

STEEL ~~STEAMER~~ or MOTORSHIP.

Received at London Office JUN 30 1937.

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YES

Date of completion of report

26 : 6 : 37

Port of

GLASGOW.

No. 58525

Survey held at

GLASGOW.

Date First Survey

26 : 3 : 36

Last Survey

21 : 6 :

1937.

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

STEEL SINGLE SCREW MOTORSHIP

"SAN CIPRIANO"

(MACHINERY AFT.)

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

FULL SCANTLING.

State Type of Erections

P. B. & P.

TONNAGE under Tonnage Deck...

7200.60

CLASS +100 A.I.

State if with freeboard as condition of Class

No

Built at 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)

FEET.

L 460.0

Launched 27TH APRIL 1937 Yard No. 45

Total

7200.60

Breadth (greatest moulded)

B 59.0

Builders BLYTHSWOOD S. B. & CO. LTD.

Gross Tonnage

7966.41

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

D 34.0

Owners EAGLE OIL & SHIPPING CO. LTD.

Register Tonnage

4766.90

1st Longitudinal Number (L x D) = 15640

Managers

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

REGISTERED DIMENSIONS.

FEET.

Length

464.9

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

13.52

Residence

Breadth

59.1

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

Do. Long Bridge to top of keel

Port of Registry LONDON.

Depth

33.9

Draught Moulded

27'-4 1/2"

If surveyed while building, afloat, or in dry dock

BUILDING, AFLOAT AND IN DRY DOCK.

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	30 1/2			✓	Bracket Floors, Frame				
" " from 3/8 length to Collision bulkhead	30 1/2 - 27			✓	" " Reversed Frame				
" " in peaks	24			✓	" " Vertical Struts				
SIDE FRAMING.					Centre Girder, depth and thickness amidships	60	50		✓ RPP 46 x 54
Frame Amidships, Angle, E or C	10	3 1/2	.42	✓	" " top Angles	4	4	.52	✓
" " Extends up to	UPPER DECK.			✓	" " bottom Angles	5	5	.54	✓
Reversed Frame Amidships, Angle	4	4	.50	✓ WAY OF TRANSVERSES	Side Girders, No. each side and thickness	1	.60		✓
" " Extends up to	UPPER DECK			✓	Margin Plate depth (excl. of flange) and thickness	66	.54		✓
Depth of Framing Girder	10			✓	" " Vertical Angle to Tank side	6	6	.50	✓
Frames in Uppermost Continuous 'tween Decks, Angle, E or C					" " Bracket abaft 1/2 len. from stem				
" " Second 'tween Decks, Angle, E or C					" " Vertical Angle to Tank side				
" " Third " " " "					" " Bracket forward 1/2 len. from stem				
Framing in Peaks, Angle, E or C	9	3 1/2	.38	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem				None ✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8	4 7/8		✓	" " Gussets, spacing and scantling forward 1/2 len. from stem				
State if Frame Joggled	YES			✓	Tank Side Brackets, height above base line at toe of Frame and thickness	96	.46		✓
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	WEB FRAMES AND STRINGERS.			✓	INNER BOTTOM PLATING.				
STRENGTHENING OF BOTTOM FORWARD. State Particulars	DEEP FLOORS & GIRDERS D. R. FRAMES CLOSE SPACED RIVETING INCREASED PLATING.			✓	Breadth and thickness of Middle Line Strake	1 1/8			✓
SINGLE BOTTOM.					Thickness of remainder in Holds	.52			✓
Floors, Depth and thickness at mid-line in Holds					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?	YES			✓
Height of Brackets at side above base line at toe of frame					BEAMS.				
Middle Line Keelson, on Floors, Angles, E or C					Uppermost Continuous Deck, amidships in Wells, Angle, E or C	LONGITUDINAL FRAMING			✓
" " Through Plate or Intercoastal Plate					" " in way of Bridge, Angle, E or C	D			✓
" " Foundation Plate on Floors					Spacing	33 - 30			✓
" " Flat Plate Keel Angles					Second Deck, amidships, Angle, E or C	8	3	.40	✓ AND AS PER PLAN
Side Keelsons, No. each side					Spacing	EVERY FRAME			✓
" " thickness of Intercoastal Plate					Third Deck, amidships, Angle, E or C				
" " Angles					Spacing				
DOUBLE BOTTOM. IN MOTOR ROOM.					Fourth Deck, amidships, Angle, E or C				
Solid Floors, thickness and spacing	4.8	EVERY FRAME		✓	Spacing				
" " Are Frame and Reversed Frame joggled?	YES.			✓	Poop Deck, Angle, E or C	8	3	.50	✓ AND AS PER PLAN
Bracket Floors, breadth and thickness at middle line					Spacing	EVERY FRAME			✓
" " breadth and thickness at margin plate					Bridge Deck, Angle, E or C	LONGITUDINAL FRAMING			✓
					Spacing	33			
					Forecastle Deck, Angle, E or C	10	3 1/2	.46	✓ AND AS PER PLAN
					Spacing	ALL FRAMES.			

