

STEEL STEAMER or MOTORSHIP.

Received at London Office 13 JUL 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 *Yes*Date of completion of report *7th of July 1931*Port of *Rotterdam*No. *20458*Survey held at *Rotterdam* Date First Survey *18/7-1930*Last Survey *30/6*

1931

On the *Steel twin screw motor vessel "MACUBA"*State Type *Full Scantling*State Type of Erections *Prop. Linge*TONNAGE under
Tonnage Deck...*7476.34*CLASS *+100 A1*State if with freeboard
as condition of Class*no*

Built at

Rotterdam

Launched

*14/3-1931*Yard No. *469*

Builders

N.V. Mach. fab. & Scheepswerk van P. Smit. Jr.

Owners

Petroleum Maatschappij

Managers

La Corona

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

Residence

1' Gravesdijk

Port of Registry

"

If surveyed while building, afloat, or in dry dock

*Building.*Do. of space or spaces
between Tonnage Dk.
and Upper Dk.

Total

Gross Tonnage

8267.68

Register Tonnage

4867.37

REGISTERED DIMENSIONS.

FEET.

Length

450.07

Breadth

62.00

Depth

*34.12*Length from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a)L *450.0*

Breadth (greatest moulded)

B *61.75*Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c)D *34*1st Longitudinal Number (L x D) = *15300*2nd Numeral L x (B + D) = *43087*Framing Depth "d" at middle of length. See
Sec. 3 (1d)*13.24*Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel*13.24*Do. Long Bridge to top
of keelDraught Moulded *26'-2 7/8"*

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	<i>737</i>		Bracket Floors, Frame	<i>✓</i>	
" " from $\frac{3}{4}$ length to Collision bulkhead	<i>686</i>		" " Reversed Frame	<i>✓</i>	
" " in peaks	<i>610</i>		" " Vertical Struts	<i>✓</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>1523 14 1/2</i>	
Frame Amidships, Angle <i>E or C</i>	<i>250 90 11</i>	<i>further as approved.</i>	top Angles	<i>90 90 13</i>	
" " Extends up to	<i>Upper deck.</i>		bottom Angles	<i>130 130 15</i>	
Reversed Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness	<i>two 15</i>	<i>further as approved.</i>
" " Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>straight 13 1/2</i>	
Depth of Framing Girder	<i>All hull angle frames.</i>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<i>✓</i>	
Frames in Uppermost Continuous Deck	<i>250 90 11</i>		" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	<i>✓</i>	
" " Second Deck	<i>250 90 11</i>		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<i>✓</i>	
" " Third			" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<i>✓</i>	
Framing in Peaks, Angle <i>E or C</i>	<i>200 90 11</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/10 5 1/4</i>	<i>further as approved.</i>	INNER BOTTOM PLATING.		
State if Frame Joggled	<i>yes</i>		Breadth and thickness of Middle Line Strake	<i>1860 13</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Webframes and stringers as approved.</i>		Thickness of remainder in Holds	<i>26+13 further</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>back bars on longitudinal extra stringers in No. 1 Longitudinal and double riveted frames all as approved.</i>		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?	<i>as per plan approved.</i>	
SINGLE BOTTOM. forward.			Uppermost Continuous Deck, amidships	<i>230 90 14</i>	
Floors, Depth and thickness at mid-line in Holds	<i>970 10</i>		" " in Way of Bridge, Angle, <i>E or C</i>	<i>250 90 11</i>	
Height of Brackets at side above base line at toe of frame	<i>✓</i>		Spacing	<i>749+686+610</i>	
Middle Line Keelson, on Floors, Angles, C or C	<i>Angle line bulkhead. in upper tank forward.</i>		Second Deck, amidships, Angle, C or C	<i>✓</i>	
" " Through Plate or Intercostal Plate	<i>✓</i>		Spacing		
" " Foundation Plate on Floors	<i>✓</i>		Third Deck, amidships, Angle, C or C	<i>✓</i>	
" " Flat Plate Keel Angles	<i>100 100 13</i>		Spacing		
Side Keelsons, No. each side	<i>two</i>		Fourth Deck, amidships, Angle, C or C	<i>✓</i>	
" " thickness of Intercostal Plate	<i>10 1/2</i>		Spacing		
" " Angles	<i>150 150 11</i>		Poop Deck, Angle, C or C	<i>200 75 12 1/2</i>	
DOUBLE BOTTOM. in motor space.			Spacing	<i>749+610</i>	
Solid Floors, thickness and spacing	<i>10 1/2 + 12 1/2</i>		Bridge Deck, Angle, C or C	<i>200 75 11</i>	
" " Are Frame and Reversed Frame joggled?	<i>yes</i>		Spacing	<i>737</i>	
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		Forecastle Deck, Angle, C or C	<i>230 90 13</i>	
" " breadth and thickness at margin plate	<i>✓</i>		Spacing	<i>686+610</i>	

