Dec. Date First Survey 30th March 1927 Last Survey 14th August 1928On the (State if Machinery Afted Aft and if Single, Twin or Triple Screw) Single Screw Motor Vessel GULFHAWK (Machinery fitted Apr.)State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Fuel ScantlingState Type of Erections Domestic BridgeTONNAGE under 10401.08
Tonnage Deck...CLASS 100 A1 State if with freeboard no
Carrying Petroleum in Bulk as condition of Class
Longitudinal Framing Blacksteel System

FEET.

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 510.0Breadth (greatest moulded) B 69.25Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c) D 36.751st Longitudinal Number (L x D) = 18742.52nd Numeral L x (B + D) = 54560.0Framing Depth "d," at middle of length. See
Sec. 3 (1d) ✓Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel 13.87Do. Long Bridge to top
of keel ✓Draught Moulded 26-10⁵/₈Built at Staveley Ironworks, Dec.Launched 3rd May 1928 Yard No. 123Builders Furness Shipbuilding Co. Ltd.Owners Gulf Refining Co. Ltd.
Furness Shipbuilding Co. Ltd. (Temporary)Managers (Where necessary to be entered in Reg. Book.)Residence Pittsburg, Pa. U.S.A.Port of Registry Port Arthur, Texas
London (Temporary)

If surveyed while building, afloat, or in dry dock

At the Building, and Afloat.REGISTERED DIMENSIONS.
FEET.511.769.536.7

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	<u>Longitudinal Framing</u>		Bracket Floors, Frame	<u>✓</u>	
" from 1/4 length to Collision bulkhead	<u>as per approved list</u>		" " Reversed Frame	<u>✓</u>	
" in peaks	<u>24</u>		" " Vertical Struts	<u>✓</u>	
FRAMING.			Centre Girder, depth and thickness amidships	<u>64 1/2 x 64</u>	<u>66 x 63</u>
Frame Amidships, Angle, [or]	<u>Longitudinal Framing</u>		" " top Angles	<u>3 1/2 x 3 1/2</u>	<u>57</u>
" " Extends up to	<u>as per approved list</u>		" " bottom Angles	<u>4 x 4</u>	<u>60</u>
Reversed Frame Amidships, Angle	<u>✓</u>		Side Girders, No. each side and thickness	<u>2 no. 75</u>	<u>used engine</u>
" " Extends up to	<u>✓</u>		Margin Plate depth (excl. of flange) and thickness	<u>57</u>	
Depth of Framing Girder	<u>✓</u>		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<u>✓</u>	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	<u>✓</u>		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	<u>✓</u>	
" Second 'tween Decks, Angle, [or]	<u>✓</u>		" " Gussets, spacing and scantling abaft 1/4 len. from stem	<u>✓</u>	
" Third " " "	<u>✓</u>		" " Gussets, spacing and scantling forward 1/4 len. from stem	<u>✓</u>	
Framing in Peaks, Angle or [or]	<u>10 x 3 1/2 x 40 3A.N.B.S.</u>		Tank Side Brackets, height above base line at toe of Frame and thickness	<u>Longitudinal Framing and side brackets only</u>	
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	<u>as per list</u>		INNER BOTTOM PLATING. in Engine Room		
State if Frame Joggled	<u>✓</u>		Breadth and thickness of Middle Line Strake	<u>61</u>	<u>57</u>
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	<u>Closely spaced Longitudinal Framing as per detail plan</u>		Thickness of remainder in Holds	<u>✓</u>	
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	<u>On ship structure of A.B.C. etc.</u>		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?	<u>57</u>	<u>125 in way of Engine Room</u>
DOUBLE BOTTOM. in 2nd, 3rd, 4th	<u>as per detail plan</u>		BEAMS.		
Uppermost Continuous Deck, amidships	<u>Longitudinal Beams</u>		Uppermost Continuous Deck, amidships	<u>Longitudinal Beams</u>	
" " in Wells, Angle, [or]	<u>as per approved list</u>		" " in way of Bridge, Angle, [or]	<u>as per approved list</u>	
" " Spacing	<u>as per approved list</u>		" " Spacing	<u>as per approved list</u>	
Second Deck, amidships, Angle, [or]	<u>as per approved list</u>		Second Deck, amidships, Angle, [or]	<u>as per approved list</u>	
" " Spacing	<u>as per approved list</u>		" " Spacing	<u>as per approved list</u>	
Third Deck, amidships, Angle, [or]	<u>as per approved list</u>		Third Deck, amidships, Angle, [or]	<u>as per approved list</u>	
" " Spacing	<u>as per approved list</u>		" " Spacing	<u>as per approved list</u>	
Fourth Deck, amidships, Angle, [or]	<u>as per approved list</u>		Fourth Deck, amidships, Angle, [or]	<u>as per approved list</u>	
" " Spacing	<u>as per approved list</u>		" " Spacing	<u>as per approved list</u>	
Poop Deck, Angle, [or]	<u>as per approved list</u>		Poop Deck, Angle, [or]	<u>as per approved list</u>	
" " Spacing	<u>as per approved list</u>		" " Spacing	<u>as per approved list</u>	
Bridge Deck, Angle, [or]	<u>as per approved list</u>		Bridge Deck, Angle, [or]	<u>as per approved list</u>	
" " Spacing	<u>as per approved list</u>		" " Spacing	<u>as per approved list</u>	
Forecastle Deck, Angle, [or]	<u>as per approved list</u>		Forecastle Deck, Angle, [or]	<u>as per approved list</u>	
" " Spacing	<u>as per approved list</u>		" " Spacing	<u>as per approved list</u>	