PILLARS AND DECKS.

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				Thickness of Plating abreast Deck openings in way of Wells .....	.36 - .34	✓	
" " " " " "				Thickness of Plating abreast Deck openings in way of Bridge			
" in Holds " " " " " "				Thickness of Plating within line of openings.....	.32	✓	
" " " " " " " "				If Sheathed, material and thickness			
Centre Line Bulkheads. Stiffeners and Spacing.....	10	3 1/2	.42	Third Deck. Stringer Plate, breadth and thickness.....			
	SPACED	30 1/2		If Plated, state thickness.....			
Plating, thickness of .....	.51	.40	✓	Fourth Deck. Stringer Plate, breadth and thickness.....			
STRINGERS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells	84	.78	✓	If Plated, state thickness			
" " " " " in way of Bridge	84	.94	✓	Poop Deck. Stringer Plate, breadth and thickness .....	.37	✓	
" Angle in Wells	Y	Y	.70	Plating, Sheathing, material and thickness ...	.26	2 1/2	O.P.
Thickness of Plating abreast Deck openings in way of Wells .....	.66		✓	Bridge Deck. Stringer Plate, breadth and thickness.....	60	.44	✓
Thickness of Plating abreast Deck openings in way of Bridge			✓	Plating, Sheathing, material and thickness ..	.28	2 1/2	O.P.
Thickness of Plating within line of openings...	.58		✓	Forecastle Deck. Stringer Plate, breadth and thickness.....	.37		✓
If Sheathed, material and thickness				Plating, Sheathing, material and thickness ..	.36		✓
Second Deck. IN MACHINERY SPACE. Stringer Plate, breadth and thickness in Wells...	.44	.36	✓				

SHELL PLATING.

SCANTLINGS.					RIVETING.									
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	No.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.			
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing cr. to cr.				
												Inches.	Inches.	
FLAT PLATE KEEL	53	.99	.78	.78	3 ✓	DOUBLE	1	4	✓	5-4	1 1/8-1	4 1/2-4	✓	LAPPED.
„ Data (if any)														
BOTTOM PLATING, No. of Strakes .....4.....		1 c .67 1 c .66 2 c .64	.53 .50 .50	.51 .50 .50		DOUBLE	7/8	3 1/2	✓	4-3	7/8	3 1/2-3 3/8	✓	LAPPED
BILGE PLATING, No. of Strakes .....1.....		.63 ✓	.60 ✓	.60		“	“	“	✓	“	“	“	✓	“
SIDE PLATING, No. of Strakes .....3.....		.63 ✓	.48 ✓	.48		“	“	3 1/2-3 3/8	✓	“	“	“	✓	“
UPPER DECK, Sheer-strake in Wells.....	83	.93 ✓	.50 ✓	.50		“	1	4	✓	5-3	1-7/8	4 1/2-3 3/8	✓	“
UPPER DECK, Sheer-strake in Bridge ...	83	.93 ✓				“	“	“	✓	5	1	4 1/2	✓	“
STRAKE BELOW Sheer-strake in Wells.....	79 1/2	.72 ✓	.50 ✓	.50		“	7/8	3 1/2	✓	4-3	7/8	3 1/2-3 3/8	✓	“
STRAKE BELOW Sheer-strake in Bridge ...	79 1/2	.72 ✓				“	“	“	✓	4	“	3 1/2	✓	“
POOP SIDE PLATING .....				.40 ✓		SINGLE	7/8	3 1/2	✓	2	3/4	2 5/8	✓	“
BRIDGE SIDE PLATING ...		.44 ✓				“	“	“	✓	2	“	“	✓	“
FOREC'TLE SIDE PLATING			.44 ✓			“	3/4	3	✓	1	“	“	✓	“

