

Shelter Deck,  
or Pt. Awning Deck.

STEEL STEAMER.

No. 43923

Port of HAMBURG Date of completion of Report 14 March 1914 Received at London Office WED. MAR. 18 1914  
Survey held at Hiel Date, First Survey 6 June 1913 Last Survey 10 March 1914  
On the single screw steamer "JUPITER" Rig Schooner

TONNAGE under  
Tonnage Deck...  
Do. between Tonnage Dk. and  
3rd, 4th, or Awning Dk. 9418  
Total under Upper Dk. 9418  
Do. of Poop  
Do. of R. Gr. Dk.  
Do. of Bridge House  
Do. of Forecastle  
Do. of Houses on Deck  
Do. of excess of Hatchways  
Do. above Crown of  
Engine Room...  
Gross Tonnage 10,093  
Less Crew Space  
Less above Crown of  
Engine Room...  
Net Tonnage FOR FEES... 10093  
Less Engine Room  
Less Navigation Spaces

CLASS 100 A1 Shelter Dk  
Breadth (greatest moulded) 68.50 20.89  
Depth, at middle of length from top of keel to top of  
beams at side of uppermost Continuous Deck 41.83 12.75  
Deduct height of 'tween deck when this does not exceed 8ft. 7.16 2.18  
Transverse Number 103.19 31.44  
Length on deck from fore part of stem to after part of  
sternpost 525.0 160.02  
Longitudinal Number 54.164 5033  
Depth "d" at middle of length. See Secs. 2 & 13. 22.49 6.93  
Proportions, Depths to Length, Uppermost Continuous  
Deck at side to top of keel 12.58  
" " Upper Deck at side  
to top of keel 15.14

Master H. Palldory  
Year of Appointment 1893  
Built at Hiel  
When built 1914 Launched 16 January 1914  
By whom built Houwaldtsweke  
Owners Deutscher Amerikanische Handels-  
Gesellschaft  
Residence HAMBURG  
Port belonging to HAMBURG

Register Tonnage 5903.4 Destined Voyage United States If Surveyed while Building, Afloat, or in Dry Dock yes  
LENGTH on Ft. Ins. BREADTH Ft. Ins. DEPTH, ACTUAL—Top of Floors to top of Awn. or Shelter Dk. Beams Ft. Ins. No. of Decks with flat laid 3  
Deck as per Rule 525 0 Moulded 68 6 Do. do. Upper Deck Beams 31 8 1/2 No. of Tiers of Beams 3  
Dimensions of Ship per Register, Length 524.1 breadth 68.92 depth 34.65 Upper Deck. Moulded depth, ft. 41 ins. 9 To Shelter Dk. Round up of Uppermost Dk. Beam, Actual 16 1/2 ins.