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.....	<i>In fore-castle 3" as per plan</i>		Stringer Plate, breadth and thickness in way of Bridge		
" in 'tween Decks, Size and Spacing.....	<i>In poop steel bulkheads.</i>		Thickness of Plating abreast Deck openings in way of Wells		
" " " " " "	<i>above deck tank</i>	<i>240x85x9 1/2</i>	Thickness of Plating abreast Deck openings in way of Bridge		
" " " " " "	<i>In deck tank</i>	<i>300x100x10/16</i>	Thickness of Plating within line of openings...		
" " " " " "	<i>130x130x11</i>		If Sheathed, material and thickness		
Side Centre Line Bulkheads .			Third Deck.		
Stiffeners and Spacing.....	<i>250x90x11 to 280x90x12</i>		Stringer Plate, breadth and thickness.....		
Plating, thickness of	<i>10.7, 9.7</i>	<i>75' distance.</i>	If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	<i>2250x17.8</i>		If Plated, state thickness		
" " " " in way of Bridge	<i>24-227</i>		Poop Deck.		
" Angle in Wells	<i>180x180x15</i>		Stringer Plate, breadth and thickness	<i>940 9 1/2</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>17.4</i>		Plating, Sheathing, material and thickness	<i>Steel 7 1/2 x 6 1/2</i>	
Thickness of Plating abreast Deck openings in way of Bridge	<i>17.4</i>		Bridge Deck.		
Thickness of Plating within line of openings...	<i>14.8</i>		Stringer Plate, breadth and thickness.....	<i>1420 11</i>	
If Sheathed, material and thickness			Plating, Sheathing, material and thickness	<i>Steel 8</i>	
Second Deck. <i>aft and forward.</i>			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	<i>11x9</i>		Stringer Plate, breadth and thickness.....	<i>9 1/2</i>	
			Plating, Sheathing, material and thickness	<i>Steel 7 1/2 pine 2 1/2"</i>	

SHELL PLATING.

