

STEEL ~~STEAMER~~ or MOTORSHIP.

14 MAY 1936

Received at London Office

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 *7<sup>th</sup> of May 1936*Port of *Rotterdam*No. *24512*Survey held at *Rotterdam*Date First Survey *21<sup>st</sup> of August 1935*Last Survey *6<sup>th</sup> of May*

1936

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

*Steel single screw Motor tanker**"ETREMA"*

Machinery fitted aft

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

*Full Scantling*

State Type of Erections

*Boop Bridge Forecastle*

TONNAGE under Tonnage Deck...

*5570 48*CLASS *100 A1*

State if with freeboard as condition of Class

*no*Built at *Rotterdam*

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)

*L**425*Launched *7<sup>th</sup> of March 1936* Yard No. *193*

Breadth (greatest moulded)

*B**54.25*Builders *N.V. Rotterdamsche Droogdok Maatsch.*

Total

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

*D**31*Owners *Petroleum Maatschappij*

Gross Tonnage

*6235 75*

1st Longitudinal Number (L x D)

*=**1317.5*

Managers

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

Register Tonnage

*3606 16*

2nd Numeral L x (B + D)

*=**36231*Residence *S. Gravenhage*

## REGISTERED DIMENSIONS.

FEET.

Length

*428.13*

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

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

*13.7*Port of Registry *S. Gravenhage*

Breadth

*54.53*

If surveyed while building, afloat, or in dry dock

Depth

*30.9*

Draught Moulded

*25' 5 1/2"**Building*

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	m/inches IN SHIP.	Any Departure from Approved Plans to be Noted.		m/inches IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>FRAMES, Spacing amidships</b>	806	✓	<b>Bracket Floors, Frame</b>		
" " from <i>head of stem</i> to Collision bulkhead	686	✓	" " Reversed Frame		
" " in peaks	610	✓	" " Vertical Struts		
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	1500 x 13	✓
<b>Frame Amidships, Angle, E or L</b>	230 90 11	✓	" " top Angles	90 90 12.5	✓
" " Extends up to	<i>upper deck</i>		" " bottom Angles	100 100 14.5	✓
<i>For particulars of longitudinal framing see separate slip.</i>			<b>Side Girders, No. each side and thickness</b>	<i>two 15 x 12</i>	✓
<b>Reversed Frame Amidships, Angle</b>	✓		<b>Margin Plate depth (excl. of flange) and thickness</b>	<i>as per plan straight to shipside</i>	✓
" " Extends up to	✓		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	13 1/2	✓
<b>Depth of Framing Girder</b>	<i>all built angle framing</i>	✓	" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem		✓
<b>Frames in Uppermost Continuous 'tween Decks, Angle, E or L</b>	✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem		✓
" " <b>Second 'tween Decks, Angle, E or L</b>	✓		" " Gussets, spacing and scantling forward 1/4 len. from stem		✓
" " <b>Third " " " "</b>	✓		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	✓	
<b>Framing in Peaks, Angle, E or L</b>	200 90 9.5	✓	<b>INNER BOTTOM PLATING.</b>		
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	7/8 5 1/2 d	✓	<b>Breadth and thickness of Middle Line Strake</b>	1800 x 12 1/2 13	✓
<b>State if Frame Joggled</b>	<i>Yes</i>		<b>Thickness of remainder in Holds</b>	13	✓
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>	<i>Webframes and stringers as approved.</i>	✓	<b>Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. &amp; B. space and framing in Bunkers and Boiler Room?</b>	<i>as per approved plan.</i>	✓
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b>	<i>Backbars on longitudinals extra transverse and double shell angles to transverse floors in No. 8 cargo tank. Double welded frames all as approved.</i>	✓	<b>BEAMS.</b>		
<b>SINGLE BOTTOM. in way of Deepplank fore.</b>			<b>Uppermost Continuous Deck, amidships in Wells, Angle, E or L</b>	230 90 10	✓
<b>Floors, Depth and thickness at mid-line in Holds</b>	1220 x 9	✓	" " <b>in way of Bridge, Angle, E or L</b>	180 75 8 x 10	✓
<b>Height of Brackets at side above base line at toe of frame</b>	✓		<b>Spacing</b>	<i>forward</i> 686 x 610	✓
<b>Middle Line Keelson, on Floors, Angles, E or L</b>	<i>Centre line bulkhead in deepplank forward.</i>	✓	<i>aft</i> 667 x 610	✓	
" " <b>Through Plate or Intercoastal Plate</b>	✓		<b>Second Deck, amidships, Angle, E or L</b>	✓	
" " <b>Foundation Plate on Floors</b>	✓		<b>Spacing</b>	<i>Second Deck fore and aft see plans</i>	✓
" " <b>Flat Plate Keel Angles</b>	100 100 13	✓	<b>Third Deck, amidships, Angle, E or L</b>	✓	
<b>Side Keelsons, No. each side</b>	<i>100</i>		<b>Spacing</b>		
" " <b>thickness of Intercoastal Plate</b>	10.5	✓	<b>Fourth Deck, amidships, Angle, E or L</b>	✓	
" " <b>Angles</b>	<i>bottom</i> 150 150 11	✓	<b>Spacing</b>		
" " <i>top</i> 150 90 11	✓		<b>Poop Deck, Angle, E or L</b>	180 75 10 1/8	✓
<b>DOUBLE BOTTOM. in way of Motorspace</b>			<b>Spacing</b>	667 x 610	✓
<b>Solid Floors, thickness and spacing</b>	12 x 667	✓	<b>Bridge Deck, Angle, E or L</b>	100 75 9	✓
" " <b>Are Frame and Reversed Frame joggled?</b>	<i>Yes</i>	✓	<b>Spacing</b>	806	✓
<b>Bracket Floors, breadth and thickness at middle line</b>	✓		<b>Forecastle Deck, Angle, E or L</b>	230 90 10	✓
" " <b>breadth and thickness at margin plate</b>	✓		<b>Spacing</b>	<i>forward as approved</i> 686 x 610	✓



