

STEEL STEAMER or MOTORSHIP.

AUG 10 1939

Received at London Office

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YESDate of completion of report 7th OF AUGUST 1939Port of AMSTERDAMNo. 15743 ASurvey held at AMSTERDAMDate First Survey 16th JUNE 1938Last Survey 1st OF AUGUST

1939

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) STEEL SINGLE SCREW MOTORSHIP "ONDINA" (MACHINERY AFT)State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING.State Type of Erections FORECASTLE - BRIDGE AND POOP.

TONNAGE under Tonnage Deck...

5540CLASS A 1 (State if with freeboard as condition of Class) ✓
CARRYING PETROLEUM IN BULK
LONGITUDINAL FRAMING AT BOTTOM AND DECK.Built at AMSTERDAMDo. of space or spaces between Tonnage Dk. and Upper Dk. ✓Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a) 129.837Launched 29th APRIL 1939 Yard No. 71

Total

Breadth (greatest moulded) B 16.536Builders MESSRS. NEDERLANDSCHE DOK MY N.V.Gross Tonnage 6341Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1e) D 9.449Owners PETROLEUM MY "LA CORONA"Register Tonnage 36061st Longitudinal Number (L x D) = 1227Managers ✓

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

2nd Numeral L x (B + D) = 3374Residence S-GRAVENHAGE.

REGISTERED DIMENSIONS.

FEET- M.Length 428.10 130.49Breadth 54.52 16.62Depth 30.91 9.42Framing Depth "d," at middle of length. See Sec. 3 (1d) 13.7Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.7
Do. Long Bridge to top of keelPort of Registry S-GRAVENHAGE.

