

STEEL STEAMER or MOTORSHIP.

17 JAN 1935

Received at London Office.

State if Report has been sent on the Freeboard of the Vessel no (R.I. freeboard)State if Report is sent on the Machinery of the Vessel yesDate of completion of report 10th January 1935 Port of Genoa, No. 13728Survey held at Palermo Date First Survey 10th October 1934 Last Survey 1st January 1935On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw Banker "ANTEO" Machinery fitted aft.State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erections Poop, Bridge & FideTONNAGE under Tonnage Deck... 6157CLASS 100 A 1State if with freeboard as condition of Class noBuilt at PalermoLaunched 3rd April 1934 Yard No. 111Builders Cantieri Navali RiunitiOwners Società di Rure di ArmamentoManagers ✓
(Where necessary to be entered in Reg. Book.)Residence GenoaPort of Registry Genoa✓ Surveyed while building, afloat, & in dry dock while fitting outDo. of space or spaces between Tonnage Dk. and Upper Dk. ✓Total 6157Gross Tonnage 6772Register Tonnage 4037Length from fore part of stem to after part of stern post on summer line L.W.L. See Sec. 3 (1a) 131.14Breadth (greatest moulded) 17.30Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 10.1671st Longitudinal Number (L x D) 13332nd Numeral L x (B + D) 3602Framing Depth "d," at middle of length. See Sec. 3 (1d) Long framingProportions—Depth to Length—Uppermost continuous deck to top of keel 12.9Do. Long Bridge to top of keel ✓Draught Moulded ✓

REGISTERED DIMENSIONS.

British Law	Ital. Comm. Act.
431.9	451.3
57.0	57.0
33.0	33.0

FRAMES, DOUBLE BOTTOM AND BEAMS.

mm. INCHES/IN SHIP.	Any Departure from Approved Plans to be Noted.	mm. INCHES/IN SHIP.	Any Departure from Approved Plans to be Noted.
ES, Spacing amidships <u>Long framing</u>		Bracket Floors, Frame <u>✓</u>	
" from $\frac{3}{4}$ length to Collision bulkhead <u>Please see Rpt 1st.</u>		" " Reversed Frame <u>✓</u>	
" in peaks <u>610</u>		" " Vertical Struts <u>✓</u>	
FRAMING.		Centre Girder, depth and thickness amidships <u>1200 x 14</u>	
Amidships, Angle, <u>✓</u> or <u>✓</u>		" " top Angles <u>90 90 13.5</u>	
" Extends up to		" " bottom Angles <u>100 100 14</u>	
Reversed Frame Amidships, Angle		Side Girders, No. each side and thickness <u>two, 13</u>	
" Extends up to <u>Long framing</u>		in Engine Space (practically flat in bottom)	
h of Framing Girder		Margin Plate/depth (excl. of flange) and thickness <u>13 & 15</u>	
ues in Uppermost Continuous 'tween Decks, Angle, <u>✓</u> or <u>✓</u>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem <u>Long framing</u>	
" Second 'tween Decks, Angle, <u>✓</u> or <u>✓</u>		" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	
" Third " " "		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	
ning in Peaks, Angle or <u>✓</u>		" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	
meter and Spacing of Rivets through Frame and Shell Plating amidships <u>Please see Rpt 1st.</u>		Tank Side Brackets, height above base line at toe of Frame and thickness	
transverse if Frame Joggled <u>yes</u>		INNER BOTTOM PLATING in Engine Space	
ING ARRANGEMENTS (Sec. 7), state system and particulars <u>Painting keels & stringers in peaks, Long framing floors in fore deck.</u>		Breadth and thickness of Middle Line Strake <u>1500 x 13</u>	
NGTHENING OF BOTTOM FORWARD. State Particulars <u>Floors spaced 685 attached to shell with single angle double riveted; two intercostals each side. Shell plating increased.</u>		Thickness of remainder in Holds <u>13</u>	
LE 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? <u>yes - As per plan approved</u>	
ors, Depth and thickness at mid-line in Holds		BEAMS.	
Height of Brackets at side above base line at toe of frame		Uppermost Continuous Deck, amidships in Wells, Angle, <u>✓</u> or <u>✓</u>	
iddle Line Keelson, on Floors, Angles, <u>✓</u> or <u>✓</u>		" " in way of Bridge, Angle, <u>✓</u> or <u>✓</u>	
" " " Through Plate or Intercostal Plate		Spacing	
" " " Foundation Plate on Floors		Second Deck, amidships, Angle, <u>✓</u> or <u>✓</u>	
" " " Flat Plate Keel Angles		Spacing	
de Keelsons, No. each side		Third Deck, amidships, Angle, <u>✓</u> or <u>✓</u>	
" " thickness of Intercostal Plate		Spacing	
" " Angles		Fourth Deck, amidships, Angle, <u>✓</u> or <u>✓</u>	
DOUBLE BOTTOM in Engine Space		Spacing	
Solid Floors, thickness and spacing <u>115 & 12.5 spaced 753 & 730</u>		Poop Deck, Angle, <u>✓</u> or <u>✓</u>	
" " Are Frame and Reversed Frame joggled? <u>yes</u>		Spacing	
Bracket Floors, breadth and thickness at middle line <u>✓</u>		Bridge Deck, Angle, <u>✓</u> or <u>✓</u>	
" " breadth and thickness at margin plate <u>✓</u>		Spacing <u>1500</u>	
		Forecastle Deck, Angle, <u>✓</u> or <u>✓</u>	
		Spacing <u>610 & 685</u>	