FRAMING.				PILLARS.			
	in Ship.	in Ship.	in Ship.	per Rule Or as	per Rule	per Rule	per Rule
FRAME, Angles, or C or L Bars, amidships	Longitudinal Framing						
Do. in peaks after Peak only	230	90	12 1/2	230	90	12 1/2	
Do. in way of Double Bottoms or Solid Floors	90	90	13	90	90	13	
TRANVERSES at intermediate Dks.	150	150	12 1/2	150	150	12 1/2	
Spacing of Frames from centre to centre amidships	Longitudinal framing from stem to after Peak only						
" length to collision bulkhead	600			600			
" of Frames from centre to centre in peak	600			600			
REVERSED FRAME, Angles	Longitudinal framing						
Do. in way of Double bottoms at Solid Floors	190	90	12	90	90	12	
TRANVERSES at intermediate Dks.	150	100	16	150	100	16	
FRAMING, depth of girder	Longitudinal framing						
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	1350	12 1/2		1350	12 1/2		
" in way of Engine and Boiler spaces	8	12 1/2		8	12 1/2		
" thickness at the ends of vessel	10 1/2			10 1/2			
" depth at 1/2 the half-bdth. as per Rule	1350			1350			
" height extended at the Bilges	Transverse only						
FLOORS & BRACKETS, in Cell Dble Bottoms	1290	12 1/2		1290	12 1/2		
" state if flanged (top & bottom)	not flanged						
" spacing	744			744			
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness	1290	16		1290	16		
" Angles, Top	90	90	13 1/2	90	90	13 1/2	
" Bottom	150	150	13 1/2	150	150	13 1/2	
" to Floors	130	130	13 1/2	130	130	13 1/2	
SIDE GIRDERS, number and thickness	2	13 1/2		2	13 1/2		
" state if flanged (top & bottom)	not flanged						
" Angles	90	90	12	90	90	12	
MARGIN PLATE, depth (exclusive of flange) and thickness	150	150	14	150	150	14	
" Angles to outside plating	150	150	14	150	150	14	
" to floors	90	90	12	90	90	12	
Height of Brackets above at bilge	2100	14.9		2100	14.9		
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	2100	14.9		2100	14.9		
" thickness in Engine and Boiler space	2100	14.9		2100	14.9		
" Remainder in Hold No. 1	9			9			
BEAMS, Upper Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel	Deck Longitudinals						
" Angles on upper edge							
" Spacing							
BEAMS, Upper Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel	230	90	12 1/2	230	90	12 1/2	
" Angles on upper edge							
" Spacing	600			600			
BEAMS, Second, Third & Fourth Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel	240	90	13 1/2	240	90	13 1/2	
" Angles on upper edge							
" Spacing	600			600			
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel							
" Angles on upper edge							
" Spacing							
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel							
" Angles on upper edge							
" Spacing							
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel							
" Angles on upper edge							
" Spacing							

PILLARS.				KEELSONS AND STRINGERS.			
	in Ship.	in Ship.	in Ship.	per Rule Or as	per Rule	per Rule	per Rule
PILLARS, In 'tween Deck size and spacing	150	90	12 1/2	150	90	12 1/2	
" " Hold No. 1	280	90	12	280	90	12	
" Quarter, 'tween Dks.,	150	90	12 1/2	150	90	12 1/2	
" " in Hold No. 1	280	90	12	280	90	12	
CENTRE LINE KEELSON, (Through Plate, or without Plate)	2100	13 1/2		2100	13 1/2		
" Flat Keel Plate Angles	150	150	15	150	150	15	
" Horizontal Plates on Floors							
" Angles or Bulb Angles							
SIDE KEELSONS, Number	140	90	12 1/2	140	90	12 1/2	
" Angles or Bulb Angles	90			90			
" Plate above floors, for full length	1440	12 1/2		1440	12 1/2		
" Intercostal Plate, for full length	90	90	12 1/2	90	90	12 1/2	
" Attached to outside plating with Angle							
BILGE KEELSON, Angles							
" Intercostal Plate, for full length							
" Attached to outside plating with Angle							
SIDE STRINGERS, Number							
" Angle							
" Intercostal Plate, for lng.							
" Attached to outside plating with Angle							
Upper Deck Stringer Plates, breadth and thickness	1800	12 1/2		1800	12 1/2		
" Angle on ditto	150	150	20	150	150	20	
" Tie Plates, fore and aft, outside Hatchways							
" Deck * Steel, for full lng.	13 1/2			13 1/2			
" Wood Deck. Material & thickness	not sheathed			not sheathed			
Upper Deck Stringer Plate, breadth and thickness	1800	12 1/2		1800	12 1/2		
" Angles on ditto, No.	150	150	13	150	150	13	
" Tie Plates, outside Hatchways							
" Deck * Steel, for full lng.	12 1/2			12 1/2			
" Wood Deck. Material & thickness	not sheathed			not sheathed			
Second Deck Stringer Plates, br'dth & thickn's	1600	12 1/2		1600	12 1/2		
" Angles on ditto, No.	150	150	11 1/2	150	150	11 1/2	
" Tie Plates, outside Hatchways							
" Deck * Material and thickness	Steel	12 1/2		Steel	12 1/2		
Third, Fourth & Fifth Deck Stringer Plate, breadth and thickness							
" Angles on ditto, No.							
" Tie Plates, outside Hatchways							
" Deck. Material and thickness							
Poop Deck Stringer Plate, breadth & thickness							
" Angles on ditto							
" Tie Plates							
" Deck. Material and thickness							
Bridge Deck Stringer Plate, br'dth & thickness							
" Angle on ditto							
" Tie Plates							
" Deck. Material and thickness							
Forecastle Deck Stringer Plate, br'dth & th'kns							
" Angle on ditto							
" Tie Plates							
" Deck. Material and thickness							

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Lloyd's Register

\* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.