## 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>PILLARS</b> , No. of Rows.....	two				Stringer Plate, breadth and thickness in way of Bridge .....	✓			
Forecastle in <del>Lower</del> Decks, Size and Spacing.....	75 as per plan.				Thickness of Plating abreast Deck openings in way of Wells .....	✓			
Bridge " " " " " " " " " "	75				Thickness of Plating abreast Deck openings in way of Bridge .....	✓			
Poop " " " " " " " " " "	& two steel division bulkheads - steel division bulkheads -				Thickness of Plating within line of openings...	✓			
in Holds " " " " " " " " " "					If Sheathed, material and thickness .....	✓			
Longitudinal " " " " " " " " " "					<b>Third Deck.</b>				
Centre-Line Bulkhead.....	two.				Stringer Plate, breadth and thickness.....	✓			
Stiffeners and Spacing.....	230 90 11.12 BA 1/2 spaced 250 90 14 BA 1/2 spaced 806 m/m				If Plated, state thickness.....				
Plating, thickness of .....	11 - 11.5 forward stringers further as per plan approved.				<b>Fourth Deck.</b>				
<b>STRINGERS AND DECKS.</b>					Stringer Plate, breadth and thickness.....	✓			
<b>Uppermost Continuous Deck.</b>					If Plated, state thickness .....				
Stringer Plate, breadth and thickness in Wells	1910 x 16.5				<b>Poop Deck.</b>				
" " at break in way of Bridge	1910 x 19.5				Stringer Plate, breadth and thickness .....	9		✓	
" Angle in Wells .....	150 150 17				Plating, Sheathing, material and thickness ...	8.5 - 6.5 Oregon pine 6.3 m/m		✓	
Thickness of Plating abreast Deck openings in way of Wells .....	14				<b>Bridge Deck.</b>				
Thickness of Plating abreast Deck openings in way of Bridge .....	✓				Stringer Plate, breadth and thickness.....	1900 10			
Thickness of Plating within line of openings...	12				Plating, Sheathing, material and thickness ...	no sheathing 8			
If Sheathed, material and thickness .....	not sheathed				<b>Forecastle Deck.</b>				
<b>Second Deck.</b> forward & aft.					Stringer Plate, breadth and thickness.....	1100 9			
Stringer Plate, breadth and thickness in Wells...	10 & 8.5				Plating, Sheathing, material and thickness ...	9 - 8.5 Oregon pine 6.3 m/m		✓	

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? not jogged		RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
FLAT PLATE KEEL .....	1320	23.5	18.	18.	✓	Double	1	4"	5 to 4	1	4	Lapped.
DECK (if any) A 2220												
BOTTOM PLATING, No. of Strakes (thru).....	B. 2350	16.	17.5	13.	✓	Double	7/8	3 1/2	4 to 3	7/8	3 1/2	Lapped.
BILGE PLATING, No. of Strakes (thru).....	D. 2180	16.	16.	16.	✓	Double	7/8	3 1/2	4 to 3	7/8	3 1/2	Lapped.
SIDE PLATING, No. of Strakes (thru).....	E. 2350	15	11.5	11.5	✓	Double	7/8	3 1/2	3.	7/8	3 1/2	Lapped.
UPPER DECK, Sheer-strake in Wells.....	H. 1605	23.5	11.5	11.5	✓				5 to 4	1 1/8	4 3/4	Lapped.
UPPER DECK, Sheer-strake in Bridge ...		28.			✓				5	1 1/8	4 3/4	Lapped.
STRAKE BELOW Sheer-strake in Wells.....	G. 2100	18.	11.5	11.5	✓	Double	1	4	4 to 3	7/8	3 1/2	Lapped.
STRAKE BELOW Sheer-strake in Bridge ...												
POOP SIDE PLATING .....				9.5	✓	none			2	3/4	2 5/8	Lapped.
BRIDGE SIDE PLATING ...		10.5			✓	none			2	3/4	2 5/8	Lapped.
FORECASTLE SIDE PLATING			10.5		✓	Single	3/4	3	1	3/4	2 5/8	Lapped.

