

## STEEL STEAMER or MOTORSHIP.

Received at London Office

6 OCT 1933

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 *28th September 1933* Port of *Hamburg* No. *20926*  
Survey held at *Hamburg* Date First Survey *24th Sept. 1933* Last Survey *21st September 1933*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Steel Twin Sc. "D. L. HARPER" Machinery aft, Cruiser stern.*State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling, longitudinal framing* State Type of Erections *after bridge*TONNAGE under *11753* CLASS *+100A1* State if with freeboard *no* Built at *Hamburg*  
Tonnage Deck... *Longitudinal framing* FEET.Do. of space or spaces between Tonnage Dk. and Upper Dk. *✓* Length from fore part of stem to after part of stern } *L 520.0*  
post on summer L.W.L. See Sec. 3 (1a)Total Breadth (greatest moulded) *B 70.0* Builders *Deutsche Werft A.G.*Gross Tonnage *12336* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 38.75* Owners *Baltisch-Amerikan. Petroleum Import G.m.b.H.*Register Tonnage *7020* 1st Longitudinal Number (L x D) *= 20150* Managers *Genid. T. K. Khudari*  
(Where necessary to be entered in Reg. Book.) *G.m.b.H.*REGISTERED DIMENSIONS. FEET. Residence *Daurig*Length *521.46* Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.42* Port of Registry *Daurig*Breadth *70.40* Do. Long Bridge to top of keel *✓* If surveyed while building, afloat, or in dry dockDepth *38.76* Draught Moulded *30' 3 3/4"* *In shelter, 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	<i>See longitudinal framing</i>				Bracket Floors, Frame	<i>✓</i>			
" " from $\frac{3}{8}$ length to Collision bulkhead. <i>DEEPTANK.</i>	<i>665</i>				" " Reversed Frame	<i>✓</i>			
" " in peaks. <i>MOTOR SPACE</i>	<i>610</i>				" " Vertical Struts	<i>✓</i>			
SIDE FRAMING.					Centre Girder, depth and thickness amidships	<i>1820 13-165</i>			
Frame Amidships, Angle, $\angle$ or $\square$	<i>See longitudinal framing</i>				" " top Angles	<i>90 90 14</i>			
" " Extends up to	<i>✓</i>				" " bottom Angles	<i>130 130 16</i>			
Reversed Frame Amidships, Angle	<i>✓</i>				<i>MOTOR SEATING</i>				
" " Extends up to	<i>✓</i>				Side Girders, No. each side and thickness	<i>4 13.5</i>			
Depth of Framing Girder	<i>✓</i>				Margin Plate depth (excl. of flange) and thickness	<i>✓</i>			
Frames in <i>FORW. DEEPTANK</i>	<i>300 90 13</i>				" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<i>✓</i>			
<i>REVERSE FRAME</i>	<i>120 90 13</i>				" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	<i>✓</i>			
" " <i>Second Deck</i> Angle <i>✓</i>	<i>120 90 13</i>				" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<i>✓</i>			
" " <i>Third</i> " " "	<i>✓</i>				" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<i>✓</i>			
Framing in Peaks, <i>RIGHT</i> $\angle$	<i>250 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 <i>22 120</i>	<i>22 120</i>				INNER BOTTOM PLATING.				
State if Frame Joggled	<i>no</i>				Breadth and thickness of Middle Line Strake	<i>1800 13-16</i>			
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>3 tiers of beams &amp; plate stringers 3 stringers &amp; deep framing in fore. deeptank.</i>				Thickness of remainder in <i>ENGINE R.</i>	<i>16-30</i>			
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>3 bottom stringers midship thickness as per hull book. Bottom frames 150.150.12 in fore. deeptank.</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>yes</i>			
SINGLE BOTTOM.					BEAMS.				
Floors, Depth and thickness at mid-line in Holds	<i>1905. 12.5</i>				Uppermost Continuous Deck, amidships	<i>See longitudinal framing</i>			
FACE BAR <i>DOUBLE</i>	<i>340 100 15</i>				" " in Wells, Angle, $\angle$ or $\square$	<i>✓</i>			
Middle Line Keelson, <i>FACE BAR</i>	<i>180 90 10</i>				" " in way of Bridge, Angle, $\angle$ or $\square$	<i>✓</i>			
" " <i>INTERCOASTAL PLATE</i>	<i>1400 11.5</i>				Spacing	<i>✓</i>			
" " <i>FOUNDATION PLATE</i>	<i>✓</i>				Second Deck, amidships, Angle, $\angle$ or $\square$	<i>✓</i>			
" " <i>FLAT PLATE KEEL ANGLES</i>	<i>100 100 14</i>				Spacing	<i>✓</i>			
Side Keelsons, No. each side	<i>✓</i>				Third Deck, amidships, Angle, $\angle$ or $\square$	<i>✓</i>			
" " thickness of Intercoastal Plate	<i>✓</i>				Spacing	<i>✓</i>			
" " Angles	<i>✓</i>				Fourth Deck, amidships, Angle, $\angle$ or $\square$	<i>✓</i>			
DOUBLE BOTTOM. <i>AFT</i>					Spacing	<i>✓</i>			
Solid Floors, thickness and spacing	<i>12-13.5 760</i>				Poop Deck, <i>RIGHT</i> $\angle$	<i>200 75 10</i>			
" " Are Frame and Reversed Frame joggled?	<i>yes</i>				Spacing	<i>760</i>			
Bracket Floors, breadth and thickness at middle line	<i>✓</i>				Bridge Deck, Angle, $\angle$ or $\square$	<i>See longitudinal fr.</i>			
" " breadth and thickness at margin plate	<i>✓</i>				Spacing	<i>200 90 10</i>			
					Forecastle Deck, <i>RIGHT</i> $\angle$	<i>200 90 12</i>			
					Spacing	<i>665 610</i>			