If surveyed while building, afloat, or in dry dock

Draught Moulded 7.777 MWHILE BUILDING.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	M/M IN SHIP.	Any Departure from Approved Plans to be Noted.		M/M IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	<u>806</u>	✓	Bracket Floors, Frame	✓	
" " from $\frac{1}{2}$ length amidships to Collision bulkhead.....	<u>806</u>	✓	" " Reversed Frame	✓	
" " in peaks.....	<u>667</u>	✓	" " Vertical Struts	✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<u>1500x12</u>	<u>1015"x12" approved</u>
Frame Amidships, Angle, <u>E</u> or <u>F</u>	<u>230x90x9 1/2</u> IN MOTORROOM <u>230x90x11</u> IN TANK NO 7 TO 7 <u>250x90x11</u> IN TANK NO 8 AND IN WAY OF DEEPTANK BELOW TANK DECK.	✓	" " top Angles <u>DOUBLE</u>	<u>90x90x12 1/2</u>	✓
" " Extends up to	<u>UPPER DECK</u>	✓	" " bottom Angles <u>DOUBLE</u>	<u>100x100x14 1/2</u>	✓
WEB IN MOTORROOM			Side Girders, No. each side and thickness T.W.D. ONE TO TANK TOP OVER 1/2 DEPTH	<u>15 TO 10 M/M</u> <u>12 M/M</u>	✓
Reversed Frame Amidships, Angle <u>E</u> or <u>F</u>	<u>DOUBLE 165x75x11 TO SINGLE 300x90x13</u>	✓	Margin Plate depth (excl. of flange) and thickness	<u>13 M/M, STRAIGHT TO SHIP'S SIDES.</u>	✓
" " Extends up to	<u>TWEEN DECK</u>	✓	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	✓	
WEBFRAME IN FORWARD HOLD & DEEPTANK <u>535x77</u> ON FR. NOS 15 & 15X		✓	" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area	✓	
Depth of Framing Girder <u>REVERSED FRAME 150x90x11</u>		✓	" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem.....	✓	
Frames in Uppermost Continuous tween Decks, Angle, <u>E</u> or <u>F</u>	<u>200x90x12</u> IN FORM HOLD <u>200x90x9 1/2</u> IN FORM TWEEN DECK	✓	" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area.....	✓	
" " Second tween Decks, Angle, <u>E</u> or <u>F</u>	<u>200x90x9 1/2</u> IN WAY OF MOTORROOM	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	<u>915x11 (ABOVE TANK TOP)</u>	✓
" " Third " " " "	<u>✓</u>	✓	INNER BOTTOM PLATING, IN MOTORROOM		
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem.....	<u>250x90x11</u> IN FORE- & AFTER PEAKS	✓	Breadth and thickness of Middle Line Strake ...	<u>1530x17</u> IN WAY OF SEATINGS <u>28 M/M</u>	✓
" " in Peaks, Angle or <u>E</u>	<u>200x90x9 1/2</u>	✓	Thickness of remainder in Holds	<u>28 M/M</u>	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>RIVETS 22 M SPACES 1210 M/M AND AS APPROVED</u>	✓	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>FURTHER ALL AS APPROVED</u>	✓
State if Frame Joggled	<u>YES</u>	✓	BEAMS.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<u>ABFT COLLISION BULKHEAD WEBFRAME FITTED, SPACED 3 TO 4 FR. SPACES APART AND STRINGERS FITTED, ALL AS APPROVED FORW. OF COLL. BND. TIERS OF BEAMS AND STRINGERS FITTED 1530 M/M APART DOUBLE RIVETED BOTTOM FRAMES AND EXTRA INTERCOSTAL SIDE KEELSONS FITTED BACK BARS TO LONGIT. BOTTOM FRAMES & DOUBLE SHELL ANGLES TO TRANSVERSES IN NO 8 TANK BOTTOM PLATING INCREASED IN THICKNESS, FURTHER ALL AS APPROVED</u>	✓	Uppermost Continuous Deck, amidships <u>Wells, Angle, <u>E</u> or <u>F</u></u>	<u>230x90x10</u> IN WAY OF MOTORROOM AND FORW. OF GARGOTANKS. <u>180x75x10</u> <u>180x75x8</u>	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?		✓	" " in way of Bridge, Angle, <u>E</u> or <u>F</u>	✓	
SINGLE BOTTOM.			Spacing	<u>610-667 & 686 M/M</u>	✓
Floors, Depth and thickness at mid-line in FORWARD DEEPTANK	<u>1220x9</u>	✓	Second Deck, amidships, Angle, <u>E</u> or <u>F</u>	<u>180x75x8 1/2</u> AND AS APPROVED <u>150x75x10 1/2</u>	✓
Height of Brackets at side above base line at toe of frame	<u>2135</u>	✓	Spacing	<u>667</u>	✓
Middle Line Keelson, on Floors, Angles, <u>E</u> or <u>F</u>	<u>10 M CENTRELINE BND. PLATING.</u>	✓	Third Deck, amidships, Angle, <u>E</u> or <u>F</u>	<u>200x75x11 1/2</u> ✓ <u>180x75x9</u> ✓ <u>150x75x9</u> ✓ <u>686 & 610 M</u> ✓	✓
" " Through Plate or Intercostal Plate	<u>1015x10 1/2 IN GARGOTANKS</u>	✓	Spacing		
" " Foundation Plate on Floors	<u>✓</u>	✓	Fourth Deck, amidships, Angle, <u>E</u> or <u>F</u>	<u>✓</u>	✓
" " Flat Plate Keel Angles	<u>100x100x13</u>	✓	Spacing	<u>✓</u>	✓
Side Keelsons, No. each side	<u>LONGITUDINAL BULKHEADS OF WINGTANKS</u>	✓	Poop Deck, Angle, <u>E</u> or <u>F</u>	<u>180x75x10</u> ✓ <u>180x75x9</u> ✓ <u>180x75x8</u> ✓ <u>610 & 667 M</u> ✓	✓
" " thickness of Intercostal Plating	<u>11 TO 11 1/2 M/M</u>	✓	Spacing		
" " Angles <u>DOUBLE</u>	<u>90x90x10 1/2</u>	✓	Bridge Deck, Angle, <u>E</u> or <u>F</u>	<u>200x75x9</u>	✓
DOUBLE BOTTOM, IN MOTORROOM			Spacing	<u>806</u>	✓
Solid Floors, thickness and spacing	<u>12 M, SPACED 667 M/M APART.</u>	✓	Forecastle Deck, Angle, <u>E</u> or <u>F</u>	<u>230x90x10</u> ✓ <u>200x75x10</u> ✓ <u>180x75x8</u> ✓ <u>610 M & 686 M</u> ✓	✓
" " Are Frame and Reversed Frame joggled?	<u>YES</u>	✓	Spacing		
Bracket Floors, breadth and thickness at middle line	✓	✓			
" " breadth and thickness at margin plate	✓	✓			