## 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 .....	

## STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
	m/m				
<b>MIDSHIP BULKHEAD</b> , Upper tween decks	✓		✓		
" " Second	12.5	L 130 x 90 x 11	610 x 10.5	✓	
" " Third	10.5	L 100 x 90 x 10	610 x 10.	✓	
" " Holds	12.10.9	L 230 x 90 x 11	610 x 10.5	✓	
<b>COLLISION</b> (in Hold)	8-7.5-6.5	L 200 x 90 x 10	610 x 10.	✓	
<b>AFTER PEAK</b>	12.8-7.5	L 150 x 75 x 11.5	610 x 10.	✓	

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL</b> , Bar .....		Flat plate keel.	✓	
<b>STEM</b> .....	forging	250 x 65	rolled bar.	
<b>STERN FRAME</b> { Propeller Post .....	Castings	as per approved plan.	Bochumer Verein A.G. Dusseldorf.	
{ Rudder " .....	"			
<b>RUDDER</b> —A x D.....		66.7.7		
<b>Speed of Vessel</b> .....		12 knots.		
<b>RUDDER</b> mainpieces at head ...	forging	327 m/m	Bochumer Verein A.G. Dusseldorf.	
" <b>FRAME</b> keel ...	casting	as per approved plan		
" how constructed .....	double plates	vertical or horizontal	as per approved plan	
" double or single plate coupling, vertical or horizontal .....		1/2"		

<b>STEEL.</b>	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Siemens-Martin process. — S.A. d'Angleur - Athus; Dortmund Hoerder Hutten Verein; S.A. de la Fabrique de Fer de Charleroi; S.A. d'ougee - Marbais; S.A. John Cockerill; Thyssen-Hütte. — Has the Steel been tested as required by the Rules? Yes, by Surveyors at Steel Works. —
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EQUIPMENT No. 37659												LETTER <i>a</i> <i>at</i>		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.
1928	1st Bower ...	66	3	5	Stockless.			52	2	2	0	68-0-0	Union Stockless	Dortmund	Dortmund 8.2.36 M. Berg
1929	2nd „ ...	66	2	27	„			51	19	1	14		„	Hoeders.	„ 8.2.36 „
1930	3rd „ ...	66	2	25	„			51	19	1	14		„	Hutton Vorn	„ 8.2.36 „
	Collective weight.	200	1	1								194-2-0	„	A.S	„ 8.2.36 „
1931	Stream .....	18	2	25	5	0	7	19	13	0	14	19-0-0	Ordinary Stock	Dortmund H. H. Vorn & Co.	Dortmund 8.2.36 „
CHAIN CABLES															

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.	Statu-tory.	Break-ing.	Supplied.	Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.	
999	150.3	2 5/16	96 1/4	139 3/4	432-0-0	720-3-0		270	2 5/16	Stud	Carl Schluiper	Grune 2.1.34 J. Quast	TOWLINE	120	4 3/4	64.6	120	4 3/4	
946	120	2 5/16	96 1/4	139 3/4	351-3-25					"	"	" 7.8.32 J. Quast	HAWSERS & WARPS	2x90	3 1/4	21.7	2x90	2 3/4	
	170-3				783-3-25					"	"	"	"	2x90	3	18.6	2x90	2 1/2	
Iron Stream Chain or Steel Wire	90	5						90	5		United Rope Works, Rotterdam		"						

Steering Gear, Steam Hydraulic, direct acting. Steering Gear, Hand relieving tackle fitted.

Boats 4 lifeboats. Steering Chains, Size and Test. Windlass Steel Steam patent.

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

Cargo Hatchways. (Upper Deck) V-light 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

ROTTERDAMSCH-ROEGGK-MAATSCHAPPIJ  
Directeur

Builder's Signature

**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, copies of which are being retained in the London Office for record, in agreement with the instructions contained in Secretary's Letters respecting this case, detailed on other side, and in general conformity with the Society's Rules.

