

STEEL ~~STEAMER~~ OF MOTORSHIP.

Received at London Office APR 19 1930

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 *9th of April 1930*Port of *Rotterdam*No. *26776.2*Survey held at *Schiedam*Date First Survey *24th of March 1937*Last Survey *5th of April*

1938

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

*Steel single screw motorship, OVULA Machinery fitted aft*

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

*Full Scantling*

State Type of Erections

*None*

TONNAGE under Tonnage Deck

*5540.48*

CLASS

*100 A1*

State if with freeboard as condition of Class

*no*

Built at

*Schiedam*

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 425*Launched *29/1-1938*Yard No. *668*

Breadth (greatest moulded)

*B 54.25*Builders *N.V. Wilton Fyrmans*

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

*D 31*Owners *Petroleum Maatschappij**La Corona*1st Longitudinal Number (L x D) = *1317.5*

Managers

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

2nd Numeral L x (B + D) = *36231*

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

*13.7*Residence *S' Gravenhage*

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

*13.7*Port of Registry *S' Gravenhage*

If surveyed while building, afloat, or in dry dock

Do. Long Bridge to top of keel

Draught Moulded *25'6"**Building*

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. mm	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. mm	Any Departure from Approved Plans to be Noted.
<b>FRAMES, Spacing amidships</b>	<i>806</i>	✓	<b>Bracket Floors, Frame</b>	✓	
" " from $\frac{3}{8}$ length to Collision bulkhead	<i>686</i>	✓	" " Reversed Frame	✓	
" " in peaks	<i>610</i>	✓	" " Vertical Struts	✓	
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	<i>1500 x 13</i>	✓
<b>Frame Amidships, Angle, [ or ]</b>	<i>230 90 11</i>	<i>further as required</i>	" " top Angles	<i>90 90 12 1/2</i>	✓
" " Extends up to	<i>Uppermost</i>		" " bottom Angles	<i>100 100 14 1/2</i>	✓
<i>For longitudinal framing see separate sketch.</i>			<b>Side Girders, No. each side and thickness</b>	<i>15 x 12</i>	✓
<b>Reversed Frame Amidships, Angle</b>			<b>Margin Plate depth (excl. of flange) and thickness</b>	<i>as per plan</i>	✓
" " Extends up to	<i>✓</i>		" " Vertical Angle to Tank side	<i>✓</i>	✓
<b>Depth of Framing Girder</b>	<i>All hull angle frames</i>		" " Bracket abaft $\frac{1}{4}$ len. from stem	<i>✓</i>	✓
<b>Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]</b>	<i>✓</i>		" " Vertical Angle to Tank side	<i>✓</i>	✓
" " <b>Second 'tween Decks, Angle, [ or ]</b>	<i>✓</i>		" " Bracket forward $\frac{1}{4}$ len. from stem	<i>✓</i>	✓
" " <b>Third " " " "</b>	<i>✓</i>		" " Gussets, spacing and scantling	<i>✓</i>	✓
<b>Framing in Peaks, Angle or [</b>	<i>200 90 9 1/2</i>	✓	" " Gussets, spacing and scantling	<i>✓</i>	✓
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	<i>7/8 5 1/2</i>	<i>further as approved.</i>	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<i>✓</i>	✓
<b>State if Frame Joggled</b>	<i>yes</i>		<b>INNER BOTTOM PLATING.</b>		
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>	<i>Well frames and stringers as approved.</i>		<b>Breadth and thickness of Middle Line Strake</b>	<i>1800 x 20-17-13</i>	✓
