

STEEL STEAMER or MOTORSHIP.

Received at London Office 18 NOV 1925

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

Port of *Glasgow*No. *45140*Survey held at *Salmeir*Date First Survey *4.6.24*Last Survey *7th November 1925*On the *Steel Twin Screw Turbine Steamer**CONTE "BIANCAMANO"*State Type *Complete Superstructure*

State Type of Erections

TONNAGE under Tonnage Deck... *9673.94*CLASS *100 A1*State if with freeboard as condition of Class *With*Built at *Salmeir*Do. of space or spaces between Tonnage Dk. and Upper Dk. *6450.43*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *625*Launched *23rd April 1925* Yard No. *640*Total *6758.55*Breadth (greatest moulded) *76*Builders *Wm Beardmore & Co.*Gross Tonnage *22882.92*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *39.58*Owners *Lloyd Sabando*Register Tonnage *15560.39*1st Longitudinal Number (L x D) *24737*Managers *(Where necessary to be entered in Reg. Book.)*2nd Numeral L x (B + D) *72237*

Residence

REGISTERED DIMENSIONS. FEET.

Framing Depth "d," at middle of length. See Sec. 3 (1d) *11.5*Length *626.4*Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.99*Port of Registry *Genoa*Breadth *76.35*C. Deck Do. Long Bridge to top of keel *11.04*

If surveyed while building, afloat, and in dry dock

*27.2 x 43.7*Draught Moulded *25.114*

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.
S, Spacing amidships	36		Bracket Floors, Frame	✓	
" from $\frac{1}{2}$ length to Collision bulkhead.....	27		" " Reversed Frame.....	✓	
" in peaks.....	24		" " Vertical Struts.....	✓	
FRAMING.			Centre Girder, depth and thickness amidships	54	.64
Amidships, Angle, E or C	10	3 $\frac{1}{2}$ 46	" " top Angles.....	4	3 $\frac{1}{2}$.62
" Extends up to F Deck	✓		" " bottom Angles.....	5	5 .66
" Frame Amidships, Angle.....	✓		Side Girders, No. each side and thickness	(3)	.46
" Extends up to.....	✓		Margin Plate depth (excl. of flange) and thickness.....	46	.64
" Framing Girder.....	✓		" " Vertical Angle to Tank side	6	6 .54
" in Uppermost Continuous 'tween Decks, Angle, E or C	8	3 $\frac{1}{2}$.40	" " Bracket abaft $\frac{1}{2}$ len. from stem.....	6	6 .54
" Second 'tween Decks, Angle, E or C	8	3 $\frac{1}{2}$.40	" " Vertical Angle to Tank side	6	6 .54
" Third " " ".....	✓		" " Bracket forward $\frac{1}{2}$ len. from stem.....	6	6 .54
" in Peaks, Angle or C	9	3 $\frac{1}{2}$.50	" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem.....	Continuous	
" and Spacing of Rivets through Shell Plating.....	1"	6" sp	" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem.....	Plat. .72 x .64	
" Frame Joggled.....	Yes		Tank Side Brackets, height above base line at toe of Frame and thickness	90	.52
ARRANGEMENTS (Sec. 7), state system and particulars.....	Web frame changed etc. as per appd plan		INNER BOTTOM PLATING.		
FINING OF BOTTOM FOR. State Particulars.....	Double frame shell increased etc. as per appd plan		Breadth and thickness of Middle Line Strake.....	54	.64
TOM.			Thickness of remainder in Holds.....		.58
" and thickness at mid-line in Holds.....	✓		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?.....	Yes	
" Height of Brackets at side above base line at toe of frame.....	✓		BEAMS.		
" Keelson, on Floors, Angles, C or E	✓		Uppermost Continuous Deck, amidships D. Deck	7	3 .40
" Through Plate or Intercoastal Plate.....	✓		" " in Wells, Angle, E or C	✓	
" Foundation Plate on Floors.....	✓		" " in way of Bridge, Angle, E or C	✓	
" Flat Plate Keel Angles.....	✓		" Spacing.....	36	
" No. each side.....	✓		Second Deck, amidships, Angle, E or C.....	7	3 .40
" thickness of Intercoastal Plate.....	✓		" Spacing.....	36	
" Angles.....	✓		Third Deck, amidships, Angle, E or C.....	7	3 .40
DM.			" Spacing.....	36	
" thickness and spacing.....	46	36" sp	Fourth Deck, amidships, Angle, E or C.....	7	3 .40
" Frame and Reversed Frame joggled?.....	Yes		" wide spaced Beams in 2nd 1st 2 Holds	7	3 .40
" breadth and thickness at middle line.....	✓		" Spacing.....	36	
" breadth and thickness at margin plate.....	✓		Poop Deck, Angle, E or C.....		
			" Spacing.....		
			C. DECK		
			Bridge Deck, Angle, E or C	7	3 .40
			B Deck		
			6 x 3 x 30" outside House	7	3 .40
			Spacing.....	36	
			Forecastle Deck, Angle, E or C.....	7	3 .40
			On uppermost Continuous Deck		
			Spacing.....	27 x 24	

