

Rpt. 1  
RECEIVED  
8 NOV 1946  
IN DO.

MOTOR — TANKER  
STEEL STEAMER OR MOTORSHIP

Received at London Office  
6 NOV 1946  
85984

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 5th November 1946 Port of Sunderland No. 34560  
Survey held at Sunderland Date First Survey 1st September 1946 Last Survey 29th October 1946  
On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) M.V. "BRITISH ROSE", Machinery fitted aft, Single screw  
State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erections Poop, Bridge & Fore

TONNAGE under Tonnage Deck ... 5189.89  
Do. of space or spaces between Tonnage Dk. and Upper Dk. ✓  
Total ✓  
Gross Tonnage 6100.97  
Register Tonnage 3331.71

REGISTERED DIMENSIONS.  
FEET  
Length 406.00  
Breadth 56.30  
Depth 30.00

CLASS +100A.1 Carrying Petroleum in Bulk State if with freeboard as condition of Class No  
Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 400.00  
Breadth (greatest moulded) 56.00  
Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 30.08  
1st Longitudinal Number (L x D) 12032  
2nd Numeral L x (B + D) 34432  
Framing Depth "d," at middle of length. See Sec. 3 (1d) ✓  
Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.30  
Do. Long Bridge to top of keel ✓  
Draught Moulded 24'-11 3/8"

Built at Sunderland  
Launched 29th May, 1946 Yard No. 646  
Builders Messrs J. L. Thompson & Sons, Ltd.  
Owners British Tanker Co., Ltd.  
Managers ✓  
(Where necessary to be entered in Reg. Book)  
Residence ✓  
Port of Registry London  
If surveyed while building, afloat, & in dry dock During Construction

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 ✓		Bracket Floors, Frame .....	✓
IN FOR 2 O.F. DEEP TANKS, from 1/2 length amidships to Collision bulkhead.....	27 ✓		Reversed Frame.....	✓
in peaks .....	24 ✓		Vertical Struts .....	✓
SIDE FRAMING. (SEE ALSO LONG. FRAMING RPT 1st ATTACHED)			Centre Girder, depth and thickness amidships <u>60 x .50 - .42</u>	
Frame Amidships, Angle <u>9 3 1/2</u> ✓	38 ✓		top Angles .....	3 1/2 3 1/2 .44 (Double)
with side girders & tie beams as approved			bottom Angles.....	4 4 .50 (Double)
Extends up to.....	Upper deck ✓		Side Girders, No. each side and thickness.....	2 @ .54 & .40
Reversed Frame Amidships, Angle .....	✓		Margin Plate depth (excl. of flange) and thickness .....	✓
Extends up to .....	✓		Vertical Angle to Tank side Bracket abaft 1/4 len. from stem .....	✓
Depth of Framing Girder.....	9 ✓		Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area .....	✓
Frames in Uppermost Continuous 'tween Decks, Angle, [ or ] .....	✓		Gussets, spacing and scantling abaft 1/4 len. from stem.....	✓
Second 'tween Decks, Angle, [ or ] .....	✓		Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area .....	✓
Third .....	7 3 1/2 .46 ✓		Tank Side Brackets, height above base line at toe of Frame and thickness .....	✓
IN WAY FORE HOLD ✓	11 3 1/2 .43 ✓		INNER BOTTOM PLATING. (AFT)	
from 1/2 len. fore'd to 150' len. from Stem IN WAY DEEP TANK FORE ✓			Breadth and thickness of Middle Line Strake... ..	.50 ✓
in Peaks, Angle or [ .....	8 3 1/2 .35 ✓		Thickness of remainder in Hold .....	.50 & 1.25 IN WAY engine setting
Diameter and Spacing of Rivets through Frame and Shell Plating amidships .....	7/8 @ 4 7/8" ✓		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 ✓
State if Frame Joggled.....	Yes ✓		BEAMS. (See also Long. Rpt 1st ATTACHED)	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? .....	Yes ✓		Uppermost Continuous Deck, amidships in way of Bridge, Angle, [ or ] .....	9 3 1/2 .42 & as approved
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? .....	Yes ✓		Well, Angle, [ or ] .....	8 3 .46 & as approved
SINGLE BOTTOM.			Spacing .....	Every frame
Floors, Depth and thickness at mid-line in <u>48 x .44</u> ✓			Second Deck, amidships, Angle, [ or ] .....	✓
CE TANKS, DEPTH & THICKNESS IN SIDE TANKS			Spacing .....	✓
Height of Brackets at side above base line at toe of frame.....	3 1/2 3 1/2 .44 Face bar ✓		Third Deck, amidships, Angle, [ or ] .....	✓
Middle Line Keelson, <u>3 1/2 3 1/2 .44</u> (Double) ✓			Spacing.....	✓
Through Plate or Intercoastal Plate .....	48 x .40 ✓		Fourth Deck, amidships, Angle, [ or ] .....	✓
Foundation Plate on Floors .....	✓		Spacing.....	✓
Flat Plate Keel Angles .....	4 4 .50 (Double) ✓		Poop Deck, Angle, [ or ] .....	10 3 1/2 .40 & as approved
Side Keelsons, No. each side.....	✓		Spacing.....	Every frame
thickness of Intercoastal Plate.....	✓		Bridge Deck, Angle, [ or ] .....	7 3 .33
Angles .....	✓		Spacing.....	30
DOUBLE BOTTOM. (AFT)			Forecastle Deck, Angle, [ or ] .....	8 3 .42 & as approved
Solid Floors, thickness and spacing .....	.50 & .40 (Every frame) ✓		Spacing.....	Every frame
Are Frame and Reversed Frame joggled? .....	Yes ✓			
Bracket Floors, breadth and thickness at middle line .....	✓			
breadth and thickness at margin plate.....	✓			

