

STEEL ~~STEAMER~~ OF MOTORSHIP.

Received at London Office 6 DEC 1928

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

24<sup>th</sup> November 1928

Port of

Copenhagen

No.

7845.

Survey held at

Odense

Date First Survey

4<sup>th</sup> March 1928

Last Survey

15<sup>th</sup> November

1928

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

Steel Twin Screw Motor Ship "CAROLINE MÆRSK"

Machinery aft.

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

Oil tanker, longitudinal framing, Bracketless system State Type of Erections P.B. &amp; F.

TONNAGE under Tonnage Deck...

7231.96

CLASS 100 A1

State if with freeboard as condition of Class

Built at Odense

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)

FEET.

L 456.0

Launched 15<sup>th</sup> Sept 1928 Yard No. 30

Total

Breadth (greatest moulded) B 59.6

Builders Odense Staalskibesværft.

Gross Tonnage

7690.95

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

D 35.9

Owners Dampskibsselskabet Svendborg &amp; af 1912 af.

Register Tonnage

4712.67

1st Longitudinal Number (L x D) = 15960

Managers A. P. Møller

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

REGISTERED DIMENSIONS.

FEET.

Length

456.8

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

12.75

Residence Kongens Nytorv 8, Copenhagen

Breadth

59.4

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

Do. Long Bridge to top of keel

Port of Registry FREDERICIA

Depth

33.4

Draught Moulded 26.6

If surveyed while building, afloat, or in dry dock

While building.

## 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		Bracket Floors, Frame	✓	
" " from 1/2 length to Collision bulkhead	26		" " Reversed Frame	✓	
" " in peaks	24		" " Vertical Struts	✓	
DE FRAMING.			Centre Girder, depth and thickness amidships	48 1/2	58-54
Frame Amidships, Angle, [ or [			" " top Angles	DOUBLE 7 1/2	90 90 13.5
" " Extends up to			" " bottom Angles	DOUBLE 7 1/2	130 130 15.5
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	2	4 1/2 7.5
" " Extends up to			Margin Plate depth (excl. of flange) and thickness		52
Depth of Framing Girder			" " Vertical Angle to Tank side	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [ or [			Bracket abaft 1/4 len. from stem	✓	
" " Second 'tween Decks, Angle, [ or [			" " Vertical Angle to Tank side	✓	
" " Third " " " " " " " "			Bracket forward 1/4 len. from stem	✓	
Framing in Peaks, Angle or [			Gussets, spacing and scantling	✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			abaft 1/4 len. from stem	✓	
State if Frame Joggled	No.		" " Gussets, spacing and scantling	✓	
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars			forward 1/4 len. from stem	✓	
STRENGTHENING OF BOTTOM FORWARD. State Particulars			Tank Side Brackets, height above base line at toe of Frame and thickness	WEBS 8 TRANSVERSES	
DOUBLE BOTTOM.			INNER BOTTOM PLATING, IN MOTOR ROOM		
Floors, Depth and thickness at mid-line in Holds			Breadth and thickness of Middle Line Strake	54	52
Height of Brackets at side above base line at toe of frame			Thickness of remainder in Holds	52	1.00 UNDER MOTORS.
Middle Line Keelson, on Floors, Angles, [ or [			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?	✓	
" " Through Plate or Intercoastal Plate			BEAMS.		
" " Foundation Plate on Floors			Uppermost Continuous Deck, amidships		
" " Flat Plate Keel Angles			" " in Wells, Angle, [ or [		
Keelsons, No. each side			" " in way of Bridge, Angle, [ or [		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Second Deck, amidships, Angle, [ or [		
DOUBLE BOTTOM. IN MOTOR ROOM.			Spacing		
Solid Floors, thickness and spacing	45	30	Third Deck, amidships, Angle, [ or [		
" " Are Frame and Reversed Frame joggled?	No.		Spacing		
Bracket Floors, breadth and thickness at middle line	✓		Fourth Deck, amidships, Angle, [ or [		
" " breadth and thickness at margin plate	✓		Spacing		
			Poop Deck, Angle, [ or [	190 45 11.5	
			Spacing	30	
			Bridge Deck, Angle, [ or [		
			Spacing		
			Forecastle Deck, Angle, [ or [		
			Spacing		