Lloyd's Register Foundation

002630-002700-0122

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.....	3 ⁷			Stringer Plate, breadth and thickness in way of Bridge				
„ in 'tween Decks, Size and Spacing.....	3 ³ / ₄	108	} And as per Appd. plan	Thickness of Plating abreast Deck openings in way of Wells				
„ „ „ „ „	4 ¹ / ₄	108		Thickness of Plating abreast Deck openings in way of Bridge	42.50	ch	as per plan	
„ in Holds „ „	5 ³ / ₄	108		If Sheathed, material and thickness	Part Teak sheathed 2 1/2			
„ „ „ „ „				Part Teakoid & Rubline 2 1/2				
Centre Line Bulkhead.				F Third Deck.				
Stiffeners and Spacing.....	✓			Stringer Plate, breadth and thickness.....	54	40		
Plating, thickness of	✓			If Plated, state thickness.....	31			
STRINGERS AND DECKS.				G Fourth Deck.				
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....	54	40		
Stringer Plate, breadth and thickness in Wells	54	90		If Plated, state thickness	31			
„ „ „ „ in way of Bridge	54	50		H Poop Deck.				
„ Angle in Wells				Stringer Plate, breadth and thickness	54	40		
Thickness of Plating abreast Deck openings in way of Wells	70			Plating, Sheathing, material and thickness	31			
Thickness of Plating abreast Deck openings in way of Bridge	42 + as per plan			C Bridge Deck.				
If Sheathed, material and thickness	Do with only 2 1/2 Teak and Part Rubline 2 1/2, Teakoid)			Stringer Plate, breadth and thickness.....	54	50	2 1/2 Part Teak 5 1/2 Rubline Teakoid	
Second Deck.				Plating, Sheathing, material and thickness	42		Part. Poplar P. 2 1/2 Part Rubline Teakoid	
Stringer Plate, breadth and thickness in Wells.....	54	50		B Deck	54	42		
				Forecastle Deck.				
				Stringer Plate, breadth and thickness.....	54	46	40 x 46	
				Plating, Sheathing, material and thickness	38 + 42			

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 cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	60	1	1	1		Double	1 1/8	4 1/2	5	1 1/8	4 1/2	Shipped
„ DBLG. (if any)												
BOTTOM PLATING, No. of Strakes ... (5) ...		80	58	58		Double	1	4	4	1	4	Lapped
BILGE PLATING, No. of Strakes ... (11) ...		80	58	58								
SIDE PLATING, No. of Strakes ... (16) ...		78	54	54								
UPPER DECK, Sheer-strake in Wells.....		90	42	42								
UPPER DECK, Sheer-strake in Bridge ...		78										
STRAKE BELOW Sheer-strake in Wells.....		90	42	42								
STRAKE BELOW Sheer-strake in Bridge ...		78	42	42								
STRAKE ABOVE 6 inch POOR SIDE PLATING		78										
<p>Plating increased at Arriving Bridge side plating... End plate on Sheer-strake increased 3 Beam Wells riveted in fore & aft in bottom as per upper plan Bottom sheet for increased for 8 3/4 ft. as per Rule</p>												
FORECASTLE SIDE PLATING		42				66	3/4	3	2	3/4	2 5/8	Lapped

WATERTIGHT BULKHEADS.



Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) 11 1/2 D Bulk
11 1/2 E Bulk

Deck next below—

As per Rule 16 D Bulk + 9 1/2 E Bulk

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		Flat Plate Keel		
STEM	30 ft Rolled 70 ft Casting	1/2 x 3/4 	Beardmore	
STERN FRAME	Propeller Post Rudder	1 1/2 Casting 1 1/2 x 1 3/4 	Beardmore	
RUDDER—A x D		2 1/4		
Speed of Vessel		20 Knots		
RUDDER mainpiece at head		19 1/2	Beardmore	
" " heel		As per plan		
" " how constructed		Casting		
" " double or single plate		Double		
" " coupling, vertical or horizontal		in Coupling		

STEEL.