		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.....	<i>Three in Bridge 3' dia</i>			Stringer Plate, breadth and thickness in way of Bridge	<i>47</i>	<i>2 1/2</i>	<i>Deck</i>
" in 'tween Decks, Size and Spacing.....				Thickness of Plating abreast Deck openings in way of Wells	<i>✓</i>		
" " " " " "				Thickness of Plating abreast Deck openings in way of Bridge	<i>✓</i>		
" in Holds <i>201. Cargo hold</i>	<i>8 1/2 x 3 1/2 x 4 1/2</i> <i>9 1/2 x 3 1/2 x 4 1/2</i>	<i>double channel with 10" x 40 lbs steel in way of beam on each side of bulk.</i>		Thickness of Plating within line of openings...	<i>✓</i>		
" " " " " "				If Sheathed, material and thickness	<i>✓</i>		
Centre Line Bulkhead.	<i>Constitutional photo. as per approved plan. spaced at 8'-2", 11'-8", 8'-2" apart.</i>			Third Deck.			
Stiffeners and Spacing.....	<i>8'-2", 11'-8", 8'-2" apart.</i>			Stringer Plate, breadth and thickness.....	<i>✓</i>		
Plating, thickness of	<i>57, 46, 42, 39, 42, 44</i>			If Plated, state thickness.....	<i>✓</i>		
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....	<i>✓</i>		
Stringer Plate, breadth and thickness in Wells	<i>76 - 84</i>			If Plated, state thickness	<i>✓</i>		
" " " " in way of Bridge	<i>1-00</i>			Poop Deck.			
" Angle in Wells	<i>8 x 8 x 55</i>			Stringer Plate, breadth and thickness	<i>✓</i>		
<i>King Overlap in way of 2nd & 3rd Bulkheads. as per approved plan</i>				Plating, Sheathing, material and thickness ...	<i>✓</i>		
Thickness of Plating abreast Deck openings in way of Wells	<i>84</i>			Bridge Deck.			
Thickness of Plating abreast Deck openings in way of Bridge	<i>84</i>			Stringer Plate, breadth and thickness.....	<i>44 - 46</i>		
Thickness of Plating within line of openings...	<i>70</i>			Plating, Sheathing, material and thickness ...	<i>32</i>	<i>2 1/2</i>	<i>Deck</i>
If Sheathed, material and thickness	<i>✓</i>			Forecastle Deck.			
Second Deck. (Summers' Deck)	<i>"</i>			Stringer Plate, breadth and thickness.....	<i>47 - 40</i>		
Stringer Plate, breadth and thickness in Wells...	<i>71 1/2 - 47 - 40</i>			Plating, Sheathing, material and thickness ...	<i>36</i>	<i>3 1/2</i>	<i>under main beam</i>