W151-0092-1137



## 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, No. of Rows.....</b>		<i>IN POOP</i>		<i>3 Rows - 3" Dia.</i>							
" in 'tween Decks, Size and Spacing.....		<i>IN BRIDGE</i>		<i>3 Rows - 3" Dia.</i>							
" " " " "				✓							
" in Holds " "				✓							
" " " " "				✓							
<i>2 SIDE LONG</i> <b>Centre Line Bulkhead</b>		<i>5</i>		<i>220 x 75 x 10.5 L</i>							
Stiffeners and Spacing.....				<i>15 x 45 - 4 x 4 x 625 L</i>							
Plating, thickness of .....				<i>45, 39, 37, 39, 42, 45, 52.</i>							
<b>STRINGERS AND DECKS.</b>											
<b>Uppermost Continuous Deck.</b>											
Stringer Plate, breadth and thickness in Wells				<i>60 1/2 78 - 50</i>							
" " " " in way of Bridge				<i>90 8 94</i>							
" " " " <i>&amp; POOP FRONT.</i>											
" Angle in Wells .....				<i>150 150 17</i>							
Thickness of Plating abreast Deck openings				<i>76 8 58</i>							
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 .....				<i>No.</i>							
<b>Second Deck.</b>											
Stringer Plate, breadth and thickness in Wells...				✓							
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 .....				✓							
<b>Third Deck.</b>											
Stringer Plate, breadth and thickness.....				✓							
If Plated, state thickness.....				✓							
<b>Fourth Deck.</b>											
Stringer Plate, breadth and thickness.....				✓							
If Plated, state thickness .....				✓							
<b>Poop Deck.</b>											
Stringer Plate, breadth and thickness .....				<i>49</i>		<i>34</i>					
Plating, Sheathing, material and thickness ...				<i>26</i>		<i>2 1/2 Wood</i>					
<b>Bridge Deck.</b>											
Stringer Plate, breadth and thickness.....				<i>46 1/2</i>		<i>43</i>					
Plating, Sheathing, material and thickness ...				<i>28</i>							
<b>Forecastle Deck.</b>											
Stringer Plate, breadth and thickness.....				<i>40</i>		<i>37</i>					
Plating, Sheathing, material and thickness ...				<i>36</i>							

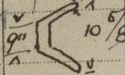
## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>No.</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	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>53"</i>	<i>1.00</i>	<i>.79</i>	<i>.79</i>		<i>DOUBLE</i>	<i>1</i>	<i>3 1/2</i>	<i>6</i>	<i>1 1/8</i>	<i>4</i>	<i>DOUBLE STRAPS TRES. RIV.</i>	
"    DBLG. (if any)													
BOTTOM PLATING, No. } of Strakes .....	<i>5</i>	<i>.64</i>	<i>.61</i>	<i>.62</i>		<i>"</i>	<i>7/8</i>	<i>3 1/8</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2</i>	<i>LAPPED</i>	
BILGE PLATING, No. of } Strakes .....	<i>1</i>	<i>.64</i>	<i>.61</i>	<i>.64</i>		<i>"</i>	<i>7/8</i>	<i>3/8</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
SIDE PLATING, No. of } Strakes .....	<i>4</i>	<i>.61</i>	<i>.61 x .48</i>	<i>.51</i>		<i>"</i>	<i>7/8</i>	<i>3/8</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
UPPER DECK, Sheer- } strake in Wells.....	<i>7/2"</i>	<i>.84</i>	<i>.48</i>	<i>.48</i>		<i>"</i>	<i>1</i>	<i>3 1/2</i>	<i>6</i>	<i>1</i>	<i>3 1/2</i>	<i>DOUBLE STRAPS TRES. RIV.</i>	
UPPER DECK, Sheer- } strake in Bridge ...	<i>POOP FRONT .94 AT BRIDGE ENDS .44 DOUBLINGS.</i>					<i>"</i>	<i>1</i>	<i>3 1/2</i>	<i>4</i>	<i>1</i>	<i>4</i>	<i>LAPPED</i>	
STRAKE BELOW Sheer- } strake in Wells.....	<i>64"</i>	<i>.76</i>	<i>.48</i>	<i>.48</i>									
STRAKE BELOW Sheer- } strake in Bridge ...	<i>64"</i>	<i>.76</i>											
POOP SIDE PLATING .....		<i>.42</i>	<i>.48</i>	<i>.38</i>		<i>DOUBLE &amp; SINGLE</i>	<i>3/4</i>	<i>3</i>	<i>2</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>	
BRIDGE SIDE PLATING ...		<i>.51, .43, .57</i>				<i>DOUBLE</i>	<i>3/4</i>	<i>3</i>	<i>2</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>	
FOREC'TLE SIDE PLATING			<i>.43</i>			<i>SINGLE</i>	<i>3/4</i>	<i>3</i>	<i>2</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>	

WATERTIGHT BULKHEADS.