## PILLARS AND DECKS.

PILLARS, No. of Rows.	IN SHIP.			Any Departure from Approved Plans to be Noted.		IN SHIP.			Any Departure from Approved Plans to be Noted.
	Breadth.	Thickness.	Spacing.			Breadth.	Thickness.	Spacing.	
Stringer Plate, breadth and thickness in way of Bridge									
Thickness of Plating abreast Deck openings in way of Wells									
Thickness of Plating abreast Deck openings in way of Bridge									
Thickness of Plating within line of openings									
If Sheathed, material and thickness									
<b>Third Deck.</b>									
Stringer Plate, breadth and thickness									
If Plated, state thickness									
<b>Fourth Deck.</b>									
Stringer Plate, breadth and thickness									
If Plated, state thickness									
<b>Poop Deck.</b>									
Stringer Plate, breadth and thickness									
Plating, Sheathing, material and thickness									
<b>Bridge Deck.</b>									
Stringer Plate, breadth and thickness									
Plating, Sheathing, material and thickness									
<b>Forecastle Deck.</b>									
Stringer Plate, breadth and thickness									
Plating, Sheathing, material and thickness									

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	<i>inches. mm.</i>	<i>inches. mm.</i>	<i>inches. mm.</i>	<i>inches. mm.</i>				<i>inches. mm.</i>	<i>inches. mm.</i>		<i>inches. mm.</i>	<i>inches. mm.</i>	
FLAT PLATE KEEL .....	1300	27.8	21.8	21.8		Double	28	112	3	28	112	Strapped.	
„ DBLG. (if any)	—	—	18.5	—		—	—	—	—	—	—	—	
BOTTOM PLATING, No. of Strakes .....	1874	21.25	15.5	19		Double	25	100	5	25	112	happed	
BILGE PLATING, No. of Strakes .....	—	21.25	19.0	17.25		—	25	100	5	25	112	—	
SIDE PLATING, No. of Strakes .....	—	17.25	13.25	13.25		Triple	22	77	4	22	88	—	
UPPER DECK, Sheer-strake <del>in Bridge</del> .....	1390	28.0	13.25	13.25		Double	28	112	3	28	126	Strapped	
UPPER DECK, Sheer-strake in Bridge ...	—	—	—	—		—	—	—	—	—	—	—	
STRAKE BELOW Sheer-strake <del>in Bridge</del> .....	1350	23.5	13.25	13.25		Double	25	100	3	25	112	Strapped	
STRAKE BELOW Sheer-strake in Bridge ...	—	—	—	—		—	—	—	—	—	—	—	
POOP SIDE PLATING .....	—	—	—	11		Double	19	76	2	19	66	happed	
BRIDGE SIDE PLATING ...	—	12	—	—		Double	19	76	2	19	66	—	
FORECASTLE SIDE PLATING	—	—	11.5	—		Single	19	76	1	19	66	—	

