

STEEL ~~STEAMER~~ MOTORSHIP.

Received at London Office 21 DEC 1931

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel YesDate of completion of report 11th December 1931 Port of NEWCASTLE-ON-TYNE No. 87874Survey held at Wallsend-on-Tyne Date First Survey 8th September 1930 Last Survey 11th December 1931.

On the (State if Machinery fitted Aft and

Motorship "Cardium"

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

Full ScantlingsState Type of Erections Poop, Bridge & ForecastleTONNAGE under Tonnage Deck... 7482.67CLASS 100.A.1. State if with freeboard No
"Carrying petroleum in bulk" as condition of Class

Do. of space or spaces between Tonnage Deck and Upper Deck

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 450.0Total 7482.67Breadth (greatest moulded) B 61.75Gross Tonnage 8235.54Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 34.0Register Tonnage 4827.721st Longitudinal Number (L x D) = 153002nd Numeral L x (B + D) = 43087REGISTERED DIMENSIONS.
FEET.Length 451.3Breadth 62.0Depth 34.05Framing Depth "d," at middle of length. See Sec. 3 (1d) ✓Proportions—Depth to Length—Uppermost continuous deck to top of keel ✓ 13.23Do. Long Bridge to top of keel ✓Draught Moulded 26'-2 3/4"
" Maximum summer 26'-4 3/4"Built at Wallsend-on-TyneLaunched 15th September 1931 Yard No. 1455Builders Swan Hunter & Wigham RichardsonOwners Anglo-Saxon Petroleum Co. Ltd.

Managers " " " " " "

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

Residence LondonPort of Registry LondonSurveyed while building, afloat, or in dry dock ✓

Built under special survey.

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.
MES, Spacing amidships	29	—	Side Stringers in Oil Tanks.		
Pump Room = 25 1/2"	Cofferdams = 24"	✓	Bracket Floors, Frame	Upper Stringer 26	42
" " from 3 length to Collision bulkhead, Fore Hold, etc.)	27	—	" " Reversed Frame	Face angle 3 1/2	3 1/2 42
" " in peaks	24	—	" " Lower Stringer	33	44
Engine Room	29 1/2	—	" " Vertical Struts	Face angle 3 1/2	3 1/2 44
E FRAMING.			Centre Girder, depth and thickness amidships	52	42
Frame Amidships, Angle, E or F	10 3 1/2 43	10 x 3 1/2 x 40	" " Oil Tanks. Intercoastal between transverse.		
" " Forward Tanks	11 3 1/2 44	—	" " top Angle	Single 6 3 1/2 62	—
" " Extends up to	Upper Deck	—	" " bottom Angles	Double 4 4 50	—
Reversed Frame Amidships, Angle Bull.	10 3 1/2 40	—	" " Engine Room: — 60 x 5 1/2 46	Top angles, D. 3 1/2 x 3 1/2 54 50	
" " + webs as per plan.	Upper 1/2 D. all	—	Side Girders, No. each side and thickness	Two 60 One 42	
" " Extends up to	Upper 1/2 D. all	—	Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder	10 3 1/2 42	—	" " Vertical Angle to Tank side		
Frames in Uppermost Continuous Deck	18 3 46	—	" " Bracket abaft 1/2 len. from stem		
" " Forward Deep Tank, B.A.	10 3 1/2 44	—	" " Vertical Angle to Tank side		
" " Second Deck, Angle, E or F	7 3 44	7 x 3 1/2 x 42	" " Bracket forward 1/2 len. from stem		
" " Bridge Framing, O.A.	7 3 44	—	" " Gussets, spacing and scantling		
" " Third	8 3 46	—	" " Gussets, spacing and scantling		
Framing in Peaks, Angle or F	7 3 46	—	Frame Leg		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 5 1/2 D	—	Tank Side Brackets, height above base line	5'-6" x 42	—
State if Frame Joggled	Yes	—	Cargo Oil Tanks, at toe of Frame and thickness		
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	2 Stringers 24 x 40	—	INNER BOTTOM PLATING, Engine Room.		
Lengthening of Bottom Forward, State Particulars	2 Intercoastals, 8 x 3 1/2	—	Breadth and thickness of Middle Line Strake	73 52	—
also extra transverse Girders in 707 Tank Centre.	3 Strakes Shell increased P.T.S.	—	Under Engines	1-02	—
GLE BOTTOM.			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?	Oil engines	—
Floors, Depth and thickness at mid-line	38 40	—	BEAMS.		
Holds	6'-5"	—	Uppermost Continuous Deck, amidships	Longitudinal Framing	
Height of Brackets at side above base line at toe of frame		—	" " in Wells, Angle, E or F		
Middle Line Keelson, on Floors, Angles	Cent Line 12.40 40	—	" " in way of Bridge, Angle, E or F		
Forward Deep Tank	8 x 3 1/2 40	—	Spacing		
" " Through Plate or Intercoastal Plate	12 x 3 1/2 50	—	Second Deck, amidships, Angle, E or F	Three Beams in each oil wing tank.	
" " Foundation Plate on Floors	Spaced 27"	—	Spacing	10 x 3 1/2 x 3 1/2 44 50	
" " Flat Plate Keel Angles	4 4 52	—	Third Deck, amidships, Angle, E or F	Three Beams in each oil wing tank.	
Double Keelsons, No. each side	Two	—	Spacing	10 x 3 1/2 x 3 1/2 47 50 60	
" " thickness of Intercoastal Plate	42	—	Fourth Deck, amidships, Angle, E or F		
" " Angles	6 6 44	—	Spacing		
" " Rider Plate	18 46	—	Poop Deck, Angle, E or F	8 3 46	—
DOUBLE BOTTOM, Engine Room.			Spacing	78 3 36	
Solid Floors, thickness and spacing	50, S = 29 1/2	—	Bridge Deck, Angle, E or F	8 3 36	—
" " Are Frame and Reversed Frame joggled?	Yes	—	Spacing	Every frame	
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, E or F	9 3 1/2 52	
" " breadth and thickness at margin plate			Spacing	78 3 36	