PILLARS AND DECKS.				PILLARS AND DECKS.			
PILLARS, No. of Rows in fore hold & between	mm. in SHIP.	Any Departure from Approved Plans to be Noted.	mm. in SHIP.	Any Departure from Approved Plans to be Noted.	PILLARS, No. of Rows in fore hold & between	mm. in SHIP.	Any Departure from Approved Plans to be Noted.
decides above					decides above		
in 'tween Decks/Size and Spacing	160 65 7.5 10.5 spaced 2350		11		in 'tween Decks/Size and Spacing	160 65 7.5 10.5 spaced 2350	
" " " " "					" " " " "		
" " " " "					" " " " "		
" " " " "					" " " " "		
Centre Line Bulkhead in Cargo Tanks	200 x 75 x 11.5 BA				Centre Line Bulkhead in Cargo Tanks	200 x 75 x 11.5 BA	
Stiffeners (Spacing, as in plan approx)	300 x 20 x 13 BA				Stiffeners (Spacing, as in plan approx)	300 x 20 x 13 BA	
Two webs each Tank	1370 x 610 x 10.5				Two webs each Tank	1370 x 610 x 10.5	
Plating, thickness of	10.5 & 10 x 13				Plating, thickness of	10.5 & 10 x 13	
STRINGERS AND DECKS.				STRINGERS AND DECKS.			
Uppermost Continuous Deck.				Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness in Wells	1315 x 14.5				Stringer Plate, breadth and thickness in Wells	1315 x 14.5	
" " " " in way of Bridge	1315 x 17.5	Doublings			" " " " in way of Bridge	1315 x 17.5	Doublings
" " " " Angle in Wells	150 150 16	across O.T.			" " " " Angle in Wells	150 150 16	across O.T.
Thickness of Plating abreast Deck openings in way of Wells & Middle Line Strake.	14.5	bulkheads			Thickness of Plating abreast Deck openings in way of Wells & Middle Line Strake.	14.5	bulkheads
Thickness of Plating abreast Deck openings in way of Bridge & Middle Line Strake.	14.5	fitted as per			Thickness of Plating abreast Deck openings in way of Bridge & Middle Line Strake.	14.5	fitted as per
Thickness of Plating within line of openings.	12.5	plans approx.			Thickness of Plating within line of openings.	12.5	plans approx.
If Sheathed, material and thickness	None				If Sheathed, material and thickness	None	
Second Deck.				Second Deck.			
Stringer Plate, breadth and thickness in Wells	1900 x 11				Stringer Plate, breadth and thickness in Wells	1900 x 11	