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	16
Extending to Upper Deck (Sec. 3 c)	15
" Deck next below	1
As per Rule	yes, as approved

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Flat Plate Keel			
STEM	Forging 280.80			
STERN FRAME	Propeller Post	300		
" BRACKETS	"	as app.		
RUDDER—A x D				
Speed of Vessel	12.5 Km.			
RUDDER SHAFT	Forging 295 diam			
INTERN. SHAFT	" 265 diam			
how constructed	Salomon Rudder			
double or single plate	Electric welded			
coupling, vertical or horizontal	horizontal			

## STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) L. M. Open Hearth Process.

Plates & profiles: Gutehoffnungshütte, Oberhausen.

Profiles: Dorman, Long & Co. Ltd, Middlesbrough, Appleby Iron Co. Ltd, South Wales.

Has the Steel been tested as required by the Rules? yes; by the Society's Surveyors and by the German Lloyd.



EQUIPMENT No. 57484

LETTER 97

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
2583	1st Bower	Owts. qrs. lbs. 94 2 9	Owts. qrs. lbs. - - -	Tons. cwts. qrs. lbs. 65 7 2 0	Owts. 95	Stockless, Green	O. Green	Magdalen, 20.3.33. J.C.
2584	2nd "	94 0 23	- - -	65 7 2 0	271	"	"	"
2585	3rd "	94 1 17	- - -	65 7 2 0		"	"	"
	Collective weight.	283 0 31						
2586	Stream	25 0 16		24 19 1 14	32			

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.
954	328 2 3/4	127 181	Owts. qrs. lbs. 1352 1 5	Owts. 1200	330 2 3/4	Link 4. Schlieper	14.9.32. Sch.	Spun Steel	112 6	123.6	130 6 1/2
								TOWLINE	2 1/2	18.8	2 1/4
								HAWSERS & WARPS	112 3 1/4	40	100 2 3/4
									4 1/2	52	100 8
									90 9	52	
									4 1/2	52	
									90 10	52	
									2 1/2	52	

Steering Gear, Steam *yes, efficient, Atlas Works.* Steering Gear, Hand *yes, efficient.*  
 Boats *4 life boats.* Steering Chains, Size and Test *no chains.* Windlass *steam, efficient.*  
 Ceiling in Holds, thickness and material *no ceiling.* Cargo Battens, thickness, material and spacing *no cargo battens.*  
 Cargo Hatchways. (Upper Deck) *Steel plates and angles.* Thickness of Hatches *Steel covers.*  
 Size of No. 1 Hatchway (Forward) *8' 9" x 11' 10" 1/2* 9 OFF *NO. 2 6' 0 1/2" x 4' 11" 1/2* 21 OFF *NO. 3 4' 1" x 2' 11" 1/2*  
 Number of Shifting Beams and/or Fore and Afters *none.*

Builder's Signature

DEUTSCHE WERFT  
AKTIENGESELLSCHAFT

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 *yes* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

*Oil fuel flash point above 150° F.*  
 This vessel has been built in accordance with the approved and amended plans, the requirements embodied in the Secretary's letters and in all other respects in conformity with the Rules and Society's Requirements for "Carrying Petroleum in bulk". The workmanship is of the best description for this type of vessel, all parts conforming well with each other without use of any packing and efficiently riveted together. The peak tanks, double bottom tanks, deep tanks, oil cargo tanks and cofferdams have been fitted and tested as required by the Rules and were found perfectly tight. The air and sounding pipes of all tanks comply with the Rules. The packing arrangement and strengthening of the bottom forward have been carried out as approved. The steel material used in the construction of this vessel has been made at works approved by the Committee.

