

State if Report is sent on the Machinery of the Vessel. Yes (and from Amsterdam)

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

CLASS *no A,*

Built at Krimpen a/d Rysel

Length from fore part of stem to after part of stern } L 450'-0"
post on summer L.W.L. See Sec. 3 (1a) }

Launched 9/7-1928 Yard No. 586

Breadth (*greatest moulded*) **B** 59'-0"

Builders *v/d Giessen & Zonen Schep-
weren*

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'-1 1/2

Owners Camillo Eitzen

1st Longitudinal Number (L × D)..... = 15075

Managers. Camillo Etzgen
(Where necessary to be entered in Reg. Book.)

2nd Numeral $L \times (B + D) \dots\dots\dots = 41625$

Residence *Ashe*

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

13.18

Port of Registry..... *Cebu*

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

If surveyed while building, afloat, or in dry dock

Draught Moulded

Building

	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>Long framing</i>		✓ Bracket Floors, Frame	✓	
" " from $\frac{1}{2}$ length to Collision bulkhead.....	<i>686</i>		✓ " " Reversed Frame	✓	
" " in peaks.....	<i>610</i>		✓ " " Vertical Struts	✓	
SIDE FRAMING. <i>motor space</i>			Centre Girder, depth and thickness amidships	<i>1530 13½-12½</i>	✓
Frame Amidships, Angle, [or]	<i>230 90 11½</i> (<i>see long fram</i>)		✓ " " top Angles	<i>90 90 13</i>	✓
" " Extends up to			" " bottom Angles	<i>100 100 15</i>	✓
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness ..	<i>3 15</i>	✓
" " Extends up to...	✓		Margin Plate depth (excl. of flange) and thickness <i>straight</i> ..	<i>26 + 14</i>	
Depth of Framing Girder	✓		✓ " " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	<i>8 3½ .40</i>		" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	✓	
" " Second 'tween Decks, Angle, [or]	<i>7 3½ .38</i> (<i>see plan</i>)		✓ " " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem.....	✓	
" " Third " " " " " "			" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem.....	✓	
Framing in Peaks, Angle or [.....	<i>220 85 10½</i>		✓ Tank Side Brackets, height above base line at toe of Frame and thickness	<i>See approved plan</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>See table Long framing</i>		INNER BOTTOM PLATING. <i>motor space</i>		
State if Frame Joggled	<i>Sidestirrers and web frames all as approved.</i>		Breadth and thickness of Middle Line Strake ..	<i>13½</i>	✓
PANTING ARRANGEMENTS (Sec. 7), state system and particulars)			Thickness of remainder in Holds	<i>26</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Double angled frames and side keelsons fitted all as approved.</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>motor space see approved plan</i>	
SINGLE BOTTOM. <i>forward in deep tank</i>			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	<i>36 37 .42</i>		Uppermost Continuous Deck, amidships in Wells, Angle, [or]	<i>230 90 11</i>	✓
Height of Brackets at side above base line at toe of frame	<i>See plan deep tank</i>		" " in way of Bridge, Angle, [or]		
Middle Line Keelson, on Floors, Angles, [or]	<i>On line bulkhead.</i>		Spacing	<i>30 " + 24 "</i>	✓
" " " Through Plate or Intercoastal Plate...	✓		Second Deck, amidships, Angle, [or]	<i>11½ 3½ .40</i>	✓
" " " Foundation Plate on Floors	✓		Spacing	<i>24 "</i>	✓
" " " Flat Plate Keel Angles	✓		Third Deck, amidships, Angle, [or]	✓	
Side Keelsons, No. each side	<i>See plan</i>		Spacing		
" " thickness of Intercoastal Plate... ..	<i>42</i>		Fourth Deck, amidships, Angle, [or]	✓	
" " Angles	<i>230 90 11</i>		Spacing		
DOUBLE BOTTOM. <i>in motor space</i>			Poop Deck, Angle, [or]	<i>8 3 .42</i>	✓
Solid Floors, thickness and spacing	<i>10½ 30 "</i>		Spacing	<i>30 " + 24 "</i>	✓
" " Are Frame and Reversed Frame joggled?.....	<i>no</i>		Bridge Deck, Angle, [or]	✓	
Bracket Floors, breadth and thickness at middle line.....	✓		Spacing		
" " breadth and thickness at margin plate.....	✓		Forecastle Deck, Angle, [or]	<i>200 85 10½</i>	✓
			Spacing	<i>610</i>	

PILLARS AND DECKS.