WEB FRAMES. WEB-FRAMES, In Fore Body, No. and spacing. brdth. & thickness. No. of Side Stringers. WEB-FRAMES, In E. & B. Space, No. & spacing. brdth. & thickness. WEB-FRAMES, In After Body, No. and spacing. brdth. & thickness. No. of Side Stringers. Size of Face Angles to Web-Frames. BRACKET PLATES to Stringers between Web Frames, depth and thickness.

BULKHEADS. Number. Thickness. STIFFENERS. Horizontal. Vertical. Single or Double Frames. Height up. W.T. BULKHEADS in After Part. COLLISION PARTITION LONGITUDINAL.

Are the outside Plates doubled two spaces of Frames in length? Are the Sluice Valves and Watertight Doors in efficient working order?

FORGINGS or CASTINGS. 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. Can the Rudder be unshipped afloat?

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.

PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. RIVETING. EDGES. BUTTS.

Butts of Side Stringers. Tie Plates. Inner Bottom Plating, riveting of Edges. Centre Girder 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. Suit of. Sails, and the following spare sails.

Write "Amidship or Shelter Deck" or "Shelter Deck" opposite its corresponding letter.



EQUIPMENT No. 56300 LETTER 9+										ANCHORS.							
Number of Certificate.	Anchors	WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQ. BY TABLE 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
10004	1st Bower	94	1	0	Stockless	66	4	0	0	95	0	0	Taylor's Quadrant	Taylor House	Cardiff 17 Oct 1913		
10003	2nd "	94	1	0	" "	65	2	0	0	95	0	0	all forged	" "	" " " "		
10005	3rd "	81	0	4	" "	59	0	0	0	81	0	0	" "	" "	" " " "		
	Collective weight	272	2	4	" "	241	0	0					" "	" "	G. W. Penn Supt.		
10006	Stream	28	2	4	4	1	0	24	8	0	0	28	0	0	ordinary	Taylor House	Cardiff 17 Oct 1913
10004	Kedge	14	0	4	3	3	0	15	14	0	0	14	0	0	" "	" "	G. W. Penn Supt.

If Patent State Name of Patent.

By Stockless, State Mechanical Tests.

CHAIN CABLES.												HAWSERS AND WARPS.							
Number of Certificate.	Length and Size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Fathoms 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 Towline.	Fathoms and size per Table 31.			
			Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.		
	Fathoms.	Ins.	Tons.	Tons.	Owts. qrs. lbs.	Owts. qrs. lbs.	Fathoms.	Ins.					Tons.	Tons.		Fathoms.	Ins.		
13964	330	2 1/2	125 1/2	125 1/2	1202.00	1200.00	300	2 1/2	Steel	Taylor House	Cardiff 17 Oct 1913	TOWLINE	140	4 1/2	120	130	4		
												HAWSERS & WARPS	360	3 1/2	26	300	2 1/4		
													120	8		100	8		
Max. Stress 12000 lbs. Steel Wire...													210	4					
	120	6		8 1/2			120	6	Steel Wire				90	6					