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c)	15	✓
" Deck next below	NONE	✓
As per Rule	Y To UPPER DECK.	✓

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper 'tween decks No 109					
" " Second "					
" " Third "					
" " Holds .....	.52-.40	10 x 3 1/2 x .40	33 x 30	2 SEMI-BOX BEAMS	
COLLISION " (in Hold) .....	.52-.33	10 x 3 1/2 x .44	24	1 STEEL DECK	
AFTER PEAK " " .....	.50-.30	10 x 3 1/2 x .50	24	1 " "	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	ROLLED	10 1/2 x 2 3/4	LANARKSHIRE STEEL CO. LTD.	
STERN FRAME	Propeller Post	Casting	SPECIAL SECTION AS PER PLAN.	STROMMENS VERKSTAD
	Rudder "	D ²	D ²	D ²
Speed of Vessel		12 KNOTS		
RUDDER—Type		STREAM LINED		
" A x D		T86		
" Diam. of head	Forging	13 3/4	LINDHOLMEN - MOTALA	
" Mainpiece at top pintle	Casting	14 1/2 x 10 1/2	STROMMENS VERKSTAD.	
" " heel ...	"	9 3/4 x 10 1/2		
" how constructed		AS PER PLAN		
" double or single plate coupling, vertical or horizontal		DOUBLE		

STEEL.

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

COLVILLES LTD, LANARKSHIRE STEEL CO LTD, THE STEEL COMPANY OF SCOTLAND LTD,
OPEN HEARTH PROCESS

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

EQUIPMENT No 44,354. ✓

LETTER *c f* ✓.

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.				
95753	1st Bower ...	74	2	12	✓	✓		56	5	0	0	73½	HALL'S STOCKLESS.	J.G. WALKER & SON	N. 10-12-36 J.A.R.
95737	2nd " ...	74	0	14	✓	✓		56	0	0	0	73½	" "	"	N. 10-12-36 J.A.R.
95708	3rd " ...	74	0	7	✓	✓		56	0	0	0	73½	" "	"	N. 24-12-36 J.A.R.
	Collective weight.	222	3	5								219½ ✓			
95064	Stream	22	1	9	✓	✓		22	13	0	14	22 ✓	RODGERS IRON STOCK	J.G. WALKER & SON	N. 13-1-37 J.A.R.

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.	Break-ing.	Supplied.	Per Rule.	Cwts.	Fathoms.	Ins.					Length.	Ins.		Length.	Ins.
88265	270	2 7/16	106 9/10	149 5/8	795 2 0					STUD LINK	J.G. WALKER & SON	N. 13-2-37 J.A.R.	TOWLINE	130	5 1/4	77.5	130	5 1/4
88409	30 5/8	2 7/16	"	"	95 0 6			890-1-0	300	2 7/16	"	N. 13-2-37 J.A.R.	HAWSERS & WARPS	120	3 1/2	35.2	100	2 3/4
88266B	✓	2 7/16	"	"	2-0-16					2 JOINING SHACKLES	"	N. 13-1-37 A.B.	"	120	3 1/2	35.2	100	2 3/4
Stream	120	5			70.9				120	5			"	120	3 1/2	35.2	100	2 3/4
Steel Wire													"	120	3 1/2	35.2	100	2 3/4

Steering Gear, Steam HASTIES HYDRAULIC 4 RAM TYPE. - STEAM ENGINE Steering Gear, Hand NONE. BLOCK & TACKLE TO AFTER WINCH.

Boats 4 x 24 FEET → 1-18 FT DINGHY. Steering Chains, Size and Test NONE. Windlass EMERSON - WALKER STEAM.

Ceiling in Holds, thickness and material NONE Cargo Battens, thickness, material and spacing 6 x 2 - 9" SPACING. FORE HOLD

Cargo Hatchways.-(Upper Deck) STEEL COAMINGS Thickness of Hatches STEEL PLATE COVERS.

Size of No. 1 Hatchway (Forward) 14'0" x 9'0" No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters NONE.

BLYTHSWOOD SHIPBUILDING CO. LTD.

Builder's Signature

John W. Stewart

Secretary

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel ✓

(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, the Secretary's letters of various dates and in conformity with the Rules for the class contemplated.