		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows.....	<i>forecastle 2 rows</i>	<i>3 1/2"</i>	<i>5"</i>		
" in 'tween Decks, Size and Spacing.....	<i>Bridge 1 row</i>	<i>3 1/2"</i>	<i>5"</i>		
" " " " "	<i>motor 2 rows</i>	<i>3"</i>	<i>5"</i>		
" in Holds	<i>motor space 6x6x.50</i>	<i>5"</i>	<i>5"</i>		
<i>Two side</i> " " " "	<i>Longitudinals and</i>				
Centre Line Bulkhead	<i>Stiffeners and Spacing.....</i>	<i>webs as approved.</i>			
Plating, thickness of	<i>.50 to .37</i>				
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells	<i>76 1/2, .76</i>	<i>✓</i>			
" " " " in way of Bridge	<i>76 1/2, .87</i>	<i>✓</i>			
" " " " " " " " " "	<i>prop .100</i>	<i>✓</i>			
" Angle in Wells	<i>6 6 .68</i>	<i>✓</i>			
Thickness of Plating abreast Deck openings) in way of Wells	<i>.75 - .55</i>	<i>✓</i>			
Thickness of Plating abreast Deck openings) in way of Bridge	<i>.80</i>	<i>✓</i>			
Thickness of Plating within line of openings...	<i>.75 - .55</i>	<i>✓</i>			
If Sheathed, material and thickness	<i>✓</i>				
Second Deck.					
Stringer Plate, breadth and thickness in Wells...	<i>✓</i>	<i>✓</i>			
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	<i>37</i>	<i>36</i>	<i>✓</i>		
Plating, Sheathing, material and thickness	<i>skel</i>	<i>(8)</i>			
Bridge Deck.					
Stringer Plate, breadth and thickness.....	<i>79</i>	<i>42</i>	<i>✓</i>		
Plating, Sheathing, material and thickness	<i>skel</i>	<i>34</i>	<i>✓</i>		
Forecastle Deck.					
Stringer Plate, breadth and thickness		<i>36</i>	<i>✓</i>		
Plating, Sheathing, material and thickness	<i>skel</i>	<i>36</i>	<i>✓</i>		

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>no</i>	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.	
	Inches.	Inches.	Inches.	Inches.									
FLAT PLATE KEEL	<i>07</i>	<i>.06</i>	<i>.76</i>	<i>.76</i>	<i>✓</i>	<i>Double</i>	<i>1</i>	<i>4</i>	<i>III</i>	<i>1</i>	<i>4</i>	<i>Double Strapped</i>	
„ DBLG. (if any)													
BOTTOM PLATING, No. of of Strakes <i>3</i>	<i>07</i>	<i>.61</i>	<i>.49</i>	<i>.49</i>	<i>✓</i>	<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>III / III</i>	<i>7/8</i>	<i>3 1/4</i>	<i>Lapped</i>	
BILGE PLATING, No. of Strakes <i>ans</i>	<i>79</i>	<i>.63</i>	<i>.50</i>	<i>.50</i>	<i>✓</i>	<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>III / III</i>	<i>7/8</i>	<i>3 1/4</i>	<i>"</i>	
SIDE PLATING, No. of Strakes <i>3</i>	<i>07</i>	<i>.59</i>	<i>.46</i>	<i>.46</i>	<i>✓</i>	<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>III / III</i>	<i>7/8</i>	<i>3 1/4</i>	<i>"</i>	
UPPER DECK, Sheer- strake in Wells.....	<i>03</i>	<i>.01</i>	<i>.46</i>	<i>.46</i>	<i>✓</i>	<i>"</i>	<i>1</i>	<i>4</i>	<i>IIII</i>	<i>1</i>	<i>4 1/2</i>	<i>"</i>	
UPPER DECK, Sheer- strake in Bridge <i>plate</i>	<i>03</i>	<i>.93</i>	<i>.93</i>		<i>✓</i>	<i>"</i>	<i>1</i>	<i>4</i>	<i>IIII</i>	<i>1</i>	<i>4 1/2</i>	<i>"</i>	
STRAKE BELOW Sheer- strake in Wells.....	<i>07</i>	<i>.73</i>	<i>.46</i>	<i>.46</i>	<i>✓</i>	<i>"</i>	<i>1</i>	<i>4</i>	<i>III / III</i>	<i>7/8</i>	<i>3 1/4</i>	<i>"</i>	
STRAKE BELOW Sheer- strake in Bridge ...					<i>✓</i>								
POOP SIDE PLATING	<i>40</i>		<i>.40-.40</i>		<i>✓</i>	<i>Single</i>	<i>⊗</i>	<i>⊗</i>	<i>Single</i>	<i>3/4</i>	<i>⊗</i>	<i>"</i>	
BRIDGE SIDE PLATING ...	<i>55</i>	<i>.50</i>				<i>"</i>			<i>"</i>	<i>3/4</i>	<i>⊗</i>	<i>"</i>	
FOREC'TLE SIDE PLATING	<i>55</i>		<i>.42</i>			<i>"</i>			<i>"</i>	<i>3/4</i>	<i>⊗</i>	<i>"</i>	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		14	
Extending to Upper Deck (Sec. 3 c)	13		
„ Deck next below	1		
As per Rule			