(MADE IN ENGLAND.)

002449-002456-00791/3



## 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.
<b>CENTRE LINE OK GIRDER</b>				
<del>PILLARS</del> , No. of Rows	DEPTH & THICKNESS 54 x .50 (+10" OWNERS)		Stringer Plate, breadth and thickness in way of Bridge	✓
DECK ANGLE CONNS.	with 5" flange		Thickness of Plating abreast Deck openings in way of Wells	✓
in 'tween Decks, Size and Spacing	3 1/2 3 1/2 .38 (Double)		Thickness of Plating abreast Deck openings in way of Bridge	✓
" " " " " "	✓		Thickness of Plating within line of openings	✓
" in Holds " " " "	✓		If Sheathed, material and thickness	✓
2 LONGIT. " " " "	9 3 1/2 .38		Third Deck.	✓
Centre-line Bulkhead	VERTICAL STIFFS 5 @ 30" SPACING		Stringer Plate, breadth and thickness	✓
Stiffeners and Spacing	+10" top plating		If Plated, state thickness	✓
and Side girders & tie beams as approved	.50" & +02" bottom strake		Fourth Deck.	✓
Plating, thickness of	Owner.		Stringer Plate, breadth and thickness	✓
<b>STRINGERS AND DECKS.</b>				
<b>Uppermost Continuous Deck.</b>				
Stringer Plate, breadth and thickness	73 x .65		If Plated, state thickness	✓
THKS. AT BR. ENDS & POOP FRONT	.81 x .88 as approved		Poop Deck.	✓
in way of Bridge			Stringer Plate, breadth and thickness	72 x .34
Angle in Wells	6 6 .60		Plating, Sheathing, material and thickness	.26" Plating Oregon pine 3" thk.
CLEAR OF			Bridge Deck.	✓
Thickness of Plating Deck openings	.64 & as approved		Stringer Plate, breadth and thickness	72 x .40
in way of Wells			Plating, Sheathing, material and thickness	.32" Plating .26" Oregon pine 3" thk. SHEATHED
Thickness of Plating abreast Deck openings in way of Bridge	✓		Forecastle Deck.	✓
Thickness of Plating in way of openings	.50		Stringer Plate, breadth and thickness	.34
If Sheathed, material and thickness	✓		Plating, Sheathing, material and thickness	.34
<b>Second Deck.</b>				
Stringer Plate, breadth and thickness in Wells	✓			

## SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				EDGES. No				
	AMIDSHIPS.		FORWARD.		State if jogged?	RIVETS.		BUTTS.	
	Breadth.	Thickness.	Thickness.	Thickness.		Single or Double.	Spacing cr. to cr.	No. of Rows of Rivets.	Strapped or Lapped.
Flat Plate Keel	50	.88	.68	.68		Double	1 4	Welded butts	
" Dblg. (if any)	✓	✓	✓	✓		✓	✓		
Bottom Plating, No. of Strakes (FOUR)	A & B	.58	.46	.46		Double	7/8 3 1/2		
Bilge Plating, No. of Strakes (ONE)	C & D	.60	.46	.46		Double	7/8 3 1/2	Welded butts	
Side Plating, No. of Strakes (THREE)	E & F	.60	.46	.46		Double	7/8 3 1/2		
Upper Deck, Sheer-strake in Wells	F & G	.56	.44	.44		Double	1 4		
Upper Deck, Sheer-strake at Bridge ENDS & POOP	G & H	.80	.44	.44		Double	7/8 3 1/2	Welded butts	
Strake below Sheer-strake in Wells		.96							
Strake below Sheer-strake in Bridge	72	.69	.44	.44		Double	7/8 3 1/2	Welded butts	
Poop Side Plating	✓	✓	✓	.38		Single	3/4 2 5/8	lapped	
Bridge Side Plating	✓	.42	✓	✓		Single	3/4 2 5/8	Welded butts	
Forecastle Side Plating	✓	✓	.40	✓		Single	3/4 2 5/8	lapped	

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	Sixteen (16) ✓
" Deck next below	✓
As per Rule	Six (6)

## FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	✓	Flat plate		
STEM	Upper - Mild Steel Fashion plate			
	Lower - Rolled bar 9 1/2 x 2 1/2			
STERN FRAME	Propeller Post	C.S. & Co.	The Walsingham Co., Ltd.	
	Rudder	✓		
Speed of Vessel		11		
RUDDER—Type		Simple Palmer's Heptagon	Co., Ltd.	
" A x D.		273		
" Diam. of head		10"		
" Mainpiece at top pintle		9"		
" " heel		9"		
" how constructed		Fabricated as per plan		
" double coupling, vertical or horizontal		.50"		

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, IN CENTRE TANK	.50"	9 x 3 1/2 x .38	30"	24 x .50 FL. 4"	30"
Upper 'tween decks				30 x .50 FL. 4"	
IN WING TANKS	.50"	9 x 3 1/2 x .40	31 1/4"	24 x .50 FL. 3"	20 x .50 FL. 3"
Second					
" " Third	✓				
" " Holds	✓				
COLLISION	Nº 152	51" - 26" 9 x 3 1/2 x .40	24"	Flat & 2 Stringers	
AFTER PEAK	Nº 8	49" - 30" 9 x 3 1/2 x .38	24"	2 Flat	

## STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens Open Hearth*  
*South Durham Steel & Iron Co., Ltd.; Conssett Iron Co., Ltd.; Skinningrove Iron Co., Ltd.; Cargo Fleet Iron Co., Ltd.;*  
*Dorman Long & Co., Ltd.; Appleby-Frodingham Steel Co., Ltd.; Steel Company of Scotland, Ltd.; & Colvilles, Ltd.*  
 Has the Steel been tested as required by the Rules? *Yes*

Number of Certificate

4932

4937

4911

6226

Req. 1.

No. 617

We

for British

of 6300

may be Specie

We here

in addition,

with the sur

In no ca

This re

which provid

While the

it is to be unders

Book or other pu

thereof, or the S

No. 646

Aut

To the Secretar

Lloy

The an

State v

Certific

Com

Char

The an

State v

Certific

Com

Char

The an

State v

Certific

Com

Char

The an

State v

Certific

Com

Char



EQUIPMENT No. 36528 ✓													LETTER Z ✓	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.		
49359	1st Bower	63	3	0	✓	✓	✓	50	7	2	0	✓	63 3/4	✓	✓	LPH-S 30-4-46, F.W.D.	
49374	2nd "	63	2	0	✓	✓	✓	50	6	0	0	✓	63 3/4	✓	✓	LPH-S 2-5-46 F.W.D.	
49110	3rd "	54	1	0	✓	✓	✓	44	18	0	14	✓	54 1/2	✓	✓	L.P.H.-S 28-2-46, F.W.D.	
	Collective weight	181	2	0	✓	✓	✓					✓	182-0	✓			
62265	Stream	17	2	14	✓	4	2	7	18	14	1	14	✓	17 1/2	✓	✓	LPH-CH, 22-5-46, W.V.N.
HAWSEERS AND WARPS.																	