SCANTLINGS.					RIVETING.									
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	RIVETS.		No. of ROWS OF RIVETS.	RIVETS.		STRAIPPED OR LAPPED.		
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing or. to cr.	Diam.		Spacing or. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.			
FLAT PLATE KEEL	55 1/2	1.08	.90	.88		Double.	1"	4	2	1 1/8	2 1/8	overlapped		
" DELG. (if any)	Outside 2 1/2	Inside "	"	"	Bottom Plating A.C.E. B.D.	filled with double plates	"	"	Long overlaps	10-6 long at each draw vice Bushhead	6-9 long in way of each draw vice Bushhead			
BOTTOM PLATING, No. of Strakes	82	.70	.68	.63		Double.	3/8"	3 3/8	2	7/8	3 1/2	overlapped		
BILGE PLATING, No. of Strakes	80 1/2	.70	.66	.58		"	"	3 1/2	2	"	3 1/2	"		
SIDE PLATING, No. of Strakes	86 1/2	.66	.55	.50		Double.	"	3 1/8	2	3 1/2	3 1/2	"		
UPPER DECK, (Sheer-strake in Wells.....)	Outside Strake 72	Inside 62	Side plating 4 1/2	and sheer strake filled with long overlaps		Double	1 1/8	4 1/2	2	1 1/8	4 1/2	overlapped		
UPPER DECK, (Sheer-strake in Bridge ...)	"	"	"	"										
STRAKE BELOW Sheer-strake in Wells.....)	63	.91	.55	.50		Double.	1"	3 7/8	2	1"	4	"		
STRAKE BELOW Sheer-strake in Bridge ...)	"	"	"	"										
POOP SIDE PLATING	✓													
BRIDGE SIDE PLATING ...	94	.54				one plate.			2	7/8	3 1/8	"		
FORE'C'TLE SIDE PLATING	59	.46				Single.	3/4	3"	2	3/4	2 1/8	"		

* 57

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c)	16
" Deck next below	✓
As per Rule	16

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
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KEEL, Bar	Flat.	plate.	Keel.
STEM	Raised stem. Rise.	11 x 2 3/8	Carvelsches Stem.
STERN FRAME	Propeller Post	Steel	1/2 x 9 1/2
	Rudder "	Casting	1 1/2 x 10 x 9 1/2
RUDDER-A x D.	861.	Forging	
Speed of Vessel	11 knots		
RUDDER mainpiece at head	Steel	13 3/8	
" "	heel	Forging	10 1/2
" "	how constructed	Buried. Rudder shroud stayed, no. main piece	
" "	double or single plate	Single plate	1/16
" "	coupling, vertical or horizontal	Horizontal. Coupling	

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open Hearth Steel*
Casco Heat Treated South Wales S & C Co & Carnegie-Machery, D'Arbois-Suaveyere, Doman Long Co
Pearson & Halliwell, Penn. Apaches, Corral Iron Co., Deluge-Authenticke, Metallurgische Anstalten, Lomax & Co
Has the Steel been tested as required by the Rules? *Yes.*