The materials and workmanship are good.

The bulkheads, decks, double bottom tanks, peak tanks, oil cargo tanks, oil fuel tanks and copperdams have been tested as required by the Rules and found satisfactory.

The steering gear and windlass have been tried under working conditions and found in order.

Oil fuel (F.P. above 150°F) is carried in the double bottom in the machinery space, in oil tanks situated between the machinery space and the after copperdam and in the forward deep tank.

The forward has been verified and cut in on the vessel's sides.

See also Report 1* forwarded herewith.

This vessel is a duplicate of the motorship "SAN CONRADO".

The amount of Entry Fee £ 10 : 0 : 0

Fees applied for,

10.6. 1937

(Special notations, where part of class, to be stated.)

Special Survey Fee.... £ 598 : 14 : 6

FREEBOARD £ 18 : 0 : 0

Travelling Expenses, if any £ : ✓ :

Received by me,

16.6. 1937

I am of opinion the Vessel should be Classed + 100A.1.

CARRYING PETROLEUM IN BULK

State whether the Vessel has been built under Special Survey YES ✓

Signature

H. Thomson

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to

GLASGOW

Date of issue

5/7/37

Committee's Minute GLASGOW 29 JUN 1937

Character assigned + 100A.1

6.37.

Carrying Petroleum in Bulk.

Lloyd's A.C.P.

+ L.M.C. 6.37.

2 A.B. - 180 lb.



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Lloyd's Register Foundation

002340-002351-0094(213)

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.)

The following plans and reports are forwarded herewith: viz, (35 plans + 5 reports)

Vessel as built.

Midship Section

approved plans.

1 Midship Section

2 Profile and decks

3 Fore end framing

4 Crossed stern and after end framing

5 Framing in engine room and oil fuel tanks

6 Bottom framing in No. 1 & 7 oil tanks

7 Bottom strengthening forward

8 Bridge side framing

9 upper deck plating

10 Transverses in bridge space.

11 Welding of transverses in bridge space.

12 Bulkheads.

13 Scuttings of upright bulkheads, stringers in main oil tanks

14 Fore & after peak bulkheads.

15 No. 162 bulkhead.

16 Forward cofferdam bulkheads.

17 Bottom longitudinal brackets in way of cofferdams & oil fuel tanks

18 oil fuel tanks, after cofferdam & reaping of prop. joint.

19 Shell and longitudinal bulkheads in way of cofferdams.

20 Forecastle extension

21 w.t. hatch and trunk to forward cargo hold.

22 Details of brackets

23 Shell in way of trunk of prop.

24 Tank top and engine seating

25 Longitudinals in pump room.

26 Boiler flat and stows

27 Main pump seats

28 Seats

29 auxiliary steering tackle

30 Raising list.

31 Rudder and stemframe

32 Sledge and ballast forward

33 Sledge and ballast aft

34 Main pump room

Reports.

Stemframe

Rudder

Rudder head

Listed

Listed

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

LONGITUDINAL FRAMING AT BOTTOM AND AT DECK, CRUISER STERN, WIRELESS, DIRECTION FINDER, OIL ENGINES, MACHINERY AFT, Lloyds A & C.P.,

1 DK, 2nd DK AFT OF CARGO TANKS, OVERALL LENGTH 482'-6".

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

1st Bower	44-1-18	J.C.	1254	18-3-36
2nd "	44-1-16	J.C.	1250	18-3-36
3rd "	44-1-22	J.C.	1249	18-3-36

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 94.0 ft., R.Q.D. ft., Bridge 43.4 ft., Forecastle 47.9 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the R.D., this should be distinctly stated—

No. and Material of Decks 1 DK, 2nd DK AFT OF CARGO TANKS.

Official No. 165480; Signal Letters

Is bottom of vessel coated with cement

No

if not give

particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	23.0	140
Double bottom, under Engines and Boilers,			After peak tank,	16.0	87
Double bottom, if under Engines only,	64.0	164	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	24.7	292
Double bottom, forward,			Other tanks, if fitted,		
	Total capacity of double bottom	164	(If necessary, furnish further information by sketch.)		

TOTAL LENGTH OF DOUBLE BOTTOM 69.1 ft.