PILLARS AND DECKS.

	M/M IN SHIP.	Any Departure from Approved Plans to be Noted.		M/M IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	TWO, SPACED 3 & 4 FT. SPACES APART.		Stringer Plate, breadth and thickness in way of Bridge	✓	
F.C. SPACE			Thickness of Plating abreast Deck openings in way of Wells FORW. HOLD	7 1/2	✓
BRIDGE SPACE	SOLID 3"	SPACED 4 FT. SPACES APART.	Thickness of Plating abreast Deck openings in way of Wells MOTOR ROOM CASING	9	✓
POOP	STEEL DIVISION BULKHEADS		Thickness of Plating within line of openings.....	FORWARD 7 1/2	AFT 8 1/2 ✓
IN FORW. HOLD	240x90x 9 1/2 ONLY ON FR 1/3 NO. 154 P. SIDE		If Sheathed, material and thickness	NOT SHEATHED	✓
LONGITUDINAL Bulkheads OF WING TANKS			Third Deck.		
Stiffeners and Spacing.....	230x90x11 & 230x90x12 SPACED 800 M/M		Stringer Plate, breadth and thickness.....	✓	
IN CONJUNCTION WITH STRINGERS	250x90x14		If Plated, state thickness.....	✓	
Plating, thickness of	11 TO 11 1/2 M VERT. PLATING		Fourth Deck.		
STRINGERS AND DECKS.	ALL AS APPROVED		Stringer Plate, breadth and thickness.....	✓	
Uppermost Continuous Deck.			If Plated, state thickness	✓	
Stringer Plate, breadth and thickness in Wells	1900x16 1/2 AT BREAK OF POOP 19 1/2 M/M		Poop Deck.		
" " " in way of Bridge	18 M/M, AT BREAK 19 1/2 M/M		Stringer Plate, breadth and thickness	940x9	✓
Angle in Wells	150x150x17 M/M		Plating, Sheathing, material and thickness	6 1/2 TO 8 1/2 M/M	SHEATHED WITH 65 M/M PITCH-PINE
Thickness of Plating abreast Deck openings in way of Wells	14	✓	Bridge Deck.		
Thickness of Plating abreast Deck openings in way of Bridge	14	✓	Stringer Plate, breadth and thickness.....	1925x10 M/M	✓
Thickness of Plating within line of openings.....	12	✓	Plating, Sheathing, material and thickness	8 M/M	EXPOSED PARTS NOT SHEATHED
If Sheathed, material and thickness	NOT SHEATHED		Forecastle Deck.		
Second Deck.	ONLY FORWARD & AFT.		Stringer Plate, breadth and thickness.....	1100x9 M/M	✓
Stringer Plate, breadth and thickness in Wells	1650x8 1/2 1650x10 M/M		Plating, Sheathing, material and thickness	8 1/2 M/M	NOT SHEATHED 12 M/M