		STIFFENERS.	
		VERTICAL. Scantlings, Spacing.	HORIZONTAL.
			Scantlings, Spacing.
MIDSHIP BULKHEAD,	Tween decks..	1-26	5=3x38 30 ✓
" "	" "	✓ 5-30	6=3x28 30 ✓
" "	" "	5-36	7x3x42 30 ✓
" "	" "		
" "	" "		
" "	" "		
" "	" "		
" "	" "		
" "	" "		
" "	" "		
	N ^o 66	46-40	8½=3x40 27-30
	Holds N ^o 164	45½=33	10x½=5½ 30
COLLISION	(in Hold) ✓ 5-41	9=3x46 24	2 Semi box beams
AFTER PEAK	5.....	52-42	10x¾=52 24

Manufacturer's name or trade mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open Hearth Process*
Beaumont, Skinninggrove, Colville, Hamilton, Steel & Steel-
Solman Long, Nottingham
Has the Steel been tested as required by the Rules? *Yes*

EQUIPMENT No. 84746

LETTER PT

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.	Cwts.				
87687	1st Bower ...	142	0	13	Stocklen			81	18	3	0	137-0-0	Jaylons Dreadnought	S. Taylor & Son	Detherton 9.6.25 Green	
87688	2nd „ ...	138	3	13	„			80	13	3	0	137-0-0	do	do	do do do	
87686	3rd „ ...	115	2	10	„			73	5	0	0	116-0-0	do	do	do do do	
	Collective weight.	396	2	8								390-0-0				
57773	Stream	53	3	0	Stocklen			44	12	2	0	42 1/2 24 Stock	Jaylons Dreadnought	S. Taylor & Son	Diplon 21.8.23 Drysdale	

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.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
76766	300	3 1/4	16 1/2	22 1/2	1773.2.16	1769.6.0	880	3 1/4	Slid	Earl of Dudley	Detherton 27.8.25	SW. TOWLINE	140	7 1/2	128	140	7 1/2
										Round Oak Wks.	Green	HAWSERS & WARPS	(3) 120	5	59		
										do	Detherton 6.8.25	"	(2) 120	4	33		
										do	Drysdale	man	(1) 60	12	33		
												"	(5) 120	4		(3) 120	8
												"	(6) 120	8		(3) 120	8

Steering Gear, Steam Brown Bore

Steering Gear, Emergency Hand Steam

Brown Bore.

Boats 34 Lifeboats
6 William Collapsible
1 Motor Boat

Steering Chains, Size and Test no chains

Windlass Steam Clark Chapman

Ceiling in Holds, thickness and material 2 1/2 in 2nd Hold only

Cargo Battens, thickness, material and spacing 2" 9' spacing

Cargo Hatchways. (Upper Deck) Seize Coaming

Thickness of Hatches 3"

Size of No. 1 Hatchway (Forward) 13.6 x 14.0 No. 2 13.7 x 18.0 No. 3 12.0 x 18.0 No. 4 14.3 x 18.0 No. 5 14.0 x 18.0 No. 6 7.10 x 18.0
ON N. DECK ON A. DECK ON C. DECK ON B. DECK ON A. DECK ON A. DECK

Number of Shifting Beams and/or Fore and Afters 2 each in nos. 1, 2, 4 & 5 Hatches 1 each in nos 3 & 6 Hatches

FOR WILLIAM BEARDMORE & CO. LIMITED

Builder's Signature

GENERAL DECLARATION

The workmanship and materials are good. The vessel has been built in accordance with the Approved plans. The Secretary's letter and in general conformity with the Rules for the class contemplated. The Ballast tanks, oil fuel tanks, deep tanks, Peaks, gland compartment, bulkheads, decks, and H.T. doors have been tested as required by the Rules. Section 35 Requirement has been complied with. The Keelboard has been verified.

With reference to the Secretary's letter of the 26th Oct 1925 respecting the Motor lifeboat launching from the following tests have been carried out. The Motor Boat, Coach, & H.T. equivalent to 30 passengers was lowered and lifted, the gear worked smoothly but the deck jumped considerably, still weight lifted showed 7.1 Tons this weight did not include the 10% overload for a vessel when heeled, nor did it include Boat Equipment.

The gear was not subjected to the required static load but to twice that which it is intended to operate. In comparing the scantlings of the frame with the plans it was

The amount of Entry Fee £ 12 : 0 : 0

Fees applied for, 11.11.1925

Special Survey Fee.... £ 611 : 0 : 6

Received by me,

I am of opinion the Vessel should be Classed 100 A1 with Keelboard

Travelling Expenses, if any £ : : :

State whether the Vessel has been built under Special Survey

Signature

J. M. Iwenna

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Glasgow Date of issue 19/11/25

Committee's Minute GLASGOW 17 NOV 1925

Character assigned :- 100 A1.