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D , Upper tween decks	.50	5 wts	✓	✓	✓
„ „ Second „	.34	as approved	✓	as approved	✓
„ „ Third „					
„ „ Holds					
COLLISION „ (in Hold) ✓	.48	4 1/2 x 3 x 30	✓	✓	✓
	.27	200 x 90 x 13	✓	as approved	✓
AFTER PEAK „ Rume „ + 1/1	.50	170 x 75 x 11	✓	✓	✓
	.30	140 x 75 x 11	✓	✓	✓

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		Plat	Keelplate	✓
STEM		Plat	260 x 70	✓
„ Crown part cast steel				
STERN FRAME { Propeller Post		Plat	Wilton Forge	✓
{ Rudder „		264 x 86	Rotterdam	✓
RUDDER—A x D				
Speed of Vessel	±	11 1/2	knots	✓
RUDDER mainpiece at head ...		Plat	380	Wilton Forge ✓
„ „ heel ...			285	Rotterdam ✓
„ „ how constructed				✓
„ „ double or single plate		Single plate	.30 in.	✓
„ „ coupling, vertical or horizontal		Horizontal	all coupling	✓

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens Martin process*
Daniel Colville & Sons; Vereinigte Stahlwerke August Thiesse Hamburg am
Rhein; Gute Hoffnungshütte; Societe Anonyme d'Acier
 Has the Steel been tested as required by the Rules? *Yes.*

EQUIPMENT No. 43425 ✓												LETTER C ✓		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.						
1215	1st Bower ...	80	3	0	80	3	0	59	2	0	0	77-0-0	Borgus patent R.N.G. Leiden	"	5/4-20 P.P. Willmann		
1216	2nd " ...	79	2	0	"	"	"	58	10	0	0	"	"	"	"		
1214	3rd " ...	69	3	20	"	"	"	54	15	0	0	"	"	"	"		
	Collective weight.	230	0	20	"	"	"					219-2-0	"	"	"		
1217	Stream	28	3	0	"	"	"	28	5	0	0	22-0-0	"	"	"		

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.	Statury.	Break-ing.	Supplied.	Per Rule.		Length.	Diam.					Fathoms.	Ins.		Fathoms.	Ins.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.						Tons.	Fathoms.	Ins.
1725	150	2 7/16	106 9/16	149 5/8	501-0-20			890-1-0	300	2 7/16	And R.N.G. Leiden	5/8-20 Willmann	TOWLINE	130	15		130	15
1732	150	2 7/16	106 9/16	149 5/8	494-1-0						"	"	6/4-28	HAWSERS & WARPS	2x90	4"	33	4x100x2 3/4
1631	300																	
		Cir.								Cir.								
Iron Stream Chain } Steel Wire }	120	1 5/16	31	46 1/2	116-1-0				120	1 5/16	"	"	20/6-20	"	2x90	3"	18	

Steering Gear, Steam *Steam patent direct acting* Steering Gear, Hand *Yes*
Boats *4 boats* Steering Chains, Size and Test *✓* Windlass *Steam patent*
Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *✓*
Cargo Hatchways.-(Upper Deck) *Biltight hatches* Thickness of Hatches *Steel covers. Biltight.*
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

Builder's Signature *C. van der Giessen & Zonen's Scheepswerf*

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *an oil tanker, is fitted for carrying oil as cargo.* (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 and Secretary's letters and copies of the letters sent to Sir Joseph Tetherwood dated 4/23/5; 27/5; 8/6; 29/6; 6/7; 8/7; 14/7; 16/7; 21/7; 25/7; 3/8; 10/8; 12/8; 19/8; 31/8; 2/9; 5/9; 13/9; 1927; 21/9: 1928 and Rotterdam letters 13/10; 4/11; 12/11; 17/11; 6/12; 12/12; 20/12; 1927; 2/2; 1928 respecting this case and in general conformity with the Society's Rules. Cargo tanks, fuel tanks, Cofferdams, oil tanks, wing tanks and fore and aft tanks, settling tanks and double bottom tanks have been tested with a head of water as required by the Rules and found sound and tight.

The amount of Entry Fee *120.00* Fees applied for, *4/10 1920*
Special Survey Fee *68.57.00* Received by me, *24.10.1928*
Travelling Expenses, if any *128.00*

I am of opinion the Vessel should be Classed *+ 100 A1*
Carrying Petroleum in bulk.

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

Signature *J. v. Heerwaarden*
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Rotterdam* Date of issue *30/10/28*

Committee's Minute *TUES. 30 OCT 1928*

Character assigned *see minute on Ann. Rpt 11197 attached*



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Lloyd's Register Foundation

Copies of all plans retained in London.