SHELL PLATING.													
SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	no	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.						Diam.	Spacing		
	inches.	inches.	inches.	inches.			SINGLE OR DOUBLE.	inches.	inches.	inches.	inches.		
	mm.	mm.	mm.	mm.				mm.	mm.	mm.	mm.		
FLAT PLATE KEEL	1130	25	20	24	Appr. 22 aft. ✓	Double	25	100	3	28	112	Double strap	
Bottom Strake No. one ✓	17	17	14	} ✓	✓	22	88	4 & 3	22	88	Strapped & lapped		
Bottom Strake No. two ✓	16	16.5	14		✓	22	88	✓	22	88	✓		
BOTTOM PLATING, No. of Strakes one ✓	16.5	13	13		✓	22	88	✓	22	88	✓		
BILGE PLATING, No. of Strakes one ✓	16.5	13	13		✓	22	88	4	22	88	lapped		
SIDE PLATING, No. of Strakes two ✓	15.5	11.5	11.5	✓	across O.T.	✓	22	88	3	22	88	Shipped by hand & lapped	
UPPER DECK, Sheer-strake in Wells.....	2180	19.5	11.5	11.5	✓	Bulkheads	✓	25	100	5 & 4	25	112 & 110	✓
UPPER DECK, Sheer-strake in Bridge ...	2180	22	✓	✓	✓	fitted as per ✓	✓	25	100	5	25	112	lapped
STRAKE BELOW SHEER-strake in Wells.....	1960	18.5	11.5	11.5	✓	plan approx.	✓	22	88	4	22	88	✓
STRAKE BELOW SHEER-strake in Bridge ...	1960	18.5	✓	✓	} ✓	✓	22	88	✓	22	88	✓	
POOP SIDE PLATING	✓	✓	✓	10		Single	19	76	1	19	66	✓	
BRIDGE SIDE PLATING ...	✓	12.5	10.5	✓		Double	19	76	2 & 3	19	66	✓	
FORECASTLE SIDE PLATING	✓	✓	10.5	✓		Single	19	76	1	19	66	✓	

WATERTIGHT BULKHEADS.					FORGINGS and CASTINGS.				
Total No. of W.T./BULKHEADS in Vessel— Extending to Upper Deck (Sec. 3 c) { Collision bulkhead (O.T. & W.T.)... 1 Complete " (O.T.)... 8 after peak " (W.T.)... 1 Cargo tank " (O.T.)... 6 As per Rule plans approved = 7					Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.	
STIFFENERS. VERTICAL. Scantlings. Spacing. HORIZONTAL. Scantlings. Spacing.					KEEL, Bar	✓	✓	✓	
					STEM	Plating	✓	20 ÷ 25	✓
MIDSHIP BULKHEAD, Upper tween decks { one web 1065 x 760 x 10 } as in plan 200 x 75 x 10 BA { as in plan					STERN FRAME	Propeller Post	Castings 272 x 215	✓	✓
						Rudder	✓	233 x 215	✓
" " Second " ✓ ✓ ✓ ✓ ✓					RUDDER—A x D x 100	✓	2198	✓	
					Speed of Vessel		11.8 knots	✓	✓
" " Third " ✓ ✓ ✓ ✓ ✓					RUDDER mainpiece at head	Forging 346	✓	✓	
					" " heel	✓	260	✓	✓
" " Cargo tanks & deep tanks 1065 x 513 { two webs 1675 x 11.5 3750 1200 x 10.5 BA } as in plan 200 x 75 x 10 BA { as in plan					" " how constructed		Steel frame & plates	✓	
					" " double or single plate		Double plate	✓	
COLLISION " (in Hold & deep tanks) 8 x 13 { 1675 x 11.5 3750 1200 x 10.5 BA } as in plan 200 x 75 x 10 BA { as in plan					" " coupling, vertical or horizontal		Horizontal	✓	
AFTER PEAK " 7.5 x 12 { 200 x 75 x 10 BA 610 } Flat. ✓									
STEEL.					STEEL.				
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)					Dortmund Union, Dortmund - Hoerder Verein - Dortmund, Hoerder - August Vopren - Flutze, Hamborn - Dittschonungshütte, Alsbach - Mannesmann - Wöben, Kluckingen & Eisenherren - Schaller - Frodingham Iron & Steel Works, South Wales - Steel material (see list)				
Has the Steel been tested as required by the Rules?					Martin - Siemens Steel tested as required by the Rules				