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings	Spacing.
MIDSHIP BULKHD, Upper tween decks						
"	" Second "	.34	WEBS		180 x 70 x	10'5"
"	" Third SIDE TANKS.	.53	50" x 44	6'5"	240 x 90 x	13'5"
"	" " "	.34	WEBS	9'8"	190 x 75 x	10'5"
"	" Holds CR. TANKS	.53	18 52 x 44	4'3"	12 x 52 x 3 1/2	33'60"
"	" " "	.30	20 60 x 44			
COLLISION		.52	100 76 x 42			
"	" (in Hold) "	.34	190 75 104	24		
AFTER PEAK		.50	15 72 x 44	25		
"	" " "		12 50 x 33	60		
"	" " "		170 75 x 52	24		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....	<i>PLATE KEEL</i>			
<b>STEM</b> .....	<i>F</i>	<i>10½ x 2¾</i>		
<b>STERN FRAME</b> {	Propeller Post .....	<i>10½ x 1½</i>	<i>Messrs</i>	
{	Rudder " .....	<i>C</i>	<i>Witkowski</i>	
			<i>Reigian</i>	
<b>RUDDER—A x D</b> .....	<i>650.03</i>		<i>Eisenh.</i>	
<b>Speed of Vessel</b> .....	<i>10.75</i>		<i>WITKOWITZ</i>	
<b>RUDDER</b> mainpiece at head ..	<i>12½</i>		<i>BERBAU &amp; EISENH.</i>	
" " heel ..	<i>9½</i>			
" " how constructed .....	<i>PLATE &amp; BARS</i>	<i>BALANCED RUDDER</i>		
" double or single plate	<i>SINGLE</i>			
" coupling, vertical or	<i>HORIZONTAL.</i>			
" horizontal .....				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).....  
 PLATES - ZELAZOWNI KATOWICE, POLAND.  
 ANGLES - GUTENHOFFNUNGSHUTTE, OBERHAUSEN; VEREINIGTE STAHLWERKE, HAMBORN; CHANNELS - DAVID COLVILLE, GLASGOW.  
 Has the Steel been tested as required by the Rules? *yes.*



EQUIPMENT No. 44527										LETTER CT		ANCHORS.			
Number of Certificate.	Anchor.	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.			
899	1st Bower ...	79	2	26	✓			58	10	0	0	77	Grison Stockless	Mussen Otto	Dusseldorf 14/4/28. Karl Haef.
900	2nd „ ...	78	3	0	✓			58	2	2	0		ditto	Grison & Co	ditto
909	3rd „ ...	65	2	2	✓			51	4	2	0		ditto	g Magdeburg	Dusseldorf 15/5/28 Karl Haef.
	Collective weight.	224	0	0								219½			
895	Stream .....	22	1	22	6	3	0	22	15	0	0	22	Ordinary Stock	Buekan	Dusseldorf 29/3/28. Karl Haef.

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.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Fathoms.	Ins.						Fathoms.	Ins.	Tons.	Fathoms.	Ins.
1685	180	2 1/4	106 9/10	149 5/8	552	0	6			Stud	Tw. Red Ketting Rotterdam	9/28 P.T. Willem		ROPELINE	130	5 3/4	80.5	130	5 3/4
1674	120	2 1/6	106 9/10	149 5/8	368	0	0			Stud	en Ankerfabriek Rotterdam	9/28 P.T. Willem		HAWSERS & WARPS	200	2 3/4	15 1/2	200	2 3/4
	300				920	0	6	890 1/4	300	2 3/6				"	200	2 3/4	15 1/2	200	2 3/4
Iron Stream Chain or Steel Wire	120	4 1/2		59					120	5			Special Flexible	"					

Steering Gear, Steam Electric	Thos B Thirge	Steering Gear, Hand Direct
Boats 2 @ 22.0 x 7.3 x 2.9 1 @ 23.0 x 7.6 x 2.4 1 @ 20.0 x 4.3 x 2.4	Steering Chains, Size and Test Electric control	Windlass blank Chapman.
Ceiling in Holds, thickness and material nil.	Cargo Battens, thickness, material and spacing nil.	
Cargo Hatchways. (Upper Deck) 18 @ 6' x 4' } OIL TIGHT. 3 @ 4' 6" x 4' } 2 @ 4' 0" x 2' 6" }	Thickness of Hatches 50 STEEL.	
Size of No. 1 Hatchway (Forward) 8' 8" x 9' 8" No. 2 ✓	No. 3 ✓	No. 4 ✓
No. 5 ✓	No. 6 ✓	
Number of Shifting Beams and/or Fore and Afters ONE IN No. 1.	STEEL W.T. COVER.	

