

STEEL ~~STEAMER~~ MOTORSHIP.

Received at London Office. 2 OCT 1930

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

Date of completion of report

30. 9. 30

Port of

GLASGOW

No. 50840

Survey held at

GLASGOW

Date First Survey

24. 10. 29

Last Survey

25. 9.

1930

On the

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

STEEL SINGLE SCREW MOTORSHIP

"EL MIRLO"

(MACHINERY AFT)

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

FULL SCANTLING.

State Type of Erections Poop, Bridge & FcL.

TONNAGE under
Tonnage Deck...

7421.35

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)

L 458.5

Launched 10th JULY 1930 Yard No. 29

Total

7421.35

Breadth (greatest moulded)

B 59.75

Builders BLYTHSWOOD S.B. CO LTD.

Gross Tonnage

8087.58

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

D 34.37

Owners LOBITOS OILFIELDS LTD.

Register Tonnage

4929.65

1st Longitudinal Number (L x D) = 15761

Managers C.T. BOWRING & CO LTD.

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

2nd Numeral L x (B + D) = 43156

Residence LONDON.

REGISTERED DIMENSIONS.
FEET.

Length

459.7

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

22.48

Port of Registry LONDON.

Breadth

60.0

Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel

13.3

If surveyed while building, afloat, ~~in dry dock~~

Depth

34.5

Do. Long Bridge to top
of keel

26'-2 3/8"

YES.

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	LONGITUDINAL FRAMING SEE ATTACHED REPORT.				Bracket Floors, Frame				
" " from 1/2 length to Collision bulkhead	27				" " Reversed Frame				
" " in peaks	24				" " Vertical Struts				
SIDE FRAMING, IN MACHY SP. SPACED 30"					Centre Girder, depth and thickness	54 .51			
Frame Amidships, Angle, E or F	11	3 1/2	.44	TO MAIN DECK MAIN TO UPPER + POOP DECK ALTY INTERMEDIATE FRAMES IN POOP.	" " top Angles	3 1/2	3 1/2	.54	
" " Extends up to	8	3 1/2	.39		" " bottom Angles	5	5	.56	
Reversed Frame Amidships, Angle	5 1/2	3 1/2	.42		Side Girders, No. each side and thickness	2 .75			
SIDE FRAMING FORWARD. Extends up to	11	3 1/2	.46		Margin Plate depth (each of flange) and thickness	60 .54			
Depth of Framing Girder					" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6 6 .50			
Frames in Uppermost Continuous 'tween Decks, Angle, E or F					" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem				
" " Second 'tween Decks, Angle, E or F					" " Gussets, spacing and scantling abaft 1/2 len. from stem	NONE			
" " Third " " " "					" " Gussets, spacing and scantling forward 1/2 len. from stem				
Framing in Peaks, Angle, E	8 1/2	3 1/2	.39	IN MACHY. SP. FORWARD	Tank Side Brackets, height above base line at toe of Frame and thickness	135 .48			
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	7/8	5/8			INNER BOTTOM PLATING.				
State if Frame Joggled	YES				Breadth and thickness of Middle Line Strake	105 1/2 .52			
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	DEEP FRAMES AND STRINGERS.				Thickness of remainder in Holds	100 UNDER ENGINE			
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	SHELL INCREASED AS PER AM. PLANS				Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Pump and Boiler Room?	YES			
SINGLE BOTTOM. FORWARD.					BEAMS.				
Floors, Depth and thickness at mid-line in Holds	38 .42				Uppermost Continuous Deck, amidships in Wells, Angle, E or F	LONGITUDINAL FRAMING.			
Height of Brackets at side above base line at toe of frame	NONE				" " AFT. in way of Bridge, Angle, E or F	8 3 .40-32			
Middle Line Keelson, on Floors, Angles, E or F					Spacing	EVERY FRAME.			
" " Through Plate or Intercostal Plate					Second Deck, amidships, Angle, E or F	9 3 1/2 .36			
" " Foundation Plate on Floors					Spacing	EVERY FRAME.			
" " Flat Plate Keel Angles	4	4	.53		Third Deck, amidships, Angle, E or F				
Side Keelsons, No. each side	4				Spacing				
" " thickness of Intercostal Plate	.40				Fourth Deck, amidships, Angle, E or F				
" " Angle	9	3 1/2	.40		Spacing				
DOUBLE BOTTOM. IN MACHINERY SPACE					Poop Deck, Angle, E or F	8 3 .38			
Solid Floors, thickness and spacing	.42 EVERY FRAME				Spacing	EVERY FRAME			
" " Are Frame and Reversed Frame joggled?	YES				Bridge Deck, Angle, E or F	7 3 .35			
Bracket Floors, breadth and thickness at middle line					Spacing	30			
" " breadth and thickness at margin plate					Forecastle Deck, Angle, E or F	8 3 .32			
					Spacing	EVERY FRAME ALTER FRAMES.			