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		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.	
	M/M	M/M	M/M	M/M								
FLAT PLATE KEEL	1320	23 1/2 ✓	18 ✓	18 ✓		DOUBLE	25	100 ✓	FIVE ✓	25	100 ✓	LAPPED
„ DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
BOTTOM PLATING, No. of Strakes ...3.....	A 2220	16 ✓	12 ✓	13 ✓	IN WAY OF NO. 8 CARGO TANK AND FORW. DEEPTANK THICKNESS 17 1/2 M/M	✓	✓	✓	✓	✓	✓	✓
	B 2350	16 ✓	12 ✓	13 1/2 ✓		DOUBLE	22	88	FOUR	22	88	LAPPED
BILGE PLATING, No. of Strakes1.....	C 2350	16 ✓	15 ✓	13 1/2 ✓								
	D 2420	16 ✓	15 1/2 ✓	16 ✓		DOUBLE	22	88	FOUR	22	88	LAPPED
SIDE PLATING, No. of Strakes 2.E.&F..	2550	15 ✓	11 1/2 ✓	12 ✓	TO STERN FRAME 16 M/M ✓	✓	✓	✓	✓	✓	✓	✓
UPPER DECK, Sheer-strake in Wells (H.)	1440	26 ✓	11 1/2 ✓	11 1/2 ✓	FORW. WELL AFTER WELL	✓	✓	✓	✓	✓	✓	✓
	1600	23 1/2 ✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
UPPER DECK, Sheer-strake in Bridge (H.)	1600	26 ✓	✓	✓	AT BREAK FORW. 1440 X 26 M/M	✓	✓	✓	✓	✓	✓	✓
		✓	✓	✓	AFT 1600 X 28 M/M ✓	✓	✓	✓	✓	✓	✓	✓
STRAKE BELOW Sheer-strake in Wells (G.)	2200	18 ✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
		✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
STRAKE BELOW Sheer-strake in Bridge ...	2200	18 ✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
		✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
POOP SIDE PLATING			9 1/2 ✓	✓	AT BREAK 11 M/M	SINGLE	19	76	TWO	19	76	✓
BRIDGE SIDE PLATING ...	2130	10 1/2 ✓	✓	✓					TWO	19	67	✓
		✓	✓	✓						✓	✓	✓
FORECASTLE SIDE PLATING			10 1/2 ✓	✓		SINGLE	19	85	ONE	19	67	✓
			✓	✓						✓	✓	✓

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

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

Extending to Upper Deck (Sec. 3 c) 15

Deck next below ONE (AFTER PEAK TANK BULKHEAD)

As per Rule ✓

	Plating Thickness. M/M	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings. M/M	Spacing. M/M	Scantlings. M/M	Spacing. M/M
MIDSHIP BULKHEAD, Upper tween decks	5				
CENTRE TANKS	12 5/8 & 10 5/8 230x90x11	825	760x10 M/M	3280 M/M	
WING TANKS	12 5/8 & 10 5/8 230x90x11	825	610x10 M/M		
"	TO TANK DECK 12 TO 8 M/M 230x90x11	610	STRINGERS 1220x8 1/2 & DEEPTANK DECK 610	1830	
COLLISION	(in Hold UPPER DECK) 7 1/2 TO 6 1/2 M/M 130x75x9	610	BOILER ROOM DECK BELOW A.P. TANK DECK.	2135	
AFTER PEAK	12 TO 7 1/2 M/M 150x75x10 1/2	610			

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar			FLAT PLATE KEEL	✓
STEM			ROLLED 250x65 M/M	✓
STERN FRAME	Propeller Post	CASTING AS PER APPROVED PLAN	MESSRS. BOCHUM VEREIN A.G., BOCHUM GERMANY.	✓
	Rudder			✓
Speed of Vessel	12 KNOTS	445	MESSRS. "DEUTSCHE WERFT" A.G. REIMERSTIEG WORKS HAMBURG.	✓
RUDDER—Type			SIMPLEX BALANCE	✓
" A x D				✓
" Diam. of head	FORGING	270	MESSRS. SKODA WORKS PILSEN CZECHO-SLOVAKIA.	✓
" CONNECTING ROD			MESSRS. BOCHUM VEREIN A.G., BOCHUM GERMANY.	✓
" Mainpiece at top pintle	FORGING	250		✓
" " " " "				✓
" how constructed			ELECTRICALLY WELDED	✓
" double or single plate			DOUBLE PLATE 15 M/M	✓
" coupling, vertical or horizontal			HORIZONTAL	✓

