

STEEL ~~STEAMER~~ or MOTORSHIP.

Received at London Office MAY -4 1939

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 *24th of April 1939.*Port of *Rotterdam*No. *28/28^a*Survey held at *Rotterdam.*Date First Survey *2nd of June 1938*Last Survey *19th of April 1939.*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *steel single screw motor tanker "CLAVELLA" Machinery fitted aft.*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling.*State Type of Erections *Prop. Bridge. Forecastle.*TONNAGE under Tonnage Deck... *7237.67*CLASS *100 A1*State if with freeboard *No.*Built at *Rotterdam.*

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 460.0*Launched *7th of March 1939.* Yard No. *211.*

Total

Breadth (greatest moulded) *B 59.0*Builders *Rotterdamsche Droogdok Maatschappij N.V.*Gross Tonnage *8096.63*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 34.0*Owners *N.V. Petroleum Maatschappij "La Corona"*Register Tonnage *4710.17*1st Longitudinal Number (L x D) = *15640*Managers *✓*2nd Numeral L x (B + D) = *42780*

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

REGISTERED DIMENSIONS.

FEET.

Length *463.0*Framing Depth "d," at middle of length. See Sec. 3 (1d) *✓*Residence *'s Gravenhage.*Breadth *59.3*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.52*Port of Registry *'s Gravenhage.*Depth *33.9*Draught Moulded *27' 4 1/2"*

If surveyed while building, afloat, or in dry dock

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	<i>800</i>	<i>✓</i>	Bracket Floors, Frame	<i>✓</i>	
" " from $\frac{3}{4}$ length amidships to Collision bulkhead.....	<i>686</i>	<i>✓</i>	" " Reversed Frame	<i>✓</i>	
" " in peaks.....	<i>610</i>	<i>✓</i>	" " Vertical Struts	<i>✓</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships <i>1524 x 13.5</i>	<i>✓</i>	
Frame Amidships, Angle, <i>E</i> or <i>F</i>	<i>250 90 11</i>	<i>further as approved.</i>	" " top Angles	<i>90 90 12.5</i>	<i>✓</i>
" " Extends up to	<i>upperdeck,</i>	<i>for longit. framing see separate slip</i>	" " bottom Angles	<i>100 100 13.5</i>	<i>✓</i>
Reversed Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness	<i>two 15 & 10.5</i>	<i>✓</i>
" " Extends up to.....	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>straight to shipside 13.5</i>	<i>✓</i>
Depth of Framing Girder.....	<i>all bulb angle framing</i>	<i>✓</i>	" " Vertical Angle to Tank side		
IN MOTORSPACE			Bracket abaft $\frac{1}{4}$ len. from stem	<i>✓</i>	
Frames in Uppermost Continuous tween Decks, Angle, <i>E</i> or <i>F</i>	<i>250 90 11</i>	<i>✓</i>	" " Vertical Angle to Tank side		
" " Second 'tween Decks, Angle, <i>E</i> or <i>F</i>	<i>✓</i>		Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area	<i>✓</i>	
" " Third " " " "	<i>✓</i>		Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem.....	<i>✓</i>	
" " from $\frac{1}{4}$ len. for'd. to 15% len. from Stem.....	<i>180 90 11</i>	<i>✓</i>	" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area.....	<i>✓</i>	
" " in Peaks, Angle or <i>E</i>	<i>AP 230 90 9</i> <i>FP 100 90 12</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 5 1/2 d</i>	<i>✓</i>			
State if Frame Joggled	<i>Yes.</i>	<i>✓</i>	INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>Yes.</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake ...	<i>1800 x 17.5</i>	<i>✓</i>
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>Yes.</i>	<i>✓</i>	Thickness of remainder in Holds <i>MOTOR ROOM.</i>	<i>29 x 13.5</i>	<i>✓</i>
	<i>Yes.</i>	<i>✓</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>✓</i>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	<i>1016 x 11</i>	<i>✓</i>	Uppermost Continuous Deck, <i>FORWARD</i> amidships in Wells, Angle, <i>E</i> or <i>F</i>	<i>200 75 11.5</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame	<i>center line bulkhead in duplicate forward</i>	<i>✓</i>	" " in way of Bridge, Angle, <i>E</i> or <i>F</i>	<i>200 75 11.5</i>	<i>✓</i>
Middle Line Keelson, on Floors, Angles, <i>E</i> or <i>F</i>	<i>1016 x 10.5</i>	<i>✓</i>	Spacing	<i>686 & 610</i>	<i>✓</i>
" " <i>INCARGO TANKS</i> Through Plate or Intercostal Plate... ..	<i>1016 x 10.5</i>	<i>✓</i>	" " <i>forward</i> aft... ..	<i>781 & 610</i>	<i>✓</i>
" " Foundation Plate on Floors	<i>✓</i>		Second Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>✓</i>	
" " Flat Plate Keel Angles	<i>100 100 12.5</i>	<i>✓</i>	Spacing.....		
Side Keelsons, No. each side	<i>✓</i>		Third Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>✓</i>	
" " thickness of Intercostal Plate... ..	<i>✓</i>		Spacing.....		
" " Angles	<i>✓</i>		Fourth Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>✓</i>	
DOUBLE BOTTOM. IN MOTORSPACE			Spacing.....		
Solid Floors, thickness and spacing	<i>10.5 & 12.5 781</i>	<i>✓</i>	Poop Deck, Angle <i>E</i> or <i>F</i>	<i>200 75 11.5</i>	<i>✓</i>
" " Are Frame and Reversed Frame joggled?	<i>Yes.</i>	<i>✓</i>	Spacing.....	<i>781 & 610</i>	<i>✓</i>
Bracket Floors, breadth and thickness at middle line.....	<i>✓</i>		Bridge Deck, Angle, <i>E</i> or <i>F</i>	<i>200 75 12</i>	<i>✓</i>
" " breadth and thickness at margin plate.....	<i>✓</i>		Spacing.....	<i>800</i>	<i>✓</i>
			Forecastle Deck, Angle, <i>E</i> or <i>F</i>	<i>230 90 10</i>	<i>✓</i>
			Spacing	<i>686 & 610</i>	<i>✓</i>