CHAIN CABLES.										HAWSERS AND WARPS.												
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.		Statu- tory.	Break- ing.	Supplied.		Per Rule.		Length.	Diam.					Length.	Cir.		Fathoms	Ins.	Tons.	Fathoms
	Fathoms	Ins.		Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms	Ins.											
66	270	2 1/4	9 1/8	127 1/2		689	-1	-4	682 1/4	270	2 1/4	Stud link ✓	✓	LPH-S, 10-8-46, F.W.D.	TOWLINE	120	5	70.9	120	5		
9	2 feet about 3 feet	2 1/4	9 1/8	127 1/2		5	-0	-18				3 link Open link ✓	✓	LPH-S, 9-8-46, F.W.D.	HAWSERS & WARPS	20	100	3	25.7	20	90	2 3/4
70	For 2 1/4		28 1/8			0	-0	-25				Forelock and Shackle ✓	✓	LPH-S, 9-8-46, F.W.D.	OWNERS REQUIREMENTS	40	100	3 1/2		20	90	2 1/2
		Cir.									Cir.	G.S. W.H. 1/24 ✓										
	90	4 3/4		64.6						90	4 3/4											

ing Gear, Type (Power or hand) Hydraulic Hastie's Steam with Telemotor Efficient arrangement of blocks & tackle led to after capstan

ing Chains (Size and Test) Windlass Emerson Walker Steam Boats 20 26.1 x 8.5 x 3.6 (Steel M.B.)

g in Holds, thickness and material To FORE HOLD:- Strong steel plates & angles To CARGO TANKS:- Steel coaming 12" x .50 tdk. welded to deck Cargo Battens, thickness, material and spacing To CARGO HOLD:- .50" tdk. efficiently stiffened To CARGO TANKS:- .64" steel, O.T. Conn.

Hatchways.—(Upper Deck) To CARGO TANKS:- 6'-0" x 4'-0" To FORE HOLD No. 1 No. 2 No. 3 No. 4 No. 5 No. 6

of Shifting Beams } ✓

or Fore and Afters }

FOR AND ON BEHALF OF  
JOSEPH L. THOMPSON & SONS, LIMITED.  
Builder's Signature J. O. Thompson  
JOINT MANAGING DIRECTOR

ERAL 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 Oil Tanker The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

This ship has been built in conformity with the Society's Rules & Regulations, and the Secretary's letter. The scantlings and arrangements are in accordance with or equivalent to those shown on the approved plans. The materials and workmanship are of good quality. The double bottom, peaks, deep oil fuel and fresh water tanks, the cargo oil tanks and cofferdams, decks, bulkheads, W.T. doors, steering gear, hand pump and windlass have been tested and found satisfactory. The freeboards assigned by the Committee have been verified and cut-in on the vessel's sides. Oil is carried as fuel in the oil fuel cross bunker (p. & s.) forward of machinery space, deep oil fuel bunker forward (p. & s.), in 2 settling tanks, and in O.B. under engines. The flash point of oil is not less than 150°F. Section 20 of the Rules has been complied with. The vessel between the forward & after cofferdams, frs. 142-143 and 39-40 respectively is divided into 24 cargo tanks, viz:- 8 centre & 8 wing tanks (p. & s.) for the carriage of petroleum in bulk. The pump rooms are (P.T.O. for continuation)

The amount of Entry Fee..... £ 10 : : 5 NOV 1946 Fees applied for, (Special notations, where part of class, to be stated.)  
Special Survey Fee..... £ 28 15 : : frs. and 17 Received by me, I am of opinion the Vessel should be Classed +100A1  
Travelling Expenses, if any ..... £ : : 19 Carrying Petroleum in Bulk  
State whether the Vessel has been built under Special Survey Yes Signature A. Forsyth  
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to SUNDERLAND. Date of issue 22/11/46  
Committee's Minute Newcastle FRI. 22 NOV 1946  
Character assigned +100A1 "Carrying Petroleum in Bulk"  
10.46 Std.  
Lloyd's A+C.P. +LMC 10.46 Oil Eng.  
Michy. aft. C.L.  
White Invc. 2 DB 150lb



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.)

arranged between the Nos 2 & 3 tanks and the Nos 6 & 7 tanks respectively.

This ship is the first of this type to be built by Messrs J.L. Thompson & Sons, Ltd, but is generally similar to Messrs Wm. Duxford & Sons, Ltd, Yard No 736 -

M.V. "BRITISH COMMERCE" Sunderland Rpt. No 34502.