ODENSE STÅL- & SVÆRF  
VED A. P. MØLLER

Builder's Signature *U. A. West*

**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 *is a 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 according to the approved plans, Secretary's letters and to the Rules of the Society*

*The workmanship is to my satisfaction.*

*The vessel is intended to carry petroleum in bulk; the oil tanks, oil fuel and lubricating oil tanks, cofferdams and peak tanks have been tested according to the Rules and found tight.*

(Jed)

The amount of Entry Fee ..... Kr. 182.00	Fees applied for, 4.12.1928.	<div style="text-align: right;"> ❖ 100A1  CARRYING PETROLEUM IN BULK.  LONGITUDINAL FRAMING  BRACKETLESS SYSTEM </div>
Special Survey Fee.... £ 107 09.10	Received by me, <i>WP</i>	
LATE FEES. ? 210.00	7.1.1929 <i>ELB</i>	
SUNDAY FEES. ?		
Travelling Expenses, if any £ 1528.10		
FREEBOARD 218.40		

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

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

Certificate to be sent to *Surveyors, Copenhagen* Date of issue *11/12/28*

Committee's Minute *TUE. 11 DEC 1928*

Character assigned *+ 100A1 carrying Petroleum in Bulk*

*Lloyd's A & C.P. + L.M.C. 11.28 Oil Engines*

*28.13 180lb*

Note: Longitudinal framing, Bracketless System

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W151-009212131



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 vessel "JANE MÆRSK" YARD No 28 REPORT No 7753

Approved plans:—

Midship Section  
Profile and Decks  
After end Sections  
Fore and After end Sections  
Doublings and long overlaps  
Transverse in Pump Room.  
Snipe and riveting of Longitudinals  
Propeller Brackets  
Stern frame and Rudder.  
Shell plating.  
Main pipe line hole in Brackets of Transverse  
Construction of pillars in Machinery Space.  
Framing in Poop.  
Boss frames and afterpeak.  
Holes in bottom for cleaning tanks  
Butts of Hatch coamings (No 28 only)  
Yank top and Motor Seating  
Snipe of Bulkhead Stiffener ends (No 30)

Certificates

One, stern frame, joining piece and 2 bracket arms,  
One, Built up Rudder,  
One, Interim certificate.

The vessel has intermediate frames in the fore peak for ice strengthening but the notation for same is not desired.

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

1st Bower	Head 51.1.2, K.H., 5122, 28/3/28.	SHANK. 23.3.6, K.H., 307, 28/3/28
2nd "	Head 50.0.23, K.H., 5123, 28/3/28.	SHANK. 23.1.11, K.H., 308, 28/3/28
3rd "	Head 39.3.2, K.H., 5248, 26/4/28.	SHANK. 17.3.19, K.H., 303, 28/3/28.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 100.75 ft., R.Q.D. ✓ ft., Bridge 38.0 ft., Forecastle 36.3 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 dk (S22) & web frames.

Official No. ; Signal Letters N.H.C.T. Is bottom of Vessel coated with cement no if not g

particulars of composition after peak - cement fore peak - cement.

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Cap Tons
Double bottom, aft, LUBRICATING OIL	15	12.4	Fore peak tank,	22	22.5
Double bottom, under Engines and Boilers, LUB. OIL	15	22.0	After peak tank, F.W. 116 TONS.	20	120
Double bottom, under Engines only, FUEL OIL	37.6	140.0	Deep tank, aft,		
Double bottom, if under Boilers only, CROSS BUNKER, FUEL OIL	7.0	262.0	Deep tank, forward, BALLAST OR OIL FUEL (OIL 525 Tons)	34	605
Double bottom, forward, UPPER SIDE BUNKERS - BOILER OIL	7.0	93.4	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. 30

Date

19<sup>th</sup> July 1924

Dates of Surveys held while building

1928. MAR. 7.8 : APR. 17.18.24 : MAY 3.9.21.23.30 : JUNE 7.13.16.19.21.22.29 : JULY 5.10.24.27.30 : AUG. 3.8.13.17.21.27.28.30 : SEP. 3.4.7.11.13.15.20.26 : OCT. 2.10.11.18.23 : NOV. 1.6.9.13.14.15.