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	two	✓	Stringer Plate, breadth and thickness in way of Bridge	✓	
„ in 'tween Decks, Size and Spacing.....	75% all frames ✓		Thickness of Plating abreast Deck openings in way of Wells		
„ Bridge „ „ „	90% all frames. ✓		Thickness of Plating abreast Deck openings in way of Bridge		
„ in Hold Poop „ „	steel divisional bulkheads. ✓		Thickness of Plating within line of openings...		
„ Two Longitudinal Bulk heads in tanks. ✓			If Sheathed, material and thickness		
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	250 x 90 x 11 & 180 x 90 x 11 spaced 800 ✓	✓	Stringer Plate, breadth and thickness.....	✓	
Plating, thickness of	10.5 & 11. ✓		If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells	240 x 20 ✓		If Plated, state thickness		
„ „ „ „ at Breaks. in way of Bridge	22.5 ✓		Poop Deck.		
„ Angle in Wells	180 180 17.5 ✓		Stringer Plate, breadth and thickness	9.5 ✓	
Thickness of Plating abreast Deck openings in way of Wells	19. ✓		Plating, Sheathing, material and thickness ...	6.5 oregon pine 64% ✓	
Thickness of Plating abreast Deck openings in way of Bridge			Bridge Deck.		
Thickness of Plating within line of openings...	19.5 ✓		Stringer Plate, breadth and thickness.....	2280 x 10 ✓	
If Sheathed, material and thickness	not sheathed. ✓		Plating, Sheathing, material and thickness ...	8.5 no sheathing ✓	
Second Deck. FORWARD & AFT.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	9 & 10. ✓		Stringer Plate, breadth and thickness.....	900 x 9.5 ✓	
			Plating, Sheathing, material and thickness ...	9 & 7.5 oregon pine 64% ✓	