Any Departure from Approved Plans to be Noted

Plating, thickness of

Stringer Plate, breadth and thickness in Wells..

RIVETING

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? NO	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.	
FLAT PLATE KEEL	53 1/2	.99	.79	.79		DOUBLE	1	4	5	1 1/8	4 1/2	LAPPED	
" Double (if any)	83 1/2		3 c. 65										
BOTTOM PLATING, No. of Strakes 4	72	.65	1 c. 51	.51		DOUBLE	7/8	3 1/2	4	7/8	3 1/2	LAPPED	
BILGE PLATING, No. of Strakes 1	78	.68	.51	.51		"	7/8	3 1/8	4	7/8	3 1/2	"	
SIDE PLATING, No. of Strakes 4	74	.63	.47	.47		"	7/8	3 1/8	4	7/8	3 1/2	"	
UPPER DECK, Sheer-strake in Wells	51	.98	.47	.47					5	1 1/8	5	"	
UPPER DECK, Sheer-strake in Bridge													
STRAKE BELOW Sheer-strake in Wells	51	.84	.47	.47		DOUBLE	1 1/2	3 1/2	4	1	4	LAPPED	
STRAKE BELOW Sheer-strake in Bridge													
POOP SIDE PLATING40		SINGLE	7/8	3 1/2	2	3/4	2 5/8	LAPPED	
BRIDGE SIDE PLATING43				SINGLE	7/8	3 1/2	2	3/4	2 5/8	"	
FOREC'TLE SIDE PLATING			.43			SINGLE	3/4	3	1	3/4	2 5/8	"	

FORGINGS and CASTINGS

Total No. of W.T. BULKHEADS in Vessel—		STIFFENERS.				STERN FRAME				RUDDER			
Extending to Upper Deck (Sec. 3 c)		VERTICAL.		HORIZONTAL.		Propeller Post		Rudder		Stern Post		Rudder	
Deck next below		Scantlings.	Spacing.	Scantlings.	Spacing.	Stern Post		Rudder		Stern Post		Rudder	
As per Rule		B.A.		NONE		Stern Post		Rudder		Stern Post		Rudder	
MIDSHIP BULKHD, Upper tween decks	34	6 x 3 x .38	30	NONE		Stern Post		Rudder		Stern Post		Rudder	
" " Second "						Stern Post		Rudder		Stern Post		Rudder	
" " Third "						Stern Post		Rudder		Stern Post		Rudder	
" " Holds		AS PER APPROVED PLANS.				Stern Post		Rudder		Stern Post		Rudder	
COLLISION " (in Hold)	54-43	9 x 3 x .46	24	1 SEMI-BOX BEAM		Stern Post		Rudder		Stern Post		Rudder	
AFTER PEAK " "	46-30	8 x 3 x .48	24	1 SEMI-BOX BEAM.		Stern Post		Rudder		Stern Post		Rudder	

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) THE STEEL COMPANY OF SCOTLAND,
D. COLVILLE & SONS LTD, J. DUNLOP & CO LTD, THE LANARKSHIRE STEEL CO LTD.
OPEN HEARTH PROCESS
Has the Steel been tested as required by the Rules? YES.

EQUIPMENT No 44523										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.
24586	1st Bower ...	77	2	14				57	12	2	0	77	BYES STOCKLESS	✓	L.W. 20-6-30. A.G.
24584	2nd „ ...	77	2	7				57	12	2	0	77	02	✓	L.W. 17-6-30. A.G.
24587	3rd „ ...	66	1	0				51	13	0	14	65½	02	✓	L.W. 20-6-30. A.G.
	Collective weight.	221	1	21								219½			
45214	Stream	22	0	6	5	2	16	22	7	2	0	22	IRON STOCK	✓	C.H. 15-3-30. S.C.P.