With keelboard

11.25

Lloyd's Assoc.

+ LMC 11.25 J.D.

Fitted for oil fuel 11.25 J.P. above 150° F

© 2021

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.)

Motor Boat Launching Gear

It was observed that additional stiffening had been introduced after private test made on board of the Patent. These are noted on the plans.

The Frames and supporting web are fitted on wood pads and are secured attached to the deck by a sufficient number of 7/8 bolts.

The Boat is supported in the cradle at each frame by means of wood pads leather covered fitted to form of boat and the keel of boat rests on bottom of cradle.

Arrangements are not provided for securing the boat to the cradle when not in use and the cradle is not fitted in checks, only grips securing it to the deck, & wire stays to the deck house sides. The cradle is hung from the falls.

Efficient means are provided to keep the outboard wing of the davit in a fixed position when swung out at the time of launching and recovery of the boat.

After the Boat was lowered to water it took 20 seconds for the cradle to drop 15 feet clear of the Boat. It is considered that this time is not quick enough to overcome the upward lift of the swell (when rolling) and the fall of boat on a receding wave and trouble might arise due to the cradle not clearing the boat at the time of launching or recovery.

In above condition the wire fall was all out. No turn being left on the barrel of the gear. No test of the material made of the material at the works have been forwarded.

Webbing darts are fitted for all boats except the motor boat but a set of webbing darts is on board for the motor boat & should be fitted if necessary.

In my opinion the launching gear for the motor boat as at present fitted is unsatisfactory. The cradle should be fitted in checks and lashed down and arrangements made for securing the boat in the cradle. The static load should be applied to the frames, and the gear should be tested under working conditions to the maximum load viz (boat cradle & weight equal to 30 persons & equipment) + 10% and further lowering test carried out with a view to speeding up the drop of the cradle. After reaching the water, the deck should be strengthened in way of the frames. The Builders have been advised that they or the Owners should satisfy themselves that no difficulty will be experienced in obtaining the approval of the Italian Government. Tests of material made of the steel makers should be supplied.

Met

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

1st Bower
2nd "
3rd "

} Forged open hearth Ingot. Steel

C Deck or Promenade
390' at side
393' at Centre

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge 390' at side 393' at Centre Forecastle 88.9

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

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 2 at side and

Upper & steel part 2nd deck steel part T. Sheathed

Official No. ; Signal Letters

If bottom of Vessel has been coated Inside Coated

Expt. in oil fine to the bottom tanks

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Cap. Tons.
Double bottom, aft,	105	288	Fore peak tank,		12.2
Double bottom, under Engines and Boilers,	207	1538	After peak tank,		9
Double bottom, if under Engines only,			Deep tank, aft,		630
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward, This includes the double bottom in way of the deep tank	194.9	735	Other tanks, if fitted,		
Nil length of double bottom = 512.9		2558	(If necessary, furnish further information by sketch.) This tank when carrying ballast is filled with 5 bottom of steel but above capacity is 5 ft. 9 in. of water.		
* The wells are not to be included in the lengths of the tanks.					

Holds 101
(in Hold) ✓

for Special Survey No. 5643

14.6.24

Dates of Surveys held while building

1924. June 4. 9. 10. 13. 27. 26. 30. Aug 1. 6. 8. 13. 21. Sept 15. 25. Oct 1. 2. 7. 13. 17. 21. 24. 27. 30. Nov 3. 6. 12. 14. 19. 21. 23. 27. 28.
Dec 4. 5. 8. 10. 15. 18. 19. 22. 29. 1925. Jan 5. 9. 12. 13. 14. 20. 21. 22. 26. 27. 28. 30. Feb 24. 5. 6. 10. 13. 12. 16. 18. 20. 21. 23. 26. 27. Mar 2. 5. 4. 6. 9. 10. 12. 13. 16. 18. 19. 24. 27. 28. 31. Apr 1. 2. 6. 7. 10. 14. 17. 21. 23. 28. 30. May 4. 8. 13. 18. 20. 22. 24. 27. 31. June 3. 8. 10. 16. 18. 19. 24. 25. 29. 30. July 3. 8. 9. 13. 30. 31. Aug 4. 5. 11. 14. 18. 17. 19. 21. 25. 29. 30. Sept 2. 7. 8. 10. 11. 13. 16. 17. 18. 23. 25. 30. Oct 2. 5. 7. 9. 13. 12. 14. 15. 19. 20. 22. 23. 27. 28. 29. 30. 31. Nov 2. 3. 7. Total No. of Visits 16