EQUIPMENT No. 3718										LETTER at										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													
19003	1st Bower	73	2	7	55	15	0	0	68.0.0	Stocken - Britannia	R. Sykes & Sons Ltd	Cardiff	29/7/33																
19002	2nd	73	1	0	55	10	0	0	64.0.11	"	"	"	29/7/33																
19038	3rd	63	1	0	50	2	2	0	62.1.17	"	"	"	11/9/33																
Collective weight		210		0		7		194.2.0																					
19005	Stream	16	3	21	26	7	2	0	19.0.0	"	"	"	29/7/33																

CHAIN CABLES.										HAWERS 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							
35848	270	2	5	16	96	1	34	3	738	2	0	270	2	5	16	Steel Union	R. Sykes & Sons Ltd	Cardiff	28/7/33	TOWLINE	130	4	1/2	63	120	4	3/4
HAWERS & WARPS		20109		8		Mainly		20109		8		20109		8													
Steel Wire		90		5		✓		76		✓		90		5		6 x 37		West of Union		Düsseldorf, 13/7/33							
Lloyd's Register		Steel Wire		90		5		✓		76		✓		90		5		6 x 37		West of Union		Düsseldorf, 13/7/33					

Steering Gear, Steam. Cyl. 250 - Str. 240 - Cantieri Navali Reunite - Palermo

Boats 1 Lifeboat 8.4 x 2.4 x 1.0 1 Boat 5.9 x 1.9 x .8

Steering Chains, Size and Test None

Windlass Cyl. 250 Str. 250 - Dusseldorf

Ceiling in Hold, thickness and material 50 P.P.

Cargo Battens/thickness, material and spacing 50 P.P. spaced 230 apart

Cargo Hatchways. (Upper Deck) Steel plates & angles

Thickness of Hatches O.T. & W.T. steel covers

W.T. of fore hold

Size of Hatchway (Forward) 2.74 x 3.46 x 6' 1"

Remainder are O.T. hatchways to oil tanks and cofferdams.

Number of Shifting Beams and/or Fore and Afters None

Builder's Signature *M. M. M. M. M.*

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 oil tanker The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

The most important letters dealing with the classification of this vessel are the following:

"M" dated 21/5/30 & 12/6/30 addressed to Messrs. Sir Joseph W. Johnson & Co Ltd.; "M" dated 19, 20 & 26/9/34, 5 & 29/10/34, 26/11/34 & 18/12/34 addressed to this Office & "E" dated 23/10/34 addressed to Dr. G. Webster - Other letters relate to detail approved plans.

This vessel has been examined (please also see Rpt. 8 attached), the scantlings & arrangements found to comply in general with the approved plans and in other respects in conformity with the Society's Rules - The workmanship is good - The oil compartments, cofferdams, oil fuel bunkers, water double bottom & peak tanks, bulkheads & decks have been tested as per Rules and found to be satisfactory - The Builders state that the boundary angles of the transverse bulkheads & the ends of the longitudinal bulkheads in way of the closely spaced rivets have been drilled in place, and the side shell plating & parts of the bulkheads have been band riveted, the remainder of the riveting being pneumatic - This vessel is arranged for the carriage of oil fuel, having a flash point not lower than 150° F, P.T.O.