Main cargo tanks, wing tanks, fuel bunkers, settling tanks, deep tanks, fore and afterpeak tanks, cofferdams and double bottom tanks in motor space have been tested by a head of water as required by the Rules and found sound and tight.

Freeboard has been marked on the vessel's sides, verified and cut in.

Certificates of Steamship and rudder are enclosed herewith.

The amount of Entry Fee ..... £ 120.00

Special Survey Fee .... £ 6406.00

Travelling Expenses, if any £ 68.00

Fees applied for, 11.5.1936

Received by me, 29.5.1936

I am of opinion the Vessel should be Classed **+100 A1** -  
"Carrying petroleum in bulk"  
"Longitudinal framing at bottom and at deck."

State whether the Vessel has been built under Special Survey Yes..

Certificate to be sent to Rotterdam Surveyors. Date of issue 4/10/36

Signature *P. Leunenburg*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Character assigned

FRI. 22 MAY 1936

+100 A1  
Carrying petroleum in bulk

Lloyd's arcl.

+Limb. 5.36

White ref.  
" Angl  
" Long

Oil En. C.H.  
BB D.B. - 1800



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Lloyd's Register Foundation

028433



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.)

London letters M 26/2; 4/3; 8/3; 12/3; 13/3; 15/3; 19/3; 20/3; 27/3; 8/4; 10/5; 17/5; 20/5; 25/5 - 1935  
Rotterdam letters 7/3; 14/3; 18/3; 19/3; 22/3; 3/4; 1/5; 13/5; 16/5 - 1935

The following plans, referred to in the above letters, have been approved for this vessel  
copies of all these plans have been retained in the London Office for record.

### Description of Plans.

Midship Section; Transverse Bulkheads; Profile and Decks.

Preliminary plan of double plate midship.

Midship Section scantlings in metric units.

Stumps and connections in Cargo tanks.

Amended listing in transverse and bulkhead webs, scantlings of oil tanks  
in way of sheer and aftermost framing.

Plan of transverse oil tight bulkheads.

Plan of transverse bulkhead No. 56

Stemframe and Rudder.

Plan of fore end framing

Plan of transverse bulkheads No. 124-136 and longitud. bulkhead.

Plan of Stingers in Cargo tanks.

Plan of oil fuel bunkers and double bottom in Motorroom.

Plan of peak bulkheads.

Plan of deck plank and forehold.

Plan showing proposed scantlings at budge ends.

Sister vessel M. V. "EULOTA" Rotterdam Report No. 24507.

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

1st Bower Head 44.0.0 M.B. Dusseldorf 4459. 28.1-36. Shank 22.3.5 M.B. Dusseldorf 1679. 28.1-36.  
2nd " 44.0.24 M.B. " 4460. 28.1-36. " 22.2.3 M.B. " 1678. 28.1-36.  
3rd " 43.3.2 M.B. " 4461. 28.1-36. " 22.3.23 M.B. " 1680. 28.1-36.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 86.5 ft., R.Q.D. ft., Bridge 38. ft., Forecastle 48.25 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 Dk. (stl), 2nd Dk. (stl) clear of cargo tanks.

Official No. ; Signal Letters  
particulars of composition

Is bottom of Vessel coated with cement Yes in peaks if not give  
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,	22.	103.
Double bottom, under Engines and Boilers,			After peak tank,	16.	55.
Double bottom, if under Engines only, aft.	63.5	131.8	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	24.75	257.
Double bottom, forward,			Other tanks, if fitted, oil fuel bunker	7.62	267.
Total capacity of double bottom		131.8	(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. 829

Date 4-3-1935

Dates of Surveys held while building

24.16-29/8; 2.3.4.5.6.9-10-11.12.13.16-18-19.20.21.23.24.26.27.28.30/9; 1-2.3.4.5.7.8.9-10/10;  
11-12.14-15-16-17-18-19-21.22.23.24.25.26.28-29-30/10; 1-4.5.6.7.9-11.13-14.15-18-20.21.22.25.26.27.28-29/11;  
2.3.5.6.7.9-10-11.12.13.14.16-17.20.23.24.27.28.30-31/12-1935.  
2-3.6.7.9-10-11.13.15-16.17.20.21.22.23.24-25-27.28-29-30-31/1; 1-3.4.5.6.7.8-9-11-12-13-15-17-18-19-20/2;  
21-22.24-25-26-27-28/2; 2.3.4.5.6.7.9-19-20.21-24.25.26.27-30/3; 7-9-14-17-21-23-24.27/4; Total No. of Visits 162.  
29-30/4; 1-5-6/5-1936



Rpt, 1\*.

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.	Speng.	Number.		Diameter.	
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																	
Tank Top Longitudinals																	
Bottom																	
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																	
Bridge Deck																	
Upper Centre																	
Second Wings																	
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.