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 6261

Date 26. 11. 35

Dates of Surveys held while building

1936 Mar.: 26. 27 June.: 2 Aug.: 19 Sep.: 4. 21 Oct.: 16. 28. 30 Nov.: 5. 10. 25. 30 Dec.: 1. 3. 4.
18. 24 (1937) Jan.: 12. 13. 14. 20. 21. 25. 26. 27. 29 Feb.: 1. 2. 5. 8. 11. 12. 15. 22. 24. 26.
Mar.: 1. 3. 8. 9. 11. 12. 15. 17. 19. 22. 24. 25. 26. 30. 31 Apr.: 1. 2. 3. 6. 7. 9. 12. 13. 15. 20. 21. 23.
26. 27 May.: 21. 28 June.: 14. 16. 18. 21

Total No. of Visits 72

Rpt. 1*.

MOTORSHIP "SAN CIPRIANO." GLASGOW REPORT No 58525
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. Ins.	Speng. Ins.	Number.		Diameter. Inches.	
Framing of L, L or C				Y	3	.40 ✓				Y	3	.40 ✓				7/8	5/4	5 1/4 ✓	8	7/8 ✓
Frames in Bridge 'tween Decks ...				17 x 4 x 4 x		.48/.68 ✓	17 x 4 x 4 x		.48/.68 ✓	17 x 4 x 4 x		.48/.68 ✓	17 x 4 x 4 x		.48/.68 ✓	"	"		18	" ✓
Frames from Middle LINE.																				
Frames from Uppermost Continuous Deck																				
No. 1																				
" 2																		3/8 FOR 11		
" 3																		RIVETS EACH		
" 4																		SIDE OF TRANSVERSE		
" 5																		AND BULKHEADS		
" 6																				
" 7																				
" 8																				
" 9																				
" 10																				
" 11																				
" 12																				
" 13																				
" 14																				
" 15																				
" 16																				
1-3				33						33										
Amidships				30						30										
At Ends							33 ✓						33 ✓							
Tank Top Longitudinals																				
Bottom																				
Amidships																				
At Ends																				
Transverses.																				
Bridge																				
Depth and Thickness				15	.38 ✓					15	.38 ✓									
Face Angles				3	3	.40 ✓				3	3	.40 ✓								
Lugs to Shell*				3	3	.40 ✓				3	3	.40 ✓				3/4	3 3/8 ✓			
In 'tween Decks.																				
Depth and Thickness																				
Face Angles																				
Lugs to Shell*																				
INNER				40	.44 ✓		40	.44 ✓		40	.44 ✓		40	.44 ✓						
OUTER				37	.44 ✓					37	.44 ✓									
1 1/4" 6				3 1/2	.56 ✓	✓	3 1/2	.56 ✓	✓	6	3 1/2	.56 ✓	✓	6	3 1/2	.56 ✓				
007" 6				3 1/2	.53 ✓	✓				6	3 1/2	.53 ✓	✓							
Hold.																				
Lugs to Shell*				6	6	.44 ✓	6	6	.44 ✓	6	6	.44 ✓	6	6	.44 ✓	7/8	4	AND AS PER APPROVED PLANS.		
" " Back Bars				AS	PER	PLAN	AS	PER	PLAN	AS	PER	PLAN	AS	PER	PLAN					
Brackets					NONE			NONE			NONE			NONE						
Spacing of Transverse Frames				10'-2"	✓		10'-2"	✓		10'-2"	✓		10'-2"	✓						
State if joggled or liners.																				
Longitudinal																				
Bridge Deck				5 1/2	3	.30 ✓				5 1/2	3	.30 ✓				33				
Upper				INN. 8	3 1/2	.46 ✓	8	3 1/2	.46 ✓	8	3 1/2	.46 ✓	8	3 1/2	.46 ✓	33				
Second				OUT 8	3 1/2	.44 ✓	8	3 1/2	.44 ✓	8	3 1/2	.44 ✓	8	3 1/2	.44 ✓	30				
Third																				
Transverse Beams.																				
In Ships.																				
As approved.																				
Plate.																				
Angles.																				
Plate.																				
Angles.																				
10 x 3 1/4																				
5 x 3 x 3 1/4																				
10 x 3 1/4																				
5 x 3 x 3 1/4																				
28 x 4 1/2																				
6 x 3 1/2 x 4 1/4																				
28 x 4 1/2																				
6 x 3 1/2 x 4 1/4																				

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.

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