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.
PILLARS, No. of Rows <i>None</i>									
Centre Girders at Upper Deck.									
Intercoastal between transverse beams.	160	40	—						
" in 'tween Decks, Size and Spacing.....									
Face angle	16	3½	50	—					
" " " " "									
" in Holds									
" " " " "									
Wing Centre Line Bulkhead, S. <i>Two</i>									
Stiffeners and Spacing..... <i>Spaced 29"</i>	110	3½	43	—					
	11	3¾	44	—					
Plating, thickness of	38	42	—						
<i>No. 7 Tank.</i>	38	44	—						
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Walls	75	70	44	—					
" " <i>Poop Front</i> " in way of Bridge (aft end)	75	94	—						
" " " " (Fore end)	75	89	—						
" Angle in Walls	7	7	60	—					
Thickness of Plating abreast Deck openings in way of Wells	58	70	—						
Thickness of Plating abreast Deck openings in way of Bridge	58	70	—						
Thickness of Plating within line of openings <i>Fore end</i>	40	—	—						
<i>at ends of vessel</i>	36	—	—						
If Sheathed, material and thickness	<i>At accommodation only</i>								
Second Deck. <i>Fore Hold only.</i>									
Stringer Plate, breadth and thickness in Walls...	36	—	—						
<i>deck plating</i>	32	—	—						
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									
Third Deck.									
Stringer Plate, breadth and thickness									
If Plated, state thickness									
Fourth Deck.									
Stringer Plate, breadth and thickness									
If Plated, state thickness									
Poop Deck.									
Stringer Plate, breadth and thickness	39	37	—						
Plating, Sheathing, material and thickness	Exposed	30	—						
	Sheathed	26	—						
Bridge Deck.									
Stringer Plate, breadth and thickness	51	43	—						
Plating, Sheathing, material and thickness	34	Sheathed	—						
	<i>at accommodation.</i>								
Forecastle Deck.									
Stringer Plate, breadth and thickness..... <i>Pack end plates</i>	37	—	—						
Plating, Sheathing, material and thickness	20	Sheathed	—						
<i>at Windlass</i>	50	—	—						