The following casting certificates are enclosed - Sternframe, Rudder head, Steering gear, Main tiller, Tiller & for Simplex Rudder.

PARTICULARS OF ELECTRIC WELDING (if employed)

Butts of keel, shell & upper dk. plating welded; In O.F. bunker, forward stringers welded to shell & bhd., and C.L. divisional bhd. welded to shell & deck; Stringers in E. Room welded to shell & D.B. tank top aft welded to shell & bhd.; transverse bulkheads welded to tee bars on longt. bhd., to shell in way centre tanks & to deck in way centre & wing tanks; longt. bhd. welded to shell & deck; Stringers & girders in tanks welded to shell & bhd.; transverse welded to bottom shell in way cr. tanks; hatch & vent coamings & other items of minor importance welded; electrodes complying with Sect 4 of the Rules have been employed for manual welding & the Rules for the application of electric arc welding in ship construction have been complied with where applicable.

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

Oil engine; Longitudinal framing at bottom and deck; Butts of shell and deck electrically welded; Cruiser Stern; Echo Sounding; Gyro Compass; Direction Finder and Radar (Type 268)

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

	1st Bower	2nd	3rd
Weight	40 - 3 - 11	39 - 3 - 3	33 - 0 - 10
Surveyor's Initials	J.H.J.	J.H.J.	A.E.G.
Number of Certificate	7305	7287	7886
Date of Test	5-12-45	28-11-45	5-10-45

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 90'25" ft., R.Q.D. ft., Bridge 46'0" ft., Forecastle 36'9" ft.

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

Official No. 180973 Signal Letters G.W.X.M. Extreme Breadth over Belting No Belting Over-all Length 422'10"

No. and Material of Decks One Steel deck (upper) Forecastle, Bridge & Poop decks of steel.

Parts of Bottom of Vessel coated with cement or approved composition Cement outside oil compartments; Fillets at seams and butts in oil compartments.

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:—

(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)

Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft,	Feet.	Tons.	Fore peak tank,	Feet.	Tons.
Double bottom, under Engines and Boilers,	20.00	28	After peak tank,	24.00	123
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,	16.00	50
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	20.25	328
Double bottom, forward,	✓	✓	Other tanks, if fitted,	3.50	143
Total length (if continuous) and Capacity	✓	✓	FOR COFFERDAM AFTER COFFERDAM.	3.50	155

Order for Special Survey No. 6175

Date 31.3.45

Dates of Surveys held while building

1945. Sep. 11. 13. Oct. 25. 26. Nov. 5. 8. 21. 22. 24. 29. 30. Dec. 2. 6. 11. 14. 17. 21. 28. 1946. Jan. 11. 18. 21. 28. 29. Feb. 1. 5. 7. 12. 15. 19. 21. 26. 27. Mar. 4. 11. 12. 14. 18. 19. 21. 25. 27. 29. Apr. 22. 5. 6. 8. 9. 11. 12. 14. 17. 18. 21. 22. 24. 25. 27. 28. 29. June 3. 7. 13. 14. 17. 20. 21. Sep. 3. 14. 18. 22. 26. 27. Oct. 2. 4. 7. 8. 10. 11. 17. 22. 23. 25. 28. 29.

Total No. of Visits 106



Rpt. 1\*.

M. V. "BRITISH ROSE"

SUNDERLAND RPT. N° 34560

# PARTICULARS OF LONGITUDINAL FRAMING. (AT BOTTOM AND UPPER DECK)

FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.			
		In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam. Ins.	Speng. Ins.	Inches.	Number.	Diameter. Inches.
Maining of L, L or C												
Spaces in Bridge 'tween Decks ...												
Spaces 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)												
Tank Top Longitudinals												
Bottom												
Spacing of Longitudinals												
(Amidships)												
(At ends...)												
Transverses.												
Depth and Thickness												
Face Angles												
Lugs to Shell*												
Depth and Thickness												
Face Angles												
Lugs to Shell*												
Depth and Thickness												
Face Angles												
Lugs to Shell*												
Back Bars												
Brackets												
Spacing of Transverse Frames...												
* State if joggled or liners.												
Longitudinal Beams of												
Bridge Deck												
Upper												
Second												
Third												
Plate.												
Face Angles.												
Any departure from Approved Plans to be Noted.												

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., 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, &c., on the first page.

© 2020

Lloyd's Register  
Foundation

002449-002456-0079 3/3

002449-002456-0081