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

STEEL. **MANNESSMANN RÖHREN WERKE (ABT. HEINRICH BIERWES HÜTTE, DUISBURG, HÜCKINGEN) AUGUST THYSEN HÜTTE AKTIENGESELLSCHAFT (WERK THYSENHÜTTE & NIEDERRHEINISCHE HÜTTE, DUISBURG) — DORTMUND HOERDER HÜTTEN VEREIN AKTIENGESELLSCHAFT (WERK HOERDE & WERK DORTMUND), DEUTSCHE RÖHREN WERKE AKTIENGESELLSCHAFT (WERK THYSEN, HÜLHEIM (RUHR)).**

Has the Steel been tested as required by the Rules? **YES**

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To the

PARTICULARS OF LONGITUDINAL FRAMING.

Amsterdam report 15743A

AUG 10 1939

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.	
	M/M	M/M	M/M	M/M	M/M	M/M	M/M	M/M	M/M	M/M	M/M	M/M	Diam.	Speng.		Number.	Diameter.
Framing of L, L or C																	
Frames in Bridge 'tween Decks ...	STEEL SINGLE SCREW MOTOR TANKER																
Frames from Uppermost Continuous Deck No. 1	<u>"ONDINA"</u>																
" 2																	
" 3																	
IN WINGTANKS - 4	ALL ORDINARY SIDE FRAMES AS PER REPORT.																
UPPER STRINGER - 5	610x10 ⁵			610x10 ⁵			TO SHELL										
" " 6	90x90x10 ⁵			90x90x10 ⁵			FACE BARS										
" " 7	610x10			610x10			TO LONGITUDINAL BULKHEADS										
" " 8	90x90x10			90x90x10			FACE BARS										
" " 9	[220x90x11 ⁵]						STRUTS IN WAY OF TRANSVERSES.										
" " 10	[150x90x10]						ALL AS APPROVED.										
" " 11																	
LOWER STRINGER - 12	715x11			715x11			TO SHELL										
" " 13	90x90x11			90x90x11			FACE BARS										
" " 14	715x10 ⁵			715x10 ⁵			TO LONGITUDINAL BULKHEADS										
" " 15	90x90x10 ⁵			90x90x10 ⁵			FACE BARS										
" " 16	[240x95x11 ⁵]						STRUTS IN WAY OF TRANSVERSES										
Spacing of Longitudinal Frames	Amidships			At Ends			ALL AS APPROVED.										
Double Bottoms	Tank Top Longitudinals			Bottom													
	400x110x10 ⁵ 15/18			FORW. OF FR. NO 136 PROVIDED WITH BOTTOM BACK BARS			L 90x90x11						22 132 AND 77 ¹⁴ FOR 17 RIVETS ON EACH SIDE OF BND'S AND TRANSVERSES.				
Spacing of Longitudinals	825			825			IN CENTRE TANKS						22 99				
	825			825													
BOTTOM Transverses.																	
IN WINGTANKS	Depth and Thickness			915x10 ⁵			915x10 ⁵						22 132				
IN BRIDGE	Face Angles SINGLE			130x90x10			130x90x10						22 100				
'TWEEN DECKS	Lugs to Shell*			150x150x10 ⁵			150x150x10 ⁵						IN WAY OF BRACKETS 90 ¹⁴ IN WAY OF BRACKETS TO STIFFENERS OF LONGT. BND'S: 90 ¹⁴ TO SIDE FRAMES: 90 ¹⁴				
IN UPPER 'TWEEN DECKS.	Depth and Thickness																
	Face Angles																
	Lugs to Shell*																
IN CENTRE TANKS	Depth and Thickness			1015x11			1015x11										
	Face Angles DOUBLE			150x90x12			150x90x12			IN NO 8 TANK DOUBLE L 200x90x12			22 132 IN WAY OF BRACKETS 90 ¹⁴				
IN HOLD.	Lugs to Shell*			150x150x11			150x150x11						22 100				
	" " Back Bars			90x90x11 ONLY IN WAY OF BRACKETS IN NO 8 TANK: L 150x150x11									22 100				
	Brackets			1370x1680x11			1675x1680x11			IN TANKS NOS 6-7 & 8							
Spacing of Transverse Frames	3224			3224													
	State if joggled or liners.																
Longitudinal Beams of	UPPER Bridge Deck			1530x10			SINGLE FACE ANGLE 150x90x13			CENTRELINE GIRDER							
	Upper			200x90x13			200x90x13			IN CENTRE TANKS			825				
	UPPER Second			200x90x13			200x90x13			IN WINGTANKS			825				
	Third			FORWARD & AFT: TRANSVERSE BEAMS.													