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>No.</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing er. to er.		Diam.	Spacing er. to er.		
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	1.60	1.94	1.78	1.78	—	Double	1	4	Quintuple 1/2 L.	1	4	Lapped.	
„ DECK (if any)													
BOTTOM PLATING, No. of Strakes <i>Fawn...</i>	1.67 82	1.65	1.65 50	1.68 50	—	"	7/8	3 3/4 3 3/8	Quad 1/2 L	7/8	3 1/2	"	
BILGE PLATING, No. of Strakes <i>Black...</i>	1.64 1/2	1.65	1.69	1.60	—	"	7/8	3 3/8	" " "	7/8	3 1/2	"	
SIDE PLATING, No. of Strakes <i>Fawn...</i>	1.68 1/2 82 3/4	1.61	1.48	1.67 1.47	—	"	7/8	3 3/8	" " "	7/8	3 1/2	"	
UPPER DECK, Sheer- strake in Wells.....	1.51	1.97	1.48	1.47	—	"	1 1/8	4 1/2	Quintuple 1/2 L	1 1/8	4 1/2	"	
UPPER DECK, Sheer- strake in Bridge <i>at poop front</i>	1.51	1.16	—	—	—	"	1 1/8	4 1/2	Treble	1 1/4	5	Double Straps.	
STRAKE BELOW Sheer- strake in Wells.....	1.72	1.77	1.48	1.47	—	"	1	3 5/8	Quad 3/5 L	1	4	Lapped.	
STRAKE BELOW Sheer- strake in Bridge ...													
POOP SIDE PLATING				1.40	—	Single	7/8	3 1/2	Double	3/4	2 5/8	Lapped	
" " " <i>at poop front</i>				1.60	—	Run down to deck.			Treble	3/4	2 5/8	" "	
BRIDGE SIDE PLATING ...		1.43 1.43			—	Single	3/4	3.	Single	3/4	2 5/8	" "	
					—	Run down to deck.			" "	"	"	" "	
FOREC'TLE SIDE PLATING			1.43			Single	3/4	3.	" "	3/4	2 5/8	" "	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—				Casting or Forging.		Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c) <i>Thirteen</i>								
" Deck next below <i>One</i>								
As per Rule <i>Seven</i>								
Remainder of the Bulkheads. as per approved plans.				Plating Thickness.		STIFFENERS.		
				VERTICAL. B. a.		HORIZONTAL.		
				Scantlings.	Spacing.	Scantlings.	Spacing.	
MIDSHIP BULKH'D, Upper tween decks						Two Semi. Box— Centre Tank ✓ 26' 27' x 40.		
"	"	Second	"			Face. O. a. 16' 3 1/2' x 48' 6' x 4' x 62.		
"	"	Third	"	38' 42	10' 3 1/2' x 43' 30' 3 1/2'	Vertical Web at centre. 47' x 46'	Wing Tank 24' x 40'	
"	"	Holds			Face O. a. 6' 4' x 64'	Face O. a. 13 1/2' x 3 1/2' x 40.		
COLLISION								
(in Hold)				26'-54	9' 3 1/2' x 42' 24'	Two Semi. box & flats as approved.		
AFTER PEAK				26'-50	B. a. 12' 3 1/2' x 58' 24' 4' x 3' x 32'	Semi. box beam & flat as approved.		

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture). *Open - hearth.*
Consell. Dorman Long. Skinningrove. Raine & Co. Cargo Fleet. South Durham.
Colville. Frodingham. Bolckow Vaughan. Round Oak Works.
 Has the Steel been tested as required by the Rules? *Yes.*

EQUIPMENT No 44426.0										LETTER C +	ANCHORS.
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.
24665	1st Bower ...	85	1	—	Stockless			61	10	—	—
24666	2nd „ ...	77	2	7	D°			57	12	2	—
24666	3rd „ ...	66	1	—	D°			51	13	0	14
	Collective weight.	229	0	7							
4623	Stream	22	0	16	5	2	21	22	9	1	14