CHAIN CABLES.										HAWSEERS 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.	Ins.		Length.	Ins.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
												TOWLINE...	130	5 3/4	99	130	5 3/4
34057	300	2 7/16	106 7/10	149 5/8	892-0-0	890 1/4	300	2 7/16	STUD LINK	✓	C. 10-3-30. L.L.W.	HAWSEERS & WARPS	100	2 3/4	15.2	100	2 3/4
												"	100	2 3/4	15.2	100	2 3/4
												"	100	2 3/4	15.2	100	2 3/4
												"	100	2 3/4	15.2	100	2 3/4
												"	100	2 3/4	15.2	100	2 3/4
												"	100	2 3/4	15.2	100	2 3/4
												"	100	2 3/4	15.2	100	2 3/4
												"	100	2 3/4	15.2	100	2 3/4
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												"	100	2 3/4	15.2	100	2 3/4
												"	100	2 3/4	15.2	100	2 3/4
												"	100	2 3/4	15.2	100	2 3/4
												"	100	2 3/4	15.2		

Steering Gear, Steam 10" x 10" MESSRS HASTIE & CO. Steering Gear, Hand NONE. TACKLE TO AFTER WINCH.

Boats 2 c 20.0 x 6.75 x 2.6 Steering Chains, Size and Test NONE Windlass 10" x 14" CLARKE, CHAPMAN & CO

Ceiling in Holds, thickness and material NONE Cargo Battens, thickness, material and spacing 4" x 2" W.P. 9" APART.

Cargo Hatchways.-(Upper Deck) 10 c 6' x 4', 6 c 6' x 3' P+S. O.T. Thickness of Hatches STEEL COVERS.

Size of No. 1 Hatchway (Forward) 13'-6" x 12'-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

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.

THIS VESSEL HAS BEEN BUILT IN ACCORDANCE WITH THE APPROVED PLANS, THE SECRETARY'S LETTERS OF VARIOUS DATES AND IN ACCORDANCE WITH THE RULES FOR THE CLASS CONTEMPLATED.

THE MATERIALS AND WORKMANSHIP ARE GOOD.

THE BULKHEADS, DECKS, DOUBLE BOTTOM, PEAKS, OIL CARGO TANKS, OIL FUEL BUNKERS AND COFFERDAMS HAVE BEEN TESTED AS REQUIRED BY THE RULES WITH SATISFACTORY RESULTS.

THE STEERING GEAR AND WINDLASS HAVE BEEN TESTED WITH SATISFACTORY RESULTS.

OIL FUEL (F.P. ABOVE 150°F.) IS CARRIED IN THE DOUBLE BOTTOM IN THE MACHINERY SPACE, OIL FUEL BUNKERS FORWARD OF THE MACHINERY SPACE AND IN THE SEMI-DEEP TANK FORWARD.

THE FREEBOARD HAS BEEN VERIFIED AND CUT IN ON THE VESSEL'S SIDES.

The amount of Entry Fee £ 11 : 0 : 0 Fees applied for. 22 SEP 1930

Special Survey Fee... £ 603 : 6 : 0 Received by me, 25 SEP 1930

FREEBOARD. 1 1/2 1/2 8

Travelling Expenses, if any £ 11 : 13 : 4

I am of opinion the Vessel should be Classed + 100 A.). "CARRYING PETROLEUM IN BULK" "LONGITUDINAL FRAMING".

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

Signature H. Thrusen

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to G.B. Date of issue 4/10/30

Committee's Minute GLASGOW 1 OCT 1930

Character assigned 100A1.

9.30

Carrying Petroleum in Bulk

Lloyd's Assoc

+ L.M.C. 9.30

200-180lb.

Longitudinal Framing

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: 5 (24 PLANS + 3 REPORTS).

AS BUILT.

MIDSHIP SECTION.

✓ PROFILE AND DECK PLANS.

APPROVED PLANS.

✓ MIDSHIP SECTION

✓ PROFILE AND DECK PLANS

✓ FORWARD COFFERDAM BULKHEADS

✓ REVISED PLAN OF MIDSHIP BULKHEAD.

✓ FORE PEAK BULKHEAD

✓ OIL FUEL BUNKER AND AFTER COFFERDAM BULKHEADS

✓ PLAN OF FORE END FRAMING.

✓ AFTER FRAMING AND AFTER PEAK BULKHEAD

✓ WEB FRAMES IN ENGINE ROOM

✓ ENGINE SEATING AND TANK TOP.

✓ TRANSVERSE FRAMING IN LIEU OF LONGITUDINAL FRAMING.

✓ STIFFENING OF POOP, BRIDGE AND FORECASTLE.