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF ^{Specimen} Anchor			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 53.			Description of Anchor.	Makers.	Where and when tested and Superintending.	
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	owts.	qrs.	lbs.	Owts.					
89889.	1st Bower ...	98	0	0	62	3	18	66	10	0	0	95	0	0	Stockless (Shackles)	D. Huxley & Co.	Apr 11/28 L. H. Wright
89900	2nd " ...	93	1	0	58	0	13	65	0	0	0	95	0	0	" "	" " "	" 21/4/28 L. H. Wright
89890	3rd " ...	83	3	5	51	0	7	60	10	0	0	81	0	0	" "	" " "	" 21/4/28 L. H. Wright
	Collective weight.	275	0	5			275					271	0	0			
89676	Stream ...	28	0	14	7	1	7	27	4	1	14	28	0	0	Ordinary	D. Huxley & Co.	Apr 11/28 L. H. Wright

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 63.	Description.	Makers of Cable.	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.						Length.	Diam.		Length.	Diam.	
80752	100	2 1/2"	175 lbs	125 tons	605 gws.	3 20	330	2 1/2"	A. H. Morgan & Co.	At Toledo 4/98	TOWLINE.	Fathom.	Ins.	Tons.	Fathom.	Ins.	
80784	100	2 1/2"	175 lbs	125 tons	607 gws.	0 22	330	2 1/2"	" "	" " 13/98	" "	130	7 1/2"	113	130	7 1/2"	
													100	2 1/2"	22	100	2 1/2"
													100	2 1/2"	22	100	2 1/2"
(Iron Steam Chain or Steel Wire)	120	6"	85 lbs				120	6"	R. Hood & Co.	At Newcastle	" "	200	8 inches		200	8"	

Steering Gear, Steam *Hydro. Electric, Latie 60* Steering Gear, Hand *Independent means of Steering by Blocks, Red. 6 inches for Upper Deck.*

Boats *4. Lifeboats* 1 Working *Hand* Steering Chains, Size and Test Windlass *Steam, Clarke, Chapman 60*

Ceiling in Holds, thickness and material <i>James H. Hold, 2 1/2 in. 4.</i>		Cargo Battens, thickness, material and spacing <i>✓</i>	
Downst. Cargo Hatchways. <i>2-6 Coaming 1 1/4 Thick</i>		Deck Cover. <i>50 Thick 7 x 3 x 36 ft. Clipping.</i>	
Cargo Hatchways. (Upper Deck) <i>6-0 x 4-0 2-6 Coaming</i>		Thickness of Hatches <i>Deck Cover. 60 Thick</i>	
Size of No. 1 Hatchway (Forward) <i>11-3 x 18-0</i>		No. 2	No. 3
		No. 4	No. 5
		No. 6	

Number of **Shifting Beams** and/or **Fore and Afters** 2

Builder's Signature *FOR KERNES SHIPBUILDING CO. LTD.* *R. Boardman*

GENERAL DECLARATION This Vessel has been built in accordance with the approved plans of the Secretary's Office from 5th February 1927 to 19th June 1928, and in general conformity with the Society's Rules and Regulations for the class contemplated, and is on the Longitudinal Framing Brackets System. Sinter Vessel to S.S.M. "GULFBIRD" Dra. Rpt. No 13338 Yard No 122.

The main oil Cargo Tanks, Summer Tanks, Cofferdams, Oil Fuel Tanks, Double Bottom Tank under machinery, Space, Fore & After Peak Tanks have been filled tested to Rule head of water, the upper portion of Collision bulkhead, Forward pump room bulkhead, Weather Deck, clear of oil tanks, and the Steel Hatch covers to the forward hatch have been tested by hose, and with satisfactory results. The materials & workmanship throughout are good.

The Eccentric hydraulic Steering Gear, Steam Windlass, Winches, and Auxiliaries, means of Steering by Tackle have been tested under working conditions found satisfactory.

The assigned Deckboard has been marked on the vessel's side, & verified Copies of the Profile & Deck Plans, Midship Section & Right Transverse Bulkhead:

P.T.O.