Lloyd's Register Foundation  
Total No. of Visits 49



"CAROLINE MÆRSK"

# 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. Diam. Speng.	Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets at Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Inches.	Number.	Diameter. Inches.	
L or C .....													3/4	4 1/2			
Large 'tween Decks ...	165	75	10 L	✓													
Uppermost Continuous No. 1	250	90	11 L	180	90	10 L	10	3 1/2	44 L	170	85	10 L	1	6		6 END	
" 2	250	90	11 L	180	90	10 L	10	3 1/2	44 L	170	85	10 L	1	6			
" 3	250	90	11 L	180	90	10 L	10	3 1/2	44 L	170	85	10 L	1	6			
" 4	280	90	12 L	180	90	10 L	10 1/2	3 1/2	48 L	170	85	10 L	7/8	5 1/4		RIVETS	
" 5	280	90	13 L	180	85	10 L	11	3 1/2	50 L	180	85	10 L	7/8	5 1/4			
" 6	300	90	13 L	190	85	10 L	12	3 1/2	50 L	190	85	10 L	7/8	5 1/4			
" 7	300	90	14 1/2 L	200	85	10 1/2 L	12	3 1/2	58 L	200	85	10 1/2 L	7/8	5 1/4	4" FOR 10 RIV.	SPACED	
" 8	12 x 52. 3 1/2 x 3 1/2 x 60 L	TANK DK. FORD.			12. 52. 3 1/2. 3 1/2. 60 L	TANK DECK							7/8	5 1/4			
" 9	15. 41. 4. 4. 625 L	230	90	11 L	15. 41. 4. 4. 625 L	230	90	11 L					7/8	5 1/4			
" 10	15. 41. 4. 4. 625 L	250	90	11 L	15. 41. 4. 4. 625 L	240	90	11 1/2 L					7/8	5 1/4		3 1/2 DIA.	
" 11	15. 41. 4. 4. 625 L	250	90	11 L	15. 41. 4. 4. 625 L	240	90	12 L					7/8	5 1/4	3 1/2 FOR 10 RIV.		
" 12	15. 41. 4. 4. 625 L	250	90	11 L	15. 41. 4. 4. 625 L	240	90	14 L					7/8	5 1/4			
" 13	15. 41. 4. 4. 625 L	250	90	14 L	15. 41. 4. 4. 625 L	250	90	14 L					7/8	5 1/4		APART.	
" 14		280	90	13 L		280	90	13 L					7/8	5 1/4			
" 15				280	90	14 1/2 L				280	90	13 L					
" 16																	
Amidships .....	30																
At Ends .....	abt 2 1/2"																
Tank Top Longitudinals	15 90 x 90 x 13					15 90 x 90 x 13							7/8	5 1/4	3 1/2 FOR 10 RIV.	3 1/2 FOR 6 RIV	
Bottom "	18 x 44					18 x 44										EACH END	
Longitudinals { Amidships	15 90 x 90 x 11					15 90 x 90 x 11											
At Ends...	29" IN CR TANKS.																
	26 8 30 SIDE TANKS.																
Transverses.													Rivets in Lugs to Shell Diam. Speng.				
Depth and Thickness	15		38			15		38									
Face Angles .....	90	90	10.5			3 1/2	3 1/2	42									
Lugs to Shell* .....	90	90	9.5			3 1/2	3 1/2	32									
Depth and Thickness	39		46			39		46									
Face Angles .....	180	75	12 L			7	3	46									
Lugs to Shell* .....	140	140	12.5			6	6	46					7/8	4			
Depth and Thickness	36		40			36		40									
Face Angles .....	6	3	40			6	3	40									
Lugs to Shell* .....	140	140	12			6	6	44									
Brackets .....																	
Transverse Frames .....	9-1	12-10	9-1														
If joggled or liners.																	
L Bridge Deck ...	150	70	8.5 L			6	3	32 L									
L Upper "	240	90	12.5	6	3	32	9 1/2	3 1/2	48 L	6	3	32	29				
Second "																	
Third "																	

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.

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as fitted

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