Boats & Lifeboats 2 26 ft x 7 3/4 x 3 3/4 Evg 15-0 x 5-10 x 2-6 Steering Gear, Steam 400 Peruvian Wire Steering Gear, Hand 400  
Pumps, Number as per approved plans Diameter of Barrel State whether they are in efficient working order 400  
Windlass is Atlas Works makers of Clark Chapman type for draw Capstan none  
Engine Room Skylights.—How constructed? of steel fitted on top of casing What arrangements for deadlights in bad weather? glass  
Coal Bunker Openings.—How constructed? steel How are lids secured? solid wood bolted Height above deck? 30"  
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 4 on each side, 1 Freeing Port 1.8 x 1.3  
Ceiling in Holds, thickness and material No 1 Hold only 2 1/2 pine Cargo Battens, thickness and material 2" pine  
Cargo Hatchways.—How formed? Steel nailed covers Hatches, If strong and efficient? 40  
State size No. 1 Hatch (Forward) 20'1" x 16'2" x 13'4" No. 2 Hatches 19'6" x 14'4" No. 3 Hatches 4'0" x 12'4" No. 4 Hatches 4'0" x 12'4"  
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 1 Web plate and 3 Fore and Afters to each Hatchway  
No. of Breasthooks at each Hatchway No. of Crutches steel deck  
Bulwarks, height above deck and description open Rails Main Rail and Stays, material and size Rod bar  
The foregoing is a correct description. Surveyor's Signature L. Priess. Geo. Dykes  
Builder's Signature (here only) HOWALTSWERKE Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) M. 1. Aug. 12 and 26 Sept. 16 and 18 Oct. 20 Nov. 4. 13 and 23 Dec 1912, 19 Jan. 15 July 1913

Workmanship. Are the butts of plating planed or otherwise fitted? planed  
Is the riveted work properly closed? 400  
Are the liners between the frames and plates solid single pieces? in after peak only Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? 400 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? 400 Do any rivets break into or through the seams or butts of the plating? none.

Are the butts of Plating, Stringers, &c., properly shifted and strapped? 400  
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? 400 State results of tests found tight  
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? none State results of tests

General Remarks (State quality of workmanship, &c.) This steel screw steamer, constructed with longitudinal mid framing and intended for carrying Petroleum in Bulk has been built in conformity with the approved Plans and in all other respects in accordance with the Rules.

The workmanship throughout is of the best description, as required by the Committee for this class of vessel all parts conforming well with each other. The peak tanks have been tested with water pressure to height of upper deck, also filled with water to height of upper deck and found tight. Deep tank in fore hold, and double bottom aft tested with water pressure to above load line. The cofferdams full with water and tested to height of the hatch ways, and all Bulkheads and Orlop tanks filled with water and tested with pressure 8 feet above highest point of same. The steel materials used in the construction have made at works approved by the Society and tested by the Society Surveyors as required by the Rules. Forging Hardships have been made in accordance with the approved plans and tested as required by the Rules.

This vessel has Wireless telegraphy installation and submarine signalling

The Surveyor should state the Number of Report and Name of any Sister Vessel.

The amount of Entry Fee ..... Mk 105:— Fees applied for, 10 March 1914  
Special Survey Fee .... Mk 5665:— Received by me, 13 March 1914  
Travelling Expenses, if any Mk 550:—  
State whether the Vessel has been built under Special Survey 400  
I am of opinion this Vessel should be Classed 100 A1 Steeldeck Carrying Petroleum in Bulk  
With, or without Freeboard, as condition of Class with Freeboard  
Certificate to be sent to HAMBURG Date of issue 2/3/14  
Surveyor to Lloyd's Register of British and Foreign Shipping L. Priess. Geo. Dykes

Committee's Minute FRI. MAR. 20. 1914  
Character assigned 100 A1  
Steeldeck work fld.  
Carrying Petroleum in Bulk.  
Lloyd's & Co.  
W.