The amount of Entry Fee £ 12 : 0 : 0 } Fees applied for,
Special Survey Fee. £ 690 : 18 : 0 } 15.8.1928
Travelling Expenses, if any £ ✓ : ✓ : ✓ } Received by me, 17.8.28
Freeboard. x 14 : 13 : 4 }
State whether the Vessel has been built under Special Survey Yes
Certificate to be sent to Shaddeburgh Date of issue 18/8/28
I am of opinion the Vessel should be Classed A1
Carry over Petroleum in Bulk
Longitudinal Bracing (Bracketed System)
Signature [Signature]
Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 21 AUG 1928
Character assigned *- 100A
carry. petroleum in bulk

Kloydi atcp thinc 8-28 CL
2 DB-15016 Orl Engines

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Foundation

002051-002061-0140 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 and a List of the Plans should be embodied.)

(as built) are forwarded herewith, together with 3. Torque casting reports.
The following is a list of the approved plans. Copies of which are retained in the London Office.
The copies in our possession are retained for reference in dealing with the remaining sister vessel, yard No 124, and have been endorsed with the vessel's name report number.

Midship Section - Old Transverse Bld.	Midship Shell expansions
Profile Deck Plans	After Peak Tank
Plans of Main, Rudder	Fore End Section
" " (amended)	Forward, Cofferdam & Oil Fuel, Bunkers
Independence to Middle Line Bld. keels &c.	After End Section
Bottom shell plating	Collisions Bulkhead
Keel, Transverse, (2 plans)	Arr. of Steel overlaps & doublings
Notes for piping in Transverse Bld. keel	After deck house, E & B Casings
Alternative Bulb Angle Section	Alternatives Casings of Transverse Bld. keels
Arrangement at lower end of Transverse Bld. keel	Access to Bld. plating due to sheer
After End Section	C.L. Bld. Transverse in Pump Room (2 plans)
Alternative drain holes in Bottom Longitudinal	Deck Sides in Tanker Boiler Space
Alteration to keel on 47. Bld.	Drainage in Tanker deck app.
O.S. fuel Tank (after)	Double Bottom in Machinery Space
Midship Transverse	Section in way of Bridge
	Deck Longitudinal Cut at Transverse in Sumner's
	Steel Hatch Covers to forward Cargo Hatch

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

1st Bower	57-2-18	M.B.	3530	8 March 1928
2nd "	53-0-6	K.H.	5852	29 December 1927
3rd "	46-1-4	M.B.	3531	8 March 1928

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 39.6 ft., Forecastle 37.5 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 Deck (steel)

Official No. 160712 ; Signal Letters
particulars of composition

Is bottom of Vessel coated with cement ☒ *See last page*
Cement, Portland not *gypsum*
of Cement, Portland

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft, under Engine	40.0	76	Fore peak tank,	26.25	203
Double bottom, under Engines and Boilers,			After peak tank,	24.0	246
Double bottom, if under Engines only, aft.	62.8	287	Deep tank, aft, Double Cofferdam	10.3	786
Double bottom, if under Boilers only,			Deep tank, forward, After "	4.1	309
Double bottom, forward,			Other tanks, if fitted,		
			(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks. All tanks tested to Rule. Requirements

Order for Special Survey No. 1426

Date 26 February 1927

Dates of Surveys held while building

1927
Mar 30, Apr 13, May 4, 11, 12, 20, 23, Jun 13, 14, 28, Jul 6, 14, 24, Aug 26, 30, Sep 9, 18, 29, Oct 5, 11, 21, 24, Nov 2, 15, 17, 22, 23, 24, Dec 2, 14, 29, Jan 1, 1928
Feb 8, 14, 21, Mar 1, 15, 23, 26, 27, 28, 29, 30, 31, Apr 2, 3, 4, 5, 6, 10, 11, 12, 13, 16, 17, 18, 19, 20, 23, 24, 25, 27, May 1, 2, 3, 4, 7, 8, 9, 10, 14, 15, 22, Jun 1, 18, 19, 22, 26, 28, Jul 9, 11, 13, 16, 18, 23, 24, 25, 26, 27, Aug 2, 6, 7, 8, 9, 10, 14