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.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.					Inches.	Inches.	
FLAT PLATE KEEL	<i>2256</i>	<i>22</i>	<i>19.8</i>	<i>19.8</i>		<i>Double</i>	<i>1 4</i>	<i>III / III</i>	<i>1 4</i>	<i>Lapped</i>	
" DBLG. (if any)	<i>2080</i>										
BOTTOM PLATING, No. of Strakes	<i>2090</i>	<i>16 1/2</i>	<i>12.7</i>	<i>12.7</i>		<i>"</i>	<i>7/8 3 1/2</i>	<i>III / III</i>	<i>7/8 3 1/2</i>	<i>"</i>	
BILGE PLATING, No. of Strakes	<i>2145</i>	<i>16.3</i>	<i>12.7</i>	<i>12.7</i>		<i>"</i>	<i>7/8 3 1/2</i>	<i>III / III</i>	<i>7/8 3 1/2</i>	<i>"</i>	
SIDE PLATING, No. of Strakes	<i>2160</i>	<i>15 1/2</i>	<i>12.2</i>	<i>12.2</i>		<i>"</i>	<i>7/8 3 1/2</i>	<i>III / III</i>	<i>7/8 3 1/2</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Wells.....	<i>1660</i>	<i>24 1/2</i>	<i>12.2</i>	<i>12.2</i>		<i>"</i>	<i>1 4</i>	<i>III / III</i>	<i>1 8 4 1/2</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Bridge	<i>2025</i>	<i>29.4</i>				<i>"</i>	<i>1 4</i>	<i>III</i>	<i>1 8 4 1/2</i>	<i>"</i>	
STRAKE BELOW Sheer-strake in Wells.....	<i>2115</i>	<i>19.2</i>	<i>12.2</i>	<i>12.2</i>		<i>"</i>	<i>1 4</i>	<i>III / III</i>	<i>1 4</i>	<i>"</i>	
STRAKE BELOW Sheer-strake in Bridge ...		<i>19.2</i>				<i>"</i>	<i>1 4</i>	<i>III</i>	<i>1 4</i>	<i>"</i>	
POOP SIDE PLATING			<i>10-12 1/2</i>			<i>Single</i>	<i>7/8 3 1/2</i>	<i>III / II</i>	<i>3/4 2 5/8</i>	<i>"</i>	
BRIDGE SIDE PLATING ...		<i>11</i>				<i>Double</i>	<i>7/8 3 1/2</i>	<i>II</i>	<i>3/4 2 5/8</i>	<i>"</i>	
FORECASTLE SIDE PLATING			<i>11</i>			<i>Single</i>	<i>7/8 3 1/2</i>	<i>I</i>	<i>3/4 2 5/8</i>	<i>"</i>	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	<i>14</i>
Extending to Upper Deck (Sec. 3 c)	<i>14</i>
" Deck next below	<i>13</i>
As per Rule	<i>14</i>

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				<i>Flat keel plate.</i>
STEM				<i>267x67 rolled metal.</i>
STERN FRAME { Propeller Post				
{ Rudder				<i>Forged 203x114 Fried Krupp Essen</i>
RUDDER—A x D		<i>670</i>		<i>"</i>
Speed of Vessel		<i>12 1/2 knots</i>		
RUDDER mainpiece at head	<i>Forged</i>	<i>330</i>	<i>Fried Krupp</i>	
" " heel ...		<i>250</i>	<i>Essen</i>	
" how constructed	<i>Single plate as per plan</i>			<i>arms members on</i>
" double or single plate	<i>Single</i>			
" coupling, vertical or horizontal.....	<i>horizontal</i>			

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD , Upper tween decks					
" " Second "	<i>12.7</i>	<i>10.2</i>	<i>250x90x11</i>	<i>755x10.2</i>	
" " Third "	<i>9.7</i>		<i>787</i>	<i>640x10.2</i>	
" " Holds			<i>further all as approved.</i>		
COLLISION " (in Hold)	<i>12</i>	<i>6</i>	<i>230x90x12</i>	<i>610</i>	<i>spacing</i>
AFTER PEAK " "	<i>12.7</i>	<i>6</i>	<i>12x3 1/2 x 50</i>	<i>610</i>	<i>struts</i>
			<i>7.5L 6 1/2 x 3 x 36</i>		

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	<i>Siemens Martin Process</i>
	<i>Cargofleet Iron Co. Mirafloresburgh; David Colville & Sons Glasgow, Agents</i>	
	<i>Anonyme d'Acier Manhay; Vereinigte Stahlwerke Aachen Verein;</i>	
	Has the Steel been tested as required by the Rules?	<i>Yes.</i>

Register of Shipping

EQUIPMENT No 44616										LETTER C+		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.
33525	1st Bower ...	84	2	7	Stockless			61	0	0	0	77-0-0	Beyus Improved Stockless	Sumatran	J.H. Butten 17/10-30	
33442	2nd "	78	0	0	"			57	12	2	0		"	"	" 17/10-30	
33555	3rd "	66	0	0	"			51	10	0	0		"	"	" 17/10-30	
	Collective weight.	228	2	7								219-2-0			J.H. Butten	
46008	Stream	22	0	21	5	3	7	22	11	1	0	22-0-0			Cresley & Co. 18/12-30	
CHAIN CABLES															HAWSERS AND TACKLING	