B. Cramberg

ST

1st Bower	56 Cnt - 2 Qrs - 3 lbs.	Nº 550	13/12-1927	Butler	Le Chateau.
2nd "	56 Cnt - 0 Qrs - 6 lbs	Nº 551	13/12-1927	"	"
3rd "	49 Cnt - 1 Qr - 22 lbs	Nº 549	13/12-1927	"	"
	20 Cnt - 2 Qrs - 3 lbs	Nº 552	13/12 1927	"	"

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *One steel deck*

particulars of composition. *Coated as required.*

Is bottom of Vessel coated with cement *In peaks* if not give
only.

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	23	230
Double bottom, under Engines and Boilers,			After peak tank,	16	171
Double bottom, if under Engines only,	80	220	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	35	488
Double bottom, forward,			Other tanks, if fitted, <i>fuel bunker</i>	11	517
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.

Date 22/9-1927.

Dates of Surveys

9-30/8; 9-14-21-23/9; 13-9-21/10; 7-16-24-30/11; 8-12-19-30/12; 1927
12-31/1; 10-20-24/2; 5-15-20-23-27-30-31/3; 4-7-13-17-20-25-26-30/4;
3-8-9-11-16-21-24-25-30/5; 2-5-7-11-15-21-26-29/6; 5-6-9-12/7;
28/8; 1/10; 1928 Visit at Amsterdam 28/8, 24-25-26-28-29/

Total No. of Visits.

Motor vessel "TURICUM."
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.	
			In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	Diam.	Spang.	Inches.	Number.	Diameter.
																				Inches.
ming of L, L or C																				
mes in Bridge Decks		No. 1	6	3	.40				6	3	.40				3/4	4 1/2				
mes from Uppermost Continuous Deck		No. 1	200	85	10 1/2	180	85	9 1/2	200	85	10 1/2	7	3 1/2	.40	7/8	5 1/4	3 1/8			
		L " 2	200	85	10 1/2	180	85	9 1/2	200	85	10 1/2	7	3 1/2	.40	"	"	"			
		L " 3	220	85	10 1/2	200	85	9 1/2	220	85	10 1/2	7	3 1/2	.40	"	"	"			
		L " 4	230	90	11	180	85	9 1/2	230	90	11	7	13 1/2	.40	"	"	"			
		L " 5	250	90	11	180	85	9 1/2	250	90	11	7	13 1/2	.40	"	"	"			
		L " 6	250	90	12 1/2	190	85	10	250	90	12 1/2	7 1/2	13 1/2	.40	"	"	"			
		L " 7	280	90	12	200	85	10 1/2	280	90	12	10	13 1/2	.40	"	"	"			
		L " 8	280	90	12	220	85	10 1/2	280	90	12	10 1/2	13 1/2	.41	"	"	"			
		L " 9	280	90	12	230	90	11	280	90	12	9	13 1/2	.40	"	"	"			
		L " 10	280	90	14	230	90	11 1/2	280	90	14	9 1/2	13 1/2	.42	"	"	"			
		L " 11	290	90	16	250	90	11	300	90	13	10	13 1/2	.44	"	"	"			
		C " 12	12	3 1/2	50	60	250	90	11	12	3 1/2	50	60	10	13 1/2	.45	"	"	"	
		C " 13	12	3 1/2	54	60	250	90	12 1/2	12	3 1/2	54	60	10 1/2	13 1/2	.44	"	"	"	
		C " 14	15	4	43	7	63		15	4	43	7	63		"	"	"			
		" 15																		
		" 16																		
acing of longitudinal Frames		Amidships	± 690						± 690											
		At Ends																		
able Bottoms		Tank Top Longitudinals																		
L or C		Bottom	15 4 57 63						380 100 14 1/8						7/8 5 1/4 3 1/8					
acing of Longitudinals		Amidships																		
		At Ends																		
Transverses.																				
n Bridge		Depth and Thickness	2 1/2 x .30						2 1/2 x .30											
reen Decks		Face Angles	flanged 3"						flanged 3"											
		Lugs to Shell*	3 1/2 x 3 1/2 x .40						3 1/2 x 3 1/2 x .40											
In		Depth and Thickness																		
pper 'tween		Face Angles																		
Decks.		Lugs to Shell*																		
		Depth and Thickness	900 x 11 1/2			990			900 x 11 1/2			990								
		Face Angles	200 85 10						200 85 10											
In Hold.		Lugs to Shell*	150 150 13						150 150 13						7/8 3 7/8					
		Brackets																		
acing of Transverse Frames			± 7'0"						± 7'0"											
			7' - 10"																	
* State if joggled or liners.																				
ongitudinal		Bridge Deck	6 3 .32						6 3 .32											
Beams of		Upper	200 85 11 1/2			180 85 9			200 85 11 1/2			6 3 1/2 .32								
L or E		Second																		
		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.