✓ PLAN SHOWING ALTERNATIVE STIFFENING OF POOP FRONT

✓ MULTIPLE PUNCHING OF KEEL AND BOTTOM SHELL

✓ BRACKET AT AFTER END OF CENTRE LINE BULKHEAD

✓ SKETCH SHOWING SLOTS CUT IN BOTTOM LONGITUDINALS.

✓ OILTIGHT HATCH FITTINGS.

✓ STERNFRAME AND RUDDER

✓ PORT RUDDER

✓ ARRANGEMENT OF BILGE AND BALLAST PIPING AFT.

✓ ARRANGEMENT OF FORWARD BILGE, BALLAST AND OIL FUEL PANG.

✓ QUADRANT.

REPORTS.

✓ STERNFRAME

✓ RUDDER.

✓ QUADRANT AND TILLER.

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

1st Bower	46-2-5	M.B.	4169	26-5-30
2nd "	47-2-12	K.H.	10225	15-5-30
3rd "	39-0-22	M.B.	4175	26-5-30

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 94.3 ft., R.O.D. ft., Bridge 31.5 ft., Forecastle 42.0 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) 2 DKS (STL).

Official No. 162487. Signal Letters

Is bottom of Vessel coated with cement PEAKS ONLY. 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,	27.0	247.0
Double bottom, under Engines and Boilers,			After peak tank,	16.0	64.5
Double bottom, if under Engines only,	42.5	183.0	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	36.0	427.0
Double bottom, forward,			Other tanks, if fitted,		
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. 6058

Date 1. 11. 29

Dates of Surveys held while building

1929 Oct 24. 28 Nov. 6. 8. 12. 14. 18. 19. 27. 29 Dec 6. 14. 17. 20. 24. 26 (1930) Jan 8. 10. 14. 16. 17. 21. 22. 23. 24. 27. 28. 29. 30. 31 Feb. 3. 4. 5. 6. 10. 11. 13. 17. 18. 20. 25. 26. 27. 28. 29. 30. 31 Mar 3. 4. 5. 7. 10. 11. 12. 14. 17. 18. 19. 20. 21. 25. 26. 27. 28. 29. 30. 31 Apr 1. 2. 4. 7. 10. 11. 14. 15. 16. 17. 18. 22. 24. 25. 28. 29. 30. 31 May 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31 June 2. 3. 5. 9. 11. 13. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31 July 1. 2. 3. 4. 5. 10. 15 Aug 8. 31 Sep 3. 10. 15. 17. 22. 24. 25. 26. 27. 28. 29. 30. 31 Total No. of Visits 136

MOTORSHIP "EL MIRLO"