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.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
2121	150	2 7/16	149 5/8	106 7/8	453-2-47	890-2-0			300	2 7/16	Steel	N.V.M.K.A.F.	Rotterdam	23/12-31 L.H. Wehmer	Twisted wire	120	5	59	120	5
2124	150	2 7/16	149 5/8	106 7/8	454-2-23						"	"	"	1/5-31 L.H. Wehmer.	HAWSERS & WARPS	4x100	2 3/4		4x100	2 3/4
	300				908.0	27														
		Cir.								Cir.					"					
Long Stream Chain or Steel Wire	130	5 3/4		78					130	5 3/4					"					

Steering Gear, Steam *yes direct acting.* Steering Gear, Hand *yes*

Boats *4 lifeboats* Steering Chains, Size and Test ☒ Windlass *Iron steam patent*

Ceiling in Holds, thickness and material ☒ Cargo Battens, thickness, material and spacing ☒

Cargo Hatchways. (Upper Deck) *Right hatches* Thickness of Hatches *Steel covers.*

Size of No. 1 Hatchway (Forward) ☒ No. 2 ☒ No. 3 ☒ No. 4 ☒ No. 5 ☒ No. 6 ☒

Number of Shifting Beams and/or Fore and Afters ☒

N.V. MACHINEFABRIEK & SCHEEPSWERF
van B. SMIT Jr., ROTTERDAM.
Builder's Signature *L.H. Frankenburg*

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.

The workmanship has been found good and the vessel has been built in accordance with the approved plans and Secretary's letters given on the other side respecting this case and in general conformity with the Society's Rules. Cargo tanks, wing tanks, fuel tanks, settling tanks, sleep tanks, fore and after peak tanks, cofferdams and double bottom tanks tested as required by the rules and found sound and tight.

Tubework marking verified and cut in the vessels sides.

Certificates of Fittings and castings enclosed herewith.

The amount of Entry Fee *132.00* Fees applied for, *10/7 1931*

Special Survey Fee..... *7321.00* Received by me, *16-7-31*

Travelling Expenses, if any *86.00*

State whether the Vessel has been built under Special Survey *yes*

Certificate to be sent to *Rotterdam* Date of issue *21/7/31*

I am of opinion the Vessel should be Classed *+ 100 A1*

Carrying petroleum in Bulk.

Longitudinal framing bottom and deck.

Signature *R. Leunenburg* *J. Herwerden*
Surveyor to Lloyd's Register of Shipping.

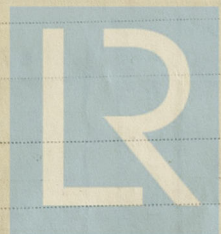
Committee's Minute *TUE. 21 JUL 1931*

Character assigned *+ 100 A1*

Carryg. petrol. in Bulk

write A.F.S. *Lloyd's A.F.C.* *RB* *+ L.M.C. 6.31* *C.L.*

Oil Eng. *2 D.B. 150 lb.*



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Foundation

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.)