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.			Length.	Diam.					Length.	Cir.		Length.	Cir.
45855	150	2 7/16	106 1/2	149 1/2	445-1-0	✓			300	2 7/16	Shud Link.	Joneswood & Sons.	I.P.H.C.H. 22-4-31. S.C. Paul.	TOWLINE	130	5 3/4	82.3	130	5 3/4
45856	90	2 7/16	"	"	267-0-21	✓					"	"	"	"					
45857	30	2 7/16	"	"	89-0-14	✓					"	"	"	"					
45858	15	2 7/16	"	"	44-2-7	✓					"	"	"	"					
45859	15	2 7/16	"	"	44-2-7	✓					"	"	"	"					
	300.	2 7/16			890-2-21	890 1/4.													
		Cir.																	
Stream	120	5	—	64.2	—	—			120	5	—	—	Steel wires certified by Craven Speeding Bros Ltd.						

Steering Gear, Steam Keyed Tiller + Loose Quadrant (emergency key)	Steering Gear, Hand Blocks + tackles led to steam winch
Boats 4 Lifeboats 24'0. Dinghy 18'0"	Steering Chains, Size and Test None.
	Windlass Emerson Walker & Co. Ltd.
Ceiling in Holds, thickness and material	None — Jarner.
	Cargo Battens, thickness, material and spacing None — Jarner.
Cargo Hatchways.—(Upper Deck) Steel coaming 2'6" x 44.	Thickness of Hatches 50 Steel Covers shipped with B.S.
O.T. Hatches " " 2'6" x 40.	Steel Covers 60.
Size of No. 1 Hatchway (Forward) 9'0" x 12'1"	No. 2 O.T. Hatches No. 3 6'0" x 4'0" No. 4 No. 5 No. 6
Number of Shifting Beams and/or Fore and Afters	None.

FOR SHAW, HUNTER, & WIGHAM RICHARDSON, LTD.
 Builder's Signature *W. A. Hunter*

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel Oil engines (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo Tanker. 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 & in other respects in conformity with the Society's Rules & Regulations for the carriage of petroleum in bulk. The materials & workmanship are good.

The weather decks, The upper part of the peak bulkheads have been tested & found satisfactory.

The peak tanks, The main cargo tanks, The deep tank forward, The oil fuel bunker & main cofferdams, The F.W. Tanks, The double bottom tanks in the engine room, including the oil drain tank & the double bottom cofferdams, have all been tested as required by the Rules & found satisfactory.

The requirements of Section 20 of the Rules, where applicable, for the carriage of oil fuel, having a flash point above 150°F. have been carried out. The settling tanks were also tested & found good.

The freeboard assigned in the Secretary's Letter dated 27th April 1931, has been duly marked, verified & cut in on the vessel's sides. Newcastle Report No. 87073.

Both the steering gears were found to be working satisfactorily. All the Sections used are N.B.S.

The amount of Entry Fee £ 11 : 0 : 0	Fees applied for, 5/12/1931	I am of opinion the Vessel should be Classed 100. A.1. Carrying petroleum in bulk
Special Survey Fee.... £ 608 : 17 : 0	Received by me, 23/12/31	
Freeboard 14 0 0		
Travelling Expenses, if any £ :		
State whether the Vessel has been built under Special Survey	Yes	Signature Thomas, S. Shute
Certificate to be sent to Newcastle-on-Tyne. Date of issue	28/12/31	Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 22 DEC 1931

Character assigned +100A1

Carryg. Petroleum in Bulk

Lloyd's A.C.P.

Oil Eng. 200. 150. 100.

Write fans.

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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.)

Sister Vessels:— Mess^{rs} Hawthorn Leslie & Co^s No^s 579/80. "Caprella" & "Capra".
Mess^{rs} Swan Hunter & Wigham Richardson's No^s 1453. "Cardita". Report No^s 8

The approved plans (37 in number) are enclosed. also midship Section (as built.)

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	With pins.		No.	A. Bennett.
		8-9-lls.	2-9-lls.		
	50-0-12.	54-3-21.		6382.	5-2-31.
	48-0-3.	52-3-14.		4879.	H.C. Rogers. 20-11-30.
	38-0-15.	42-0-0.		6387.	A Bennett. 11-2-31.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 102.54 ft., R.Q.D. ☒ ft., Bridge 34.5 ft., Forecastle 42.125 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. Dth (5th). Longitudinal Framing at bottom & deck.