The amount of Entry Fee £ 372 6 9 -

Fees applied for, 7/1/1935 J.A.

Special Survey Fee... £ 112 3 5

Received by me, 11/2/35

Travelling Expenses, if any £ 400 -

State whether the Vessel has been built under Special Survey no

Certificate to be sent to Souva-Office Date of issue 31/1/35

Committee's Minute 100 A 1

Character assigned Carrying Petroleum in Bulk

Lloyd's arcl. Bracketless System

Date of build 11.34

Signature Se. Webster & J. Burt

Surveyors to Lloyd's Register of Shipping.

TUE. 29 JAN 1935

100 A 1

Carrying Petroleum in Bulk

Lloyd's arcl. Bracketless System

Date of build 11.34

250-156 H

Oil Sp. 2020

Lloyd's Register Foundation

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.)

- in one double bottom tank forward in the engine room, in one deep tank forward, in deep tanks abaft the after cofferdam & at the sides of the machinery space; the Owners state that the after cofferdam will not be used for the carriage of oil fuel. Section 20 of the Rules has been complied with as far as applicable — With reference to the Secretary's letter "M" dated 21/5/30, we have to state that: Alternate Sections, as per plan approved, have been used as indicated in Rpt 1* attached. Material in stock at the Shipbuilders' Yard at Palermo, which has been used, was tested as per Rules by the Naples Surveyor as per Certificates of test No 219 & 220 (please see below). Material having 75 ^{mm} flange for 22 ^{mm} rivets used as in plans appr. — With regard to the Secretary's letter "E" dated 23/10/34, the sounding pipes to the cargo tanks have been removed in accordance with the Owners' decision —
- The following plans, corrected to correspond with the vessel as built, are forwarded under separate covers: Midship Section, Profile & decks, Shell expansion, Middle line bulkhead, Transverse bulkheads No 53, 56 & 58 (as typical BHD), Rudder tiller & quadrant, Engine ratings & corresponding double bottom, Donkey boiler space, Machinery casing — The list of plans originally approved, copies of which are in the London Office, is herewith enclosed for reference.
 - The following documents are also forwarded under separate cover: Advice notes & Naples Certificates No 219 & 220; Rpt 6, Dinseldorf No 3828 rudder stuffing box, No 3858 rudder head & frame, No 3865 stem frame, Senoa No F 4137 rudder tiller; Rpt 7 Dinseldorf No 32746 & 32921 motor rating test plates; Cert. of test No 961 of the Registro Italiano for the cast steel quadrant (in bakes) —

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower (LPH - BC, Cert. No 19003) - 46.0.3 - K.H. - 8510 - 27/8/30 -
	2nd " (" " " " 19002) - 45.3.5 - K.H. - 8509 - 27/8/30 -
	3rd " (" " " " 19038) - 39.3.12 - R.L. - 3558 - 18/8/33 -
	Stream (" " " " 19005) - 16.1.17 - K.B. - 3758 - 20/7/32 -

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 107 ft., R.Q.D. ☒ ft., Bridge 25 ft., Forecastle 29 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. 1967 : Signal Letters IBLB Is bottom of Vessel coated with cement yes if not give particulars of composition in water tanks & pump room —

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.		Water Capacity.	Where Fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Fore peak tank, (frames 90-100, W.B.)	21	112	
Double bottom, under Engines and Boilers (frames 38-42, F.W.)	10	45		After peak tank, (" 91-7, F.W.)	14	76	
Double bottom, if under Engines only, (" 21-37, F.W.)	42	90		Deep tank, aft,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Double bottom, if under Boilers only,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Deep tank, forward, (" 74-90, O.F.)	36	306	
Double bottom, forward,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Other tanks, if fitted,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Total capacity of double bottom 135				(If necessary, furnish further information by sketch.)			