Secretary's letters M. Yard numbers of Sister vessels see below
18/3. 1930. Midship section, midship bulkhead, sketch showing alternative attachment of bottom longitudinal to transverse bulkhead
17/3. 1930. Propeller brackets.
21/3. 1930. Transverse bulkhead stiffener in wing tanks.
25/3. 1930. Breadth and thicknesses of strakes of shell plating.
26/3. 1930. Modified scantlings in way of forward oil tanks and riveting list.
27/3. 1930. Profile and deck plating. 31/3. 1930. Transverse bulkhead and midship stiffener.
7/4. 1930. Equipment.
14/4. 1930. Stemframe and rudder.
30/4. 1930. Proposed alternative arrangement of the stiffening of the aftercofferdam bulkhead.
5/5. 1930. Plan of afterend.
6/5. 1930. Alternative method of attaching the aftermost stiffener of the longitudinal bulkhead to the shell in the wing tanks. Proposal to double rivet the lap of the transverse bulkhead webs on centre girder.
6/5. 1930. Position of holes to be cut in the centre girder for pipelines.
7/5. 1930. Plan showing the proposal to overlap the frames on the brackets.
10/5. 1930. Structural arrangement in way of the fore end.
14/5. 1930. Typical arrangement of holes through the main transverse floors for heating coils.
14/5; 28/5; 31/5; 15/6. 1930. Motor seating.
23/5. 1930. Plan of afterpeak bulkhead.
27/5. 1930. Proposal to cut two additional lightening holes 8 inches in diameter each frame space.
19/6. 1930. Plan showing the frames at the afterend.
24/6. 1930. Construction of double bottom in way of the motor engines.
2/7. 1930. Midship section, transverse bulkheads and stiffeners
Amsterdam Scheepbouw Maatschappij Yard N° 210-211
Rotterdam. Maatschappij Pijpenroede Yard N° 320-321
v/d Giessen Scheepswerf Yard N° 617-618. Burgerhout Yard N° 124
Copies of all plans in London. {For midship section of this vessel see plan 24/3.30 v/d Giessen Yard N° 617-618.

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

1st Bower 55 Cut-1 Cr. 21 lbs. N° 8485 L.R. Dusseldorf 24/9.31 H. Haush
2nd „ 52 Cut-2 Cr. 7 lbs N° 490 L.R. „ 27/8.30 J. Quast
3rd „ 41 Cut 1 Cr. 21 lbs N° 4882 L.R. Antwerp. 29/11.30 Fb. Rogers.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 102.5 ft., R.Q.D. „ ft., Bridge 34.8 ft., Forecastle 42.6 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) One steel deck.

Official No. : Signal Letters Is bottom of Vessel coated with cement Yes if not give particulars of composition not in cargo tanks

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	26.2	225
Double bottom, under Engines and Boilers,			After peak tank,	16.7	41
Double bottom, if under Engines only,	68.0	222	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	31.5	355
Double bottom, forward,			Other tanks, if fitted, fuel tanks	12.1	500
Total capacity of double bottom			(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. 998

Date 1/4.30

Dates of Surveys held while building

18-23-28-31/7; 8-21-27/8; 9-18-24-29/9; 4-8-13-20-28/10; 5-8-10-14-19-20-24/11;
2-5-8-10-16-19-22-29/12; 1930. 2-7-8-14-16-19-22-24-27-29-31/13;
3-5-6-12-14-17-20-24-25-27/2; 2-3-5-6-7-10-11-12-14-16-18-24-27/5; 21/4;
27/5; 9-15-19-22-26-30/6; 1931

Total No. of Visits 73

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.		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.	Diam.	Spong.	Number.		Diam.	
Framing of L, L or C																	
Frames in Bridge 'tween Decks ...																	
Frames from Uppermost Continuous Deck No. 1																	
" 2																	
" 3																	
" 4																	
" 5																	
" 6																	
" 7																	
" 8																	
" 9																	
" 10																	
" 11																	
" 12																	
" 13																	
" 14																	
" 15																	
" 16																	
Spacing of Longitudinal Frames																	
Amidships																	
At Ends																	
Double Bottoms																	
Tank Top Longitudinals																	
Bottom "L																	
Spacing of Longitudinals																	
Amidships																	
At Ends...																	
Transverses.																	
In Bridge 'tween Decks																	
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																	
* State if joggled or liners.																	
Longitudinal Beams of L or E																	
Bridge Deck ...																	
Upper																	
Second																	
Third																	

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.

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.

Double bottom, under Engines and Boilers,
Double bottom, if under Engines only,
Double bottom, if under Boilers only,
Double bottom, forward.

60.0 222

After peak tank,
Deep tank, aft,
Deep tank, forward,

16.7 41
31.5 355

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Lloyd's Register

Foundation