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.

EQUIPMENT No.										LETTER	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.			
2361	1st Bower ...	68	2	4	✓			53	1	3	14	60.0	UNION STOCKLESS } DO. } DO. }	DORTMUND- HOERBER- HÜTTENVEREIN	DORTMUND, 26 TH JANUARY 1939. JUL. QUAST. " "
2360	2nd „ ...	68	0	11	✓			52	15	2	14	63 1/4			
2359	3rd „ ...	67	2	14	✓			52	10	0	0	63 1/4			
	Collective weight.	204	1	1								194 1/2			
2362	Stream	19	1	7	✓	15	0	18	20	4	0	19	ORDINARY STOCK	✓	"

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.	Diam.		Supplied.	Per Rule.	Cwts.	qrs.	lbs.	Cwts.					Length.	Ins.		Length.	Ins.
4391	270	2 5/16	96 1/4	782-2-7	720 3/4	270	2 5/16	✓	270	2 5/16	STUD LINK	KON. NED. LEIDEN, 26 th APRIL 1939 A.C. BUYZE.	TOWLINE	120	4 3/4	64.6	120	4 3/4
											GROFMEDEY LEIDEN		HAWSERS & WARPS	180	3 1/4	21.7	180	2 3/4
														180	3	18.6	180	2 1/2
Iron Stream (Chain or Steel Wire)	90	5	✓			90	5	✓	90	5	STEEL WIRE							

Steering Gear, Type (Power or hand) *HYDRAULIC, DIRECT ACTING* ✓ Alternative Means of Steering *RELIEVING TACKLES FITTED* ✓

Steering Chains (Size and Test) ✓ Windlass *STEEL STEAM WINDLASS }
EMERSON-WALKER TYPE* ✓ Boats *FOUR LIFEBOATS*.

Ceiling in Holds, thickness and material ✓ Cargo Battens, thickness, material and spacing ✓

Cargo Hatchways.-(Upper Deck) *ALL OILTIGHT HATCHES* ✓ Thickness of Hatches *STEEL COVERS 12 1/2 M/M THICK* ✓

Size of Hatchways No. 1 (Fwd.) *HOLD: 3050 x 2600 x 10 M/M* ✓ AND ALL OILTIGHT HATCHES: *1390 x 1090 x 10 M/M* ✓

Number of Shifting Beams and/or Fore and Afters ✓

Builder's Signature

NEDERLANDSCHE DOK M.W. N.V.

Director

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel ✓
(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 (where required to be inserted in the Notation).