PARTICULARS OF LONGITUDINAL FRAMING. 50840

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		Departure from approved Plans to be Noted.				
		In Ship.			No. 1 FORWARD In Ship. No. 10 AFT.			Per Rule or as approved.			No. 1 FORWARD Per Rule or as approved. No. 10 AFT.			Rivets in Longitudinal Frames. Diam. Spacing.	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.	Ins.				Number.	Diameter.		
Framing of L, L or C		SEE BELOW.			SEE BELOW.			SEE BELOW.			SEE BELOW.									
Frames in Bridge 'tween Decks ...		TRANSVERSE			FRAMING.															
Frames from Uppermost Continuous Deck No. 1		8	3 1/2	36 BA	8	3 1/2	36 BA	8	3 1/2	36 BA	8	3 1/2	36 BA	7/8	5 1/4	7	7/8			
" 2		8	3 1/2	36 BA	8	3 1/2	36 BA	8	3 1/2	36 BA	8	3 1/2	36 BA	"	"	7	7/8			
" 3		8	3 1/2	38 BA	8	3 1/2	38 BA	8	3 1/2	38 BA	8	3 1/2	38 BA	"	"	8	7/8			
" 4		8	3 1/2	43 BA	8	3 1/2	43 BA	8	3 1/2	43 BA	8	3 1/2	43 BA	"	"	8	7/8			
" 5		8 1/2	3 1/2	42 BA	8 1/2	3 1/2	42 BA	8 1/2	3 1/2	42 BA	8 1/2	3 1/2	42 BA	"	"	9	7/8			
" 6		9	3 1/2	38 BA	9	3 1/2	38 BA	9	3 1/2	38 BA	9	3 1/2	38 BA	"	"	9	7/8			
" 7		9	3 1/2	44 BA	9	3 1/2	44 BA	9	3 1/2	44 BA	9	3 1/2	44 BA	"	"	9	7/8			
" 8		9	3 1/2	48 BA	9	3 1/2	48 BA	9	3 1/2	48 BA	9	3 1/2	48 BA	"	"	10	7/8			
" 9		10	3 1/2	40 BA	10	3 1/2	40 BA	9 1/2	3 1/2	44 BA	9 1/2	3 1/2	44 BA	"	"	10	7/8			
9A 10					F 10	3 1/2	40 BA				F 10	3 1/2	40 BA	"	"	10	7/8			
10 11		10	3 1/2	43 BA	F 10	3 1/2	47 BA	10	3 1/2	43 BA	F 10	3 1/2	47 BA	"	"	10	7/8			
11 12		12	3 1/2	47 BA	A 10	3 1/2	43 BA	12	3 1/2	47 BA	A 10	3 1/2	43 BA	"	"	12	7/8			
12 13		12 x 4 x 4 x	45/60		A 11	3 1/2	42 BA	12 x 4 x 4 x	45/60		A 11	3 1/2	42 BA	"	"	12	7/8			
13 14		12 x 4 x 4 x	56/60		A 12	3 1/2	45 BA	12 x 4 x 4 x	56/60		A 12	3 1/2	45 BA	"	"	14	7/8			
14 15		12 x 4 x 4 x	49/60		F 12	3 1/2	54 BA	12 x 4 x 4 x	49/60		F 12	3 1/2	54 BA	"	"	12	7/8			
15 TO 22 16		"	"		A 12 x 4 x 4 x	56/60		12 x 4 x 4 x	56/60		A 12 x 4 x 4 x	56/60		"	"	12	7/8			
Spacing of Longitudinal Frames		Amidships			30" AND AS PER APPROVED PLANS			Amidships			30" AND AS PER APPROVED PLANS									
At Ends		30"			"			"			"									
Double Bottoms		Tank Top Longitudinals																		
L, L or C		Bottom																		
Spacing of Longitudinals		Amidships																		
At Ends		"																		
Transverses.																				
In Bridge		Depth and Thickness			18 3/8 .40			18 3/8 .40			18 3/8 .40			18 3/8 .40						
'tween Decks		Face Angles			3 1/2 3 1/2 .41			3 1/2 3 1/2 .41			3 1/2 3 1/2 .41			3 1/2 3 1/2 .41						
In		Lugs to Shell*			3 1/2 3 1/2 .40			3 1/2 3 1/2 .40			3 1/2 3 1/2 .40			3 1/2 3 1/2 .40		7/8	4			
Upper 'tween Decks.		Depth and Thickness			33 1/2 .47			33 1/2 .47			33 1/2 .47			33 1/2 .47						
In Hold.		Face Angles			7 3 1/2 .53			7 3 1/2 .53			7 3 1/2 .53			7 3 1/2 .53						
Brackets		Lugs to Shell*			6 6 .47			6 6 .47			6 6 .47			6 6 .47		7/8	4			
Spacing of Transverse Frames		9'-7 1/2" - 7'-7" - 9'-7 1/2"																		
* State if joggled or liners.																				
Longitudinal Beams of		Bridge Deck			TRANSVERSE			FRAMING			TRANSVERSE			FRAMING			In Ships.		As approved.	
Upper		6 1/2 3 1/2 .41 BA			6 1/2 3 1/2 .41 BA			6 1/2 3 1/2 .41 BA			6 1/2 3 1/2 .41 BA			6 1/2 3 1/2 .41 BA			17 1/2 x .40		PL 5	
Second		7 3 1/2 .38 BA			7 3 1/2 .38 BA			7 3 1/2 .38 BA			7 3 1/2 .38 BA			7 3 1/2 .38 BA			20 1/2 x .41		6 x 3 1/2 x .52	
Third		7 3 1/2 .37 BA			7 3 1/2 .37 BA			7 3 1/2 .37 BA			7 3 1/2 .37 BA			7 3 1/2 .37 BA			20 1/2 x .41		6 x 3 1/2 x .52	
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.																				
5c.11.24.—T.																				
POOP SIDE PLATING		.40															SINGLE		3 1/2	
																	2		3/4 - 2 5/8	

Departure from approved Plans to be Noted.

TRAPPED OR LAPPED.

LAPPED

LAPPED

LAPPED

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Lloyd's Register
Foundation
0207 313