* The wells are not to be included in the lengths of the tanks.

Request
Order for Special Survey No. ☒

Date 29th Sept. 1934

Dates of Surveys held while building

1934 - Oct. 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22 (day visits of two Surveyors)
Nov. 26, 27, 28, 29, 30 - Dec. 1, 2, 3 (day visits of one Surveyor)
1935 - Jan. 1* (half day visit of one Surveyor)

half day
Total No. of Visits 69

Rp 1*.

— Attached to the F.E. of S.S. "ANTEO", Genoa Rpt. No 13728.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.					
		In Ship.			outside oil comp.			Per Rule or as approved.			outside oil comp.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverse and Bulkheads.		Rivets in Brackets to Bulkheads.	
		mm.			mm.			mm.			mm.			mm.		mm.		mm.	
Framing of K, L & C					F (forward), A (aft)						F (forward), A (aft)								
Frames in ^{Poop} Bridge 'tween Decks L		Transv. fram. in Bridge	165	75	9.5	Transv. fram. in Bridge	165	75	9.5	19	114	✓	6	22					
Frames from Uppermost Continuous Deck No. 1		200 90 12	180	90	F 10 A 9.5	200 90 12	180	90	F 10 A 9.5	22	132								
" 2		200 90 12	180	90	F 10 A 9.5	200 90 12	180	90	F 10 A 9.5	22	132			66 for 6 rivets					
In No 1, 2 & 3 main tanks		250 90 11	180	90	10	250 90 11	180	90	10	22	132			(elsewhere in doublings 88)					
" remainder of " " "		250 90 10/12	180	90	10	250 90 11	180	90	10	22	132								
In No 2 " " "		300 90 13	180	90	10	250 90 11.5	180	90	10	22	132								
" No 3, 4 & 5 " " "		250 90 10/12	180	90	10	250 90 11.5	180	90	10	22	132								
" remainder of " " "		250 90 11.5	F 180 A 180	90	10	280 90 12	F 180 A 180	90	10	22	132								
" 5		280 90 12	F 180 A 200	90	10	280 90 12	F 180 A 200	90	10	22	132			66 for 6 rivets					
" 6		280 90 12	F 200 A 230	90	11	280 90 13.5	F 200 A 230	90	11	22	132			(elsewhere in doublings 88)					
" 7		280 90 10/15	F 200 A 230	90	12.5	300 90 13	F 200 A 230	90	11	22	132			& 99 for 9 rivets					
" 8		300 90 13	F 200 A 250	90	11	300 90 13	F 200 A 250	90	11	22	132								
" 9		300 90 13	F 240 A 250	85 85 9/12	300 100 100 14/17	F 240 A 250	85 85 9/12	300 100 100 14/17	300 90 13	22	132								
" 10		306 106 106 15/15.2	F 250 A 250	90 11	320 100 100 14/17.5	F 250 A 250	90 11	320 100 100 14/17.5	300 90 13	22	132								
" 11		350 100 100 14/16	F 250 A 250	90 12.5	432 102 102 12.2/17.3	F 250 A 250	90 12.5	432 102 102 12.2/17.3	300 90 13	22	132			66 for 6 rivets					
" 12		432 102 102 12.2/17.3	F 250 A 250	90 12	432 102 102 12.2/17.3	F 250 A 250	90 12	432 102 102 12.2/17.3	300 90 13	22	132			(elsewhere in doublings 88)					
" 13		432 102 102 12.2/17.3	F 250 A 280	90 12	432 102 102 12.2/17.3	F 250 A 280	90 12	432 102 102 12.2/17.3	300 90 13	22	132			& 77 for 9 rivets					
" 14		432 102 102 12.2/17.3	280 90 12	✓	432 102 102 12.2/17.3	280 90 12	✓	432 102 102 12.2/17.3	280 90 12	22	132								