THE WORKMANSHIP WAS FOUND GOOD AND THE VESSEL HAS BEEN BUILT IN ACCORDANCE WITH THE APPROVED PLANS COPIES OF WHICH ARE RETAINED IN THE LONDON OFFICE FOR RECORD AND IN ACCORDANCE WITH THE INSTRUCTIONS CONTAINED IN THE SECRETARY'S LETTERS RESPECTING THIS CASE AS DETAILED ON THE ATTACHED FORM AND FURTHER IN GENERAL CONFORMITY WITH THE SOCIETY'S RULES. ✓

ALL CARGO TANKS, WING TANKS, SETTLEMENT TANKS, BUNKERS, COFFERDAMS, DEEPTANKS, FORE- & AFTER-PEAK TANKS, DOUBLE BOTTOM TANKS IN MOTOR ROOM AND FRESHWATER TANKS BUILT IN AFTER TWEEDECK-SPACE HAVE BEEN TESTED BY A HEAD OF WATER AS REQUIRED BY THE RULES AND FOUND SOUND AND TIGHT. ✓

FREEBOARD MARKING VERIFIED, FOUND CORRECT AND CUT IN ON THE VESSEL'S SIDES AS REQUIRED. ✓
CERTIFICATES OF THE RUDDER, STERN FRAME, RUDDER HEAD, RUDDER CONNECTING ROD AND TILLERS ARE SENT HEREWITH. ✓

The amount of Entry Fee *FL. 120,-*

Fees applied for,

(Special notations, where part of class, to be stated.)

Special Survey Fee *FL. 6453.45*

Received by me,

I am of opinion the Vessel should be Classed *100 A 1*.
"CARRYING PETROLEUM IN BULK" WITH NOTATION:
"LONGITUDINAL FRAMING AT BOTTOM AND DECK."

Travelling Expenses, if any *FL. 43,50*

4.9.39 8/9

State whether the Vessel has been built under Special Survey *YES*.

Signature *C.H. Meenwire*
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *AMSTERDAM SURVEYORS* Date of issue *22/8/39*

Committee's Minute

Character assigned

TUE 15 AUG 1939

+100 A 1

Carrying petroleum in bulk
Lloyd's ASCP + *LNC 8.39 2020*

DB 180 lb
Cal Eng

Lloyd's Register
Foundation

0156 3/3

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.)

SISTERVESSELS: M.V. "OPALIA" NEDERLANDSCHE DOKMY. M.V. AMSTERDAM YARD NO 67.
M.V. "OSCILLA" C. V. D. GIESSEN & ZN. SCREEPSWERVEN M.V. KRIMPEN A/D IJssel; YARD NO 657.

PARTICULARS OF ELECTRIC WELDING (if employed)

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book
"CARRYING PETROLEUM IN BULK" WITH NOTATION "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) 45-2-11 CWTs. J. Q. CERT. NO 1273; (SHANK) 22-3-21 CWTs. J. Q. CERT. NO 1276
2nd " (") 45-0-12 " J. Q. " " 1272; (") 22-3-27 " J. Q. " " 1277
3rd " (") 44-2-8 " J. Q. " " 1271; (") 23-0-6 " J. Q. " " 1275
STOCK ANCHOR

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 90.46 ft., R.Q.D. ✓ ft., Bridge 48.79 ft., Forecastle 47.92 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) ✓ Over-all Length 446' 4 5/8" (Circ. 1703) ✓
No. and Material of Decks ONE STEEL DECK (2ND DECK CLEAR OF CARGO TANKS)
Parts of Bottom of Vessel coated with cement or approved composition CEMENT IN FORE- AND AFTERPEAK TANK.

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,		
Double bottom, under Engines and Boilers,			After peak tank,	22	104.0
Double bottom, if under Engines only,			Deep tank, aft, BUILT IN TWEENDECKSPACE	16	55.2
Double bottom, if under Boilers only,	65.6	140	Deep tank, forward,	16.46	60.0
Double bottom, forward,			Other tanks, if fitted,	24.75	259.0
Total length (if continuous) and Capacity			(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 212

Date 17-3-1938.

Dates of Surveys held while building

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

Total No. of Visits 114.