# PARTICULARS OF LONGITUDINAL FRAMING.

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. Spacing.	Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads. Number. Diameter.	
Framing of <i>Shelter</i> <i>and</i> <i>or</i> <i>Deck</i>		180	85	10	190	85	10	180	85	10	190	85	10	26	150	Millimetres	No. 1-8	22 1/2
Frames in <i>Shelter</i> 'tween Decks		180	85	10	190	85	10	180	85	10	190	85	10	"	"		"2-8	"
Frames from Uppermost Continuous Deck		180	85	10	190	85	10	180	85	10	190	85	10	"	"		"3-8	"
No. 1		180	85	10	190	85	10	180	85	10	190	85	10	"	"		"4-8	"
" 2		180	85	10	190	85	10	180	85	10	190	85	10	"	"		"5-9	"
" 3		200	85	10 1/2	180	85	10	200	85	10 1/2	180	85	10	"	"		"6-10	"
" 4		200	85	11 1/2	200	85	10 1/2	200	85	11 1/2	200	85	10 1/2	"	"		"7-10	"
" 5		230	90	11 1/2	220	85	11 1/2	230	90	11 1/2	220	90	11 1/2	"	"		"8-11	"
" 6		250	90	11 1/2	240	90	11	250	90	11 1/2	240	90	11	"	"		"9-11	"
" 7		250	90	12 1/2	250	90	11	250	90	12 1/2	250	90	11	"	"		"10-11	"
" 8		250	90	13 1/2	250	90	12	250	90	13 1/2	250	90	12	"	"		"11-12	"
" 9		250	90	14 1/2	250	90	13	250	90	14 1/2	250	90	13	"	"		"12-18	"
" 10		280	90	13	280	90	12	280	90	13	280	90	12	"	"		"13-18	"
" 11		305	89	12 3/4	305	89	12 3/4	305	89	12 3/4	305	89	12 3/4	"	"		"14-15	"
" 12		381	86	10 1/2	381	86	10 1/2	381	86	10 1/2	381	86	10 1/2	"	"		"15-16	"
" 13		[Bottom Longitudinals 24 included]										26 150		9 Rivets spaced 110 1/2				
" 14		381	102	13 1/4	381	102	16 1/2	381	102	13 1/4	381	102	16 1/2	26	150			
" 15		[No. 14 400 x 10]										26 150		9 Rivets spaced 110 1/2				
" 16		[No. 15 400 x 10]										26 150		9 Rivets spaced 110 1/2				
Spacing of Longitudinal Frames		Amidships			At Ends			Amidships			At Ends							
		aft 785			aft 785			aft 785			aft 785							
		aft 785			aft 785			aft 785			aft 785							
Double Bottoms		Tank Top Longitudinals			Bottom			Tank Top Longitudinals			Bottom							
		aft 200			aft 200			aft 200			aft 200							
		aft 200			aft 200			aft 200			aft 200							
Spacing of Longitudinals		Amidships			At Ends			Amidships			At Ends							
		aft 785			aft 785			aft 785			aft 785							
		aft 785			aft 785			aft 785			aft 785							
Transverses.		Depth and Thickness			Face Angles			Depth and Thickness			Face Angles							
<i>Shelter</i> <i>in Bridge</i>		400 x 10			130 x 90 x 11			400 x 10			130 x 90 x 11							
'tween Decks		90 x 90 x 10			90 x 90 x 10			90 x 90 x 10			90 x 90 x 10			26	110	1 Row		
<i>in Awning, Shelter or Upper 'tween Decks.</i>		450 x 10			130 x 90 x 11			450 x 10			130 x 90 x 11							
		90 x 90 x 11			90 x 90 x 11			90 x 90 x 11			90 x 90 x 11			26	110	1 Row		
		1050 x 12 1/2			150 x 100 x 16			1050 x 12 1/2			150 x 100 x 16							
		150 x 100 x 16			150 x 150 x 12 1/2			150 x 100 x 16			150 x 150 x 12 1/2							
		90 x 90 x 11			90 x 90 x 11			90 x 90 x 11			90 x 90 x 11			26	100	3 Rows		
In Hold.		1			1			1			1							
Spacing of Transverse Frames		average 2960 1/2			average 2960 1/2			average 2960 1/2			average 2960 1/2							
		average 2960 1/2			average 2960 1/2			average 2960 1/2			average 2960 1/2							
		average 2960 1/2			average 2960 1/2			average 2960 1/2			average 2960 1/2							
		average 2960 1/2			average 2960 1/2			average 2960 1/2			average 2960 1/2							
		average 2960 1/2			average 2960 1/2			average 2960 1/2			average 2960 1/2							
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