The amount of Entry Fee ..... £ 12 : 0 : 0 Fees applied for, 19  
 Special Survey Fee .... £ 718 : 16 : 0 Received by me, 31-10-1933  
 Travelling Expenses, if any £ 27 : 10 : 7

I am of opinion the Vessel should be Classed *+100 A 1*  
*"Carrying Petroleum in bulk"*  
*"longitudinal framing" Rudder elect. welded.*

State whether the Vessel has been built under Special Survey *yes.*  
 Certificate to be sent to *Survey Office* Date of issue *30/10/33.*

Signature *A. Christen H. Goring.*  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI. 13 OCT 1933**  
 Character assigned *+100A1*  
*Carrying petroleum in bulk*

*+ L.M.C. 9.33 C.L.*  
*4 DB 500 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.)

and tested by the Swedish Surveyors and by the Germanischer Lloyd. Anchors and chain cables have been compared with the Certificates and found in order. General Equipment found satisfactory in every respect. The Rudder is of special construction, electric welded Simplex Balance Type. The freeboard given by the Teetrapfgenossenschaft has now been verified and found same marked as follows:

Top of statutory deck line - upper edge of stringer plate (upper deck).

From top of statutory deck line to centre of disc. = 2.60 m.

Tropical fresh water above centre of disc. = 0.39 m.

Fresh water above centre of disc. = 0.20 m.

Tropical above centre of disc. = 0.19 m.

Winter below centre of disc. = 0.19 m.

Winter North Atlantic below centre of disc. = 0.32 m.

The draught corresponding to the freeboard is 30' 6 1/2" as given on Builders Displacement scale.

The approved plans are returned herewith:

1. Midship Section; 2. Profile and decks; 3. Flat Plate Keel & bottom; 4. Bottom Longitudinals; 5. Spectacle houses; 6. Stemframe & rudder; 6a. Rudder bearing and coupling; 6b. Attachment to rudder; 7. Transverser amidships; 8. Double bottom aft; 9. Oiltight bulkheads; 10. Oiltight bulkheads; 11. Oiltight bulkheads; 12. Oilfuel bunker and cofferdam aft; 13. Longit side bulkheads; 14. Brackets to longit side bulkheads; 15. Transverser in oil tanks aft; 16. Transverser in oil tanks forward; 17. Longit. frames in oil tanks; 18. Arrangement of frames & beams in forebody; 19. Framing aft; 20. After peak bulkhead etc; 21. Brackets to side & deck longitudinal; 22. Shell plan; 23. Rinking of shell plating; 24. Transverser in motor room; 24a. Transverser in motor room (149); 25. Girders etc; 26. Watertight Mt., pump room, collision bulkhead & chain locker; 27. Arrangement of frames & beams in after body; 28. Engine room casing, poop deck & poop front bulkhead; 29. Deck I; 30. Deck II aft; 31. Deck II, stringers etc in fore body; 32. Deck III aft; 33. Stern; 34. Test plan; 35. Deckhouse amidships; 35a. Deckhouse on bridge deck (149); 36. Forecastle deck; 37. Marks and demark ports.

6 Test Certificate attached.

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

1st Bower	Shank	"	25:1:27	"	"	12 ft.	"	621	20.3.33.
	Head	"	13:0:11	"	"	15 ft.	"	618	20.3.33.
2nd "	Shank	"	25:1:12	"	"	15 ft.	"	622	20.3.33.
	Head	"	13:3:4	"	"	12 ft.	"	619	20.3.33.
3rd "	Shank	"	25:0:3	"	"	15 ft.	"	623	20.3.33.
	Head	"	15:3:24	"	"	12 ft.	"	620	20.3.33.
Minimum anchor	Shank	"	7:0:23	"	"	15 ft.	"	624	20.3.33.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of ~~54.55~~ 54.55 ft., R.Q.D. — ft., Bridge 40.0 ft., Forecastle 39.1 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) 1<sup>st</sup> dk (Stk) 2<sup>nd</sup> dk (Stk) clear of cargo tanks, 3<sup>rd</sup> dk (Stk) aft of cargo tanks Web frames.

Official No. — ; Signal Letters H. G. P. B. Is bottom of Vessel coated with cement no if not given

particulars of composition Peak tanks, ballast tanks, pump room bottom and bilges in Motor room Bilge keels and double bottom tanks aft cement.