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <u>no.</u>	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			<u>SINGLE OR DOUBLE.</u>	Diam.		Spacing cr. to cr.	Diam.	
	<u>Inches. m/m.</u>	<u>Inches. m/m.</u>	<u>Inches. m/m.</u>	<u>Inches. m/m.</u>			<u>Inches.</u>	<u>Inches.</u>		<u>Inches.</u>	<u>Inches.</u>	
FLAT PLATE KEEL	2200	22. ✓	19.5 ✓	19.5		double	1	4	5 to 4	1	4	Lapped
DBLG. (if any) A. 1810.		17. ✓	17.5	14. ✓								
B. 2500.		16.5 ✓	15. ✓	13. ✓								
BOTTOM PLATING, No. of Strakes <u>thru</u> } C. 2590.		16.5 ✓	14. ✓	13. ✓		double	7/8	3 1/2	4 to 3	7/8	3 1/2	Lapped.
BILGE PLATING, No. of Strakes <u>thru</u> } D. 2300.		16.5 ✓	14. ✓	15. ✓		double	7/8	3 1/2	4 - 3	7/8	3 1/2	Lapped.
E. 2000.		16.5 ✓	12.5 ✓	13. ✓								
SIDE PLATING, No. of Strakes <u>thru</u> } F. 2400.		16.5 ✓	12.5 ✓	12.5 ✓		double	7/8	3 1/2	4 - 3	7/8	3 1/2	Lapped.
G. 1400.		16.5 ✓	12.5 ✓	12.5 ✓								
UPPER DECK, Sheer-strake in Wells..... } J. 1300.		26. ✓	12.5 ✓	12.5 ✓					5 - 3	1 1/8	4 1/2	Lapped
UPPER DECK, Sheer-strake in Bridge ... }		Sheerstrake at Break 30.5 & 29 m/m ✓										
STRAKE BELOW Sheer-strake in Wells..... } H. 2100		19. ✓	12.5 ✓	12.5 ✓		double	1	4	4 - 3	1	4	Lapped.
STRAKE BELOW Sheer-strake in Bridge ... }												
POOP SIDE PLATING				10. ✓		-	-	-	3 - 2	3/4	2 5/8	Lapped.
BRIDGE SIDE PLATING ...		11. ✓				-	-	-	2.	3/4	2 5/8	Lapped.
FOREC'TLE SIDE PLATING			11. ✓			single.	3/4	3	1.	3/4	2 5/8	Lapped.

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	17. ✓
Extending to Upper Deck (Sec. 3 c)	16. ✓
„ Deck next below	1. ✓
As per Rule	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar		Flat plate keel	✓	
STEM	forging	254 x 70	rolled bar	✓
STERN FRAME	Propeller Post	casting	as per approved plan.	Stahlwerk Krüger, A. G.
	Rudder „			
Speed of Vessel		12 knots	✓	
RUDDER—Type		Simplex Balance Rudder		
„ A x D		387	✓	
„ Diam. of head	forging	280 7/8	Skoda Works Ltd.	
„ Main piece at top pintle		254 7/8	Gulchhoffnungshutte	✓
TURNING SHAFT.				
„ heel ...				
„ how constructed		electric welded simplex balance rudder	Deutsche Stahlwerk Krüger, A. G.	
„ double or single plate		15 7/8	✓	
„ coupling, vertical or horizontal		horizontal coupling		

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks									
„ „ Second „		12.5 - 13	250 x 90 x 10 BA	762	840 x 10				
„ „ Third „		10 - 11	100 x 75 x 10.5 BA	837	813 x 10				
„ „ Holds			230 x 90 x 10.5 BA		and as approved.				
„ „ „		12.10 - 9.8	100 x 75 x 10.5 BA	610	3 spanning stringers				
„ „ „		7.5 - 6.5	180 x 75 x 10 BA		& W.T. flat F.P.T.				
COLLISION „ (in Hold)		26 mm F.P. PLAT	130 x 75 x 8 A	610					
AFTER PEAK „ „		11.8 - 7.5	250 x 90 x 10 BA	610					
			150 x 75 x 9 BA	610					
			130 x 75 x 9 A						

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens Martin process.*

Collvilles Ltd; Gulchhoffnungshutte; Dortmund Hoerder Huttenverein; Thyssen-hutte; Vereinigte Stahlwerke

Has the Steel been tested as required by the Rules? *Yes, by Surveyors at Steel Works.*

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.				
		In Ship.			In Ship.				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.		Diam. Ins.	Spang. Ins.		Number.	Diameter. Inches.
Framing of L, L or C													
Frames in Bridge 'tween Decks ...													
Frames from Uppermost Continuous Deck No. 1													
	" 2	Steel			Single			Screw			Motor		
	" 3										Tank		
	" 4										Vessel		
	" 5												
	" 6												
	" 7	to Shell			660 x 10.5			to long. bulkheads.			660 x 10		
	" 8	face bar			90 x 90 x 11			face bar			90 x 90 x 10.5		
	" 9												
	" 10												
	" 11	to Shell			762 x 11			to long. bulkheads			762 x 10.5		
	" 12	face bar			90 x 90 x 11			face bar			90 x 90 x 11		
	" 13												
	" 14												
	" 15												
	" 16												
Spacing of Longitudinal Frames		Amidships		For ordinary side framing see first entry report. - ✓									
Double Bottoms		Tank Top Longitudinals											
Bottom		17 x 4 x 4 x .52 / .68		Transverse						7/8 5/4		3 1/16 for eleven rivets each side of bulkheads and transverses.	
Spacing of Longitudinals		CENTRE Amidships 837 ⁵		WINGS At Ends 762		framing							
Transverses.													
Side (in 'tween Decks)		Depth and Thickness											
		Face Angles											
		Lugs to Shell*											
Side (in Hold)		Depth and Thickness											
		Face Angles											
		Lugs to Shell*											
Bottom		Depth and Thickness		1016 x 11		940 x 11							
		Face Angles		D 150 100 15		S 150 100 15							
		Lugs to Shell*		150 150 11		150 150 11							
		joggled		90 90 11		as per plan.							
		Back Bars ...											
		Brackets											
Spacing of Transverse Frames		3200		3200									
* State if joggled or liners.													
Longitudinal Beams of		Bridge Deck ...											
Upper		CENTRE		230 90 11		Transverse		837 ⁵		736 x 10.5 150 x 90 x 11			
Second		WINGS		230 90 11		framing		762		736 x 10.5 150 x 90 x 11			
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.