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Total No. of Visits 99

"GULFHAWK" PARTICULARS OF LONGITUDINAL FRAMING. (Bracketed System)

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. Speng.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			Number.	Diameter. Inches.
Framing from Awning, Shelter or Upper Deck to Margin Plate		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Speng.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.	
No. 1		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			Number.	Diameter. Inches.
Bridge 'tween Decks...		6	3	40	6	3		6	3	40			7/8	5 1/2		Bracket at end of bulkhead	
Deck BA N.B.S.		9	3 1/2	39	9	3 1/2	39	9	3 1/2	40	9	3 1/2	40	7/8	5 1/2	Bracket at end of bulkhead	
" 2		9	3 1/2	39	9	3 1/2	39	9	3 1/2	40	9	3 1/2	40	"	5 1/2	Bracket at end of bulkhead	
" 3		10	3 1/2	40	10	3 1/2	40	10	3 1/2	44	10	3 1/2	44	"	5 1/2	Bracket at end of bulkhead	
" 4		10	3 1/2	40	10	3 1/2	40	10	3 1/2	45	10	3 1/2	45	"	5 1/2	Bracket at end of bulkhead	
" 5		11	3 1/2	48	11	3 1/2	48	11 1/2	3 1/2	44	11 1/2	3 1/2	44	"	5 1/2	Bracket at end of bulkhead	
" 6		12	3 1/2	48	12	3 1/2	48	11 1/2	3 1/2	56	11 1/2	3 1/2	56	"	5 1/2	Bracket at end of bulkhead	
" 7		12	3 1/2	48	12	3 1/2	48	12	3 1/2	50	12	3 1/2	50	"	5 1/2	Bracket at end of bulkhead	
" 8		12	3 1/2	50	12	3 1/2	50	12	3 1/2	60	12	3 1/2	60	"	5 1/2	Bracket at end of bulkhead	
" 9		12	3 1/2	57	12	3 1/2	57	12	3 1/2	57	12	3 1/2	57	"	5 1/2	Bracket at end of bulkhead	
" 10		12	3 1/2	57	12	3 1/2	57	12	3 1/2	57	12	3 1/2	57	"	5 1/2	Bracket at end of bulkhead	
" 11		15	4	44	15	4	44	15	4	44	15	4	44	"	5 1/2	Bracket at end of bulkhead	
" 12		15	4	44	15	4	44	15	4	44	15	4	44	"	5 1/2	Bracket at end of bulkhead	
" 13																	
" 14																	
" 15																	
" 16																	
Amidships		30						30									
At Ends		30						30									
Tank Top Longitudinals																	
Bottom		17	4	44	17	4	44	17	4	44	17	4	44	7/8	5	Bracket at end of bulkhead	
Amidships		30						30									
At Ends		30						30									
Transverses.																	
Depth and Thickness		21	28	38				21	28	38				7/8	5		
Face Angles		2	1/2	3				2	1/2	3				7/8	5		
Lugs to Shell		3 1/2	3 1/2	40				3 1/2	3 1/2	40				7/8	5		
Depth and Thickness		36	42	44				36	42	44				7/8	5		
Face Angles		6	3 1/2	44				6	3 1/2	44				7/8	5		
Lugs to Shell		6	6	44				6	6	44				7/8	5		
Depth and Thickness		81	54	48				81	54	48				7/8	5		
Face Angles		6	3 1/2	40				6	3 1/2	40				7/8	5		
Lugs to Shell		6	6	48				6	6	48				7/8	5		
Brackets																	
Transverse Frames		8	2	11	8	2		8	2	11	8	2					
Bridge Deck		6	3	32				6	3	32							
Upper		8	3 1/2	44				8	3 1/2	44				30			
Second		10	3 1/2	40				10	3 1/2	40				30			
Third																	

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.

Name, Residence, and Description of Managing Owner if there are