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Cap. Tons.
Double bottom, aft,			Fore peak tank,	26	129
Double bottom, under Engines and Boilers,			After peak tank,	27	124
Double bottom, if under Engines only, AFT	50	119	Deep tank, No. 1 FORWARD	35	198
Double bottom, if under Boilers only,			Deep tank, forward, No. 2	18	113.2
Double bottom, forward,			Other tanks, if fitted,	53	236
Total capacity of double bottom		119	(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.

Date 14.11.1930

Dates of Surveys held while building

1931: Sept. 24; 1932: Jan. 15, 21, 29; Feb. 2, 8, 12, 18, 23, 29; March 7, 9, 19, 29; April 9, 13, 15, 21, 29; May 3, 6, 13, 17, 18, 19; June 9, 14, 20, 21, 27, 29; July 4, 9, 14, 20, 25; Aug. 9, 12, 17, 19, 22, 31; Sept. 2, 6, 7, 9, 13, 15, 19, 22, 28; Oct. 3, 6, 11, 14, 19, 21, 25, 27, 28; Nov. 2, 4, 7, 10, 15, 18, 21, 28, 29; Dec. 7, 19, 28. 1933: Jan. 2, 4, 7; Feb. 25; March 8, 13, 20, 31. Total No. of Visits 140  
April 10, May 2, June 2, 9, 19, 27, July 8, 22, 26, Aug 4, 9, 14, 17, 22, Sept 2, 11, 14, 18, 26



# PARTICULARS OF LONGITUDINAL FRAMING.

Ham. Rpt. 20926

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. Inches.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.		
	Wt.	Am.	Wt.	Ins.	Ins.	Ins.	Wt.	Am.	Wt.	Ins.	Ins.	Ins.			Number.	Diameter.	
aming of <i>MM L</i> <i>Wt. Am. Wt.</i> .....																	
mes in Bridge 'tween Decks ...	180	90	10				180	90	10								
mes from Uppermost Continuous Deck	200	90	13				200	90	13				22	130			
No. 1	200	90	13				200	90	13				"	"			
" 2	200	90	13				200	90	13				"	"			
" 3	230	90	11				230	90	11				"	"		8	22
" 4	230	90	12				230	90	12				"	"		8	22
" 5	250	90	11.5				250	90	11.5				"	"		9	22
" 6	250	90	13.5				250	90	13.5				"	"		9	22
" 7	280	90	12				280	90	12				"	"		10	22
" 8	280	90	12				280	90	12				"	"		10	22
" 9	280	90	13				280	90	13				"	"	12" 99	11	22
" 10	280	90	14.5				280	90	14.5				"	"	12" 99	11	22
" 11	300	90	13				300	90	13				"	"	12" 99	11	22
" 12	300	90	13				300	90	13				"	"	12" 99	11	22
" 13	320	100	13				320	100	13				"	"	12" 77	11	22
" 14	445	100	12.5				445	100	12.5				"	"	12" 77	11	22
" 15	445	100	12.5				445	100	12.5				"	"	12" 77	11	22
" 16	445	100	12.5				445	100	12.5				"	"	12" 77	11	22
ing of <i>Amidships</i> .....	762						762						25	142	11" 9" 87	20	22
mes <i>At Ends</i> .....													25	142	11" 9" 87	20	22
Tank Top Longitudinals	445	100	12.5				445	100	12.5								
Bottom	445	100	12.5				445	100	12.5								
Amidships	762						762						25	142	11" 9" 87	22	22
At Ends...																	
Transverses.																	
Depth and Thickness	914	1372	12.5				914	1372	12.5								
Face Angles	180	90	12				180	90	12								
Lugs to Shell*	150	150	12.5				150	150	12.5								
Depth and Thickness	3660	3050					3660	3050									
Face Angles																	
Lugs to Shell*																	
Brackets																	
of Transverse Frames																	
State if joggled or liners.																	
Bridge Deck	150	75	9.5				150	75	9.5								
Upper	230	90	11	180	90	11	230	90	11	180	90	11					
Second																	
Third																	
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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