Official No. 162664 : Signal Letters

Is bottom of Vessel coated with cement if not g

particulars of composition. Piston cooling tank (E.R. Double Bottom) = Full cement. Forward deep tank = Cement Filler. Elsewhere = Nil.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,	68'-10"	244.	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	31'-6"	36.
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. 5420

Date 11.6.30.

Dates of Surveys held while building

1930 Sep. 8. 17. 25. 29. Oct. 2. 7. 16. 22. 28. Nov. 7. 14. 21. 27. Dec. 5. 9. 15. 19. 23. 1931 Jan. 6. 14. 20. 23. 26. 30. Feb. 3. 9. 11. 18. 24. 27. Mar. 3. 5. 10. 13. 19. 24. Apr. 1. 24. May 1. 7. June 1. 4. 5. 8. 9. 11. 12. 13. 15. 16. 17. 18. 19. 29. 30. Jul. 23. 6. 7. 9. 10. 13. 14. 15. 16. 20. 29. 30. Aug. 24. Sep. 3. 11. 15. 17. 21. Oct. 2. 12. 14. 19. 22. 30. Nov. 12. 17. 18. 30. Dec. 2. 7. 8. 9. 11.

Lloyd's Register Foundation
Total No. of Visits 9

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.	Rivets in Brackets to Bulkheads.						
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Number.		Diameter.						
												Ins.	Ins.		Inches.		Inches.	Inches.				
Edge 'tween Decks ...	Transverse Framing.																					
Uppermost Continuous No. 1																						
" 2																						
" 3																						
" 4																						
" 5																						
" 6																						
" 7	Transverse Side Framing. Two side stringers. See Page 1.																					
" 8																						
" 9																						
" 10																						
" 11																						
" 12	Transverse Framing in Fore Deep Tank & Engine Room																					
" 13																						
" 14																						
" 15																						
Longitudinals 16	15 x 4 x 4 x .53 62			15 x 4 x 4 x .53 62			15 x 4 x 4 x .53 62			15 x 4 x 4 x .53 62			7/8	6 D	3 1/2 D for 10 R	16 x 7/8						
Amidships	31						31								Forward oil tank	14						
At Ends															4 1/2 D							
Tank Top Longitudinals																						
Bottom	Engine Room Double Bottom = Transverse Framing.																					
Longitudinals { Amidships																						
{ At Ends...																						
Transverses.																	Rivets in Lugs to Shell Diam. Speng.					
Depth and Thickness																						
Face Angles	Transverse Framing.																					
Lugs to Shell*																						
Depth and Thickness																						
Face Angles																						
Lugs to Shell*																						
Depth and Thickness	Centre Tank 52 x 46			52 x 46			52 x 46			52 x 46												
	Wing Tank 32 x 44			32 x 44			32 x 44			32 x 44												
Face Angles	Centre Tank 6			6			6			6												
	Wing Tank 6			6			6			6												
Lugs to Shell*	Wing Tank 6			6			6			6												
	Centre Tank 6			6			6			6												
" Back Bars ...	3 1/2			3 1/2			3 1/2			3 1/2												
Centre Tank only	3 1/2			3 1/2			3 1/2			3 1/2												
Brackets (Flanged)	Wing Tanks 4 1/2			4 1/2			4 1/2			4 1/2												
	Centre Tanks 4 1/2			4 1/2			4 1/2			4 1/2												
Transverse Frames	9' 8"			9' 8"			9' 8"			9' 8"												
if jogged or liners.																						
Bridge Deck	Transverse Framing.																					
Upper	8			3 1/2			8			3 1/2			30 1/2 731		28 x 4 1/2							
Second	Transverse Framing in Fore Hold & Engine Room.																					
Third																						
																	Transverse Beams.		In Ship. As approved.		Plate. Angles. Plate. Angles.	
																			Centre Tanks.		6 x 3 1/2 x 50 28 x 4 1/2 6 x 3 1/2 x 50	
																			Wing Tanks.		6 x 3 1/2 x 44 6 x 3 1/2 x 44	

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.

Thomas S. Shute