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 - M.S. "CHAMA" Rotterdam Report No 27713.

M.S. CLAUSINA Rotterdam Report No 27514.

Secretary's letters M 23/11; 25/11; 2/12; 10/12; 17/12; 23/12 - 1936; 13/1; 26/1; 9/2; 15/2; 10/4; 17/4 - 1937; 17/3; 20/10 - 1938.

Plans approved for this vessel

Date of approval	Description of plans
23-11-36	Midship Section
23-11-36	Outline bulkheads, stringers & upper deck.
23-11-36	List of framespacing
2-12-36	Oil fuel bunker & after cofferdam
10-12-36	Simplex balanced ladder
10-12-36	Stern frame
10-12-36	Midship oil tight bulkhead
17-12-36	Sections in wing tanks
22-12-36	Framing etc in wing tanks
13-1-37	Forward cofferdam
26-1-37	Details of riveting
9-2-37	Oil tight longitudinal bulkhead Part 1
22-2-37	Oil tight longitudinal bulkhead Part 2
15-2-37	Bulkhead of forward cofferdam
26-2-37	Lengths of framing Parts 1-4
26-2-37	Shell Expansion Parts 1-3
10-4-37	Forepeak
17-4-37	Deep tank
20-10-38	Midship Section Amended
20-10-38	Profile & Decks Amended

PARTICULARS OF ELECTRIC WELDING (if employed)

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Longitudinal framing at Bottom and at Deck.

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

1st Bower Head 50.0-25 J.Q. No 1229 Dortmund 29.11.38; Shank 23.3-18 J.Q. No 1231 Dortmund 29.11.38.
2nd „ Head 50.1-6 J.Q. No 1227 Dortmund 29.11.38; Shank 25.2-15 J.Q. No 1233 Dortmund 29.11.38.
3rd „ Head 49.0-13 J.Q. No 1228 Dortmund 29.11.38; Shank 26.2-4 J.Q. No 1232 Dortmund 29.11.38.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 64.0 ft., R.Q.D. ft., Bridge 44.4 ft., Forecastle 48.0 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. Signal Letters Extreme Breadth over Belting (Circ. 1611) no belting Over-all Length (Circ. 1703) 483.3

No. and Material of Decks One Dk. (stl) 2nd Dk. (stl) clear of cargo tanks. Mchly aft.

Parts of Bottom of Vessel coated with cement or approved composition cement in peaks only.

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	22,	135.
Double bottom, under Engines and Boilers,			After peak tank,	16,	83.
Double bottom, if under Engines only,	64.	156.	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	24.8	262.
Double bottom, forward,			Other tanks, if fitted, Fuel Bunker		393.
Total length (if continuous) and Capacity		156.	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 931.

Date 15-2-1938

Dates of Surveys held while building

1-15-16-17-20-21/6; 13-15-18-21-25-26-29/7; 1-16-18-26/8; 1-3-7-13-20-22-26-30/9;
4-6-10-12-17-24-25-28-31/10; 4-7-9-16-17-21-25-29/11; 5-7-8-9-12-13-15-20-25-27/12-1938--
3-6-7-9-12-13-14-17-19-20-23-26-27-28-30-31/1; 1-3-8-10-11-13-14-15-16-17-18-20-21-22-23-24-25-27-28/2
3-7-10-11-14-16-17-18-20-21-22-23-28-29-30-31/3; 4-5-7-11-12-13-14-17-19/4-1939.

Total No. of Visits 112