" 15		432 102 102 12.2/17.3	280 90 12	✓	432 102 102 12.2/17.3	280 90 12	✓	432 102 102 12.2/17.3	280 90 12	22	132								
" 16		432 102 102 12.2/17.3			432 102 102 12.2/17.3			432 102 102 12.2/17.3		22	132								
To 21		432 102 102 12.2/17.3																	
Spacing of Longitudinal Frames		Amidships { Sides Bottom	813 & 760 750 & 815	✓	813 & 760 750 & 815	✓			800 & 600	✓									
At Ends		✓			800 & 600	✓			800 & 600	✓									
Double Bottoms { Tank Top Longitudinals																			
" { Bottom " "																			
Spacing of Longitudinals { Amidships																			
At Ends...																			
Side Transverses.																			
Poop In Bridge 'tween Decks		Depth and Thickness	535 x 9.5	✓	Transverse fram. in Bridge	75 flange	535 x 9.5	✓	Transverse fram. in Bridge	75 flange	75 75 9.5	19	95	✓					
" " "		Face Angles	75				75							✓					
" " "		Lugs to Shell*	75 75 9.5				75 75 9.5							✓					
In Upper 'tween Decks.		Depth and Thickness	762 x 10	✓	F 610 x 10 A 760 x 10	762 x 10	F 610 x 10 A 760 x 10	✓						✓					
" " "		Face Angles	90 90 10		90 90 10	90 90 10	90 90 10							✓					
" " "		Lugs to Shell*	90 90 10		75 flange	90 90 10	75 flange							22 99					
" " "		Depth and Thickness	1370 x 11.5	✓	F 760 x 11.5 A 840 x 12.5	1370 x 11.5	F 760 x 11.5 A 840 x 12.5	✓						✓					
" " "		Face Angles	150 90 10		F 150 150 12 A 150 100 14	150 90 10	F 150 150 12 A 150 100 14	✓						✓					
In Hold.		Lugs to Shell*	150 150 10		150 150 12 + 12.7	150 150 10	150 150 12 + 12.7							22 99					
" " Back Bars ...			90 90 12		doubled as per plan - joggled	90 90 12	doubled as per plan - joggled							22 99					
" " Brackets			None		1000 x 900 x 11 + 10	None	1000 x 900 x 11 + 10							✓					
Spacing of Transverse Frames			2430, 3480, 2430		from 2055 to 3425	2430, 3480, 2430	from 2055 to 3425							✓					
State if joggled or liners.																			
Longitudinal Beams of K, L or E																			
" Bridge/Deck ...		Transv. fram. in Bridge	150 75 8	✓	Transv. fram. in Bridge	150 75 8	850 & 868												
" Upper " "		200 90 10 + 10.5	150 75 9	✓	200 90 10 + 10.5	150 75 9	750 & 815												
" Second " "		200 90 13	F 165 75 9 A 150 75 8	✓	200 90 13	F 165 75 9 A 150 75 8	750 & 815												
" Third " "		✓	230 90 11	✓	✓	230 90 11	750 & 815												
In Ships.		Plate.	Angles.	Plate.	Angles.	Plate.	Angles.												
As approved.		250 x 9.5	As in plan	250 x 9.5	As in plan	250 x 9.5	As in plan												
" " "		480 x 305 x 10	Flanged & 130 x 90 x 11	480 x 305 x 10	Flanged & 130 x 90 x 11	480 x 305 x 10	Flanged & 130 x 90 x 11												
" " "		660 x 10.5	130 x 90 x 11	660 x 10.5	130 x 90 x 11	660 x 10.5	130 x 90 x 11												
" " "		380 x 10	150 x 90 x 10	380 x 10	150 x 90 x 10	380 x 10	150 x 90 x 10												

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.