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b>	<i>Back bars or longitudinal extra transverse and double shell plates as in way of strength all as approved.</i>		<b>Thickness of remainder in Holds</b>	<i>13</i>	✓
<b>SINGLE BOTTOM.</b>			<b>Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. &amp; B. space and framing in Bunkers and Boiler Room?</b>	<i>As per approved plan</i>	✓
<b>Floors, Depth and thickness at mid-line in Holds</b>	<i>1220 x 9</i>	✓	<b>BEAMS.</b>		
<b>Height of Brackets at side above base line at toe of frame</b>	<i>✓</i>		<b>Uppermost Continuous Deck, forward amidships</b>	<i>230 90 10</i>	✓
<b>Middle Line Keelson, on Floors, Angles, [ or ]</b>	<i>Centre line bulk head in deep tank forward.</i>	✓	" " in way of Bridge, Angle, [ or ]	<i>180 75 8+10</i>	✓
" " Through Plate or Intercoastal Plate	<i>✓</i>		" " Spacing	<i>from 606-610 aft 667-610</i>	✓
" " Foundation Plate on Floors	<i>✓</i>		<b>Second Deck, amidships, Angle, [ or ]</b>	<i>✓</i>	
" " Flat Plate Keel Angles	<i>100 100 13</i>	✓	<b>Spacing</b>	<i>✓</i>	
<b>Side Keelsons, No. each side</b>	<i>One</i>		<b>Third Deck, amidships, Angle, [ or ]</b>	<i>✓</i>	
" " thickness of Intercoastal Plate	<i>10 1/2</i>	✓	<b>Spacing</b>	<i>✓</i>	
" " Angles	<i>Bottom 150 x 11 150 x 90 x 11 top.</i>	✓	<b>Fourth Deck, amidships, Angle, [ or ]</b>	<i>✓</i>	
<b>DOUBLE BOTTOM. In way of motor space.</b>			<b>Spacing</b>	<i>✓</i>	
<b>Solid Floors, thickness and spacing</b>	<i>667 x 12</i>	✓	<b>Poop Deck, Angle, [ or ]</b>	<i>180 75 10/8</i>	✓
" " Are Frame and Reversed Frame joggled?	<i>yes</i>	✓	<b>Spacing</b>	<i>667-610</i>	✓
<b>Bracket Floors, breadth and thickness at middle line</b>	<i>✓</i>		<b>Bridge Deck, Angle, [ or ]</b>	<i>200 75 9</i>	✓
" " breadth and thickness at margin plate	<i>✓</i>		<b>Spacing</b>	<i>806</i>	✓
			<b>Forecastle Deck, Angle, [ or ]</b>	<i>230 90 10</i>	✓
			<b>Spacing</b>	<i>further as approved. 606-610</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.
<b>PILLARS</b> , No. of Rows.....		<i>Forecastle two 75</i>		Stringer Plate, breadth and thickness in way of Bridge .....		✓	
" in 'tween Decks, Size and Spacing .....		<i>and as per plan ✓</i>		Thickness of Plating abreast Deck openings in way of Wells .....		✓	
" " " " " "		<i>Bridge 75 two</i>		Thickness of Plating abreast Deck openings in way of Bridge .....		✓	
" in Holds " "		<i>&amp; two steel partition bulkheads ✓</i>		Thickness of Plating within line of openings...		✓	
" " " " " "				If Sheathed, material and thickness .....		✓	
<b>Centre-Line Bulkhead</b> , 2 long. bulkheads				<b>Third Deck.</b>			
Stiffeners and Spacing.....		<i>E 230x90x11/12 B.A. ✓</i>		Stringer Plate, breadth and thickness.....		✓	
Plating, thickness of .....		<i>forward E 250x90x14 B.A. ✓</i>		If Plated, state thickness.....		✓	
<b>STRINGERS AND DECKS.</b>		<i>stringers further as per plan approved.</i>		<b>Fourth Deck.</b>			
<b>Uppermost Continuous Deck.</b>				Stringer Plate, breadth and thickness.....		✓	
Stringer Plate, breadth and thickness in Wells		<i>1910 16 1/2 ✓</i>		If Plated, state thickness .....		✓	
" <i>at break</i> " in way of Bridge		<i>1910 19 1/2 ✓</i>		<b>Poop Deck.</b>			
" Angle in Wells .....		<i>150x150x17 ✓</i>		Stringer Plate, breadth and thickness .....		9	✓
Thickness of Plating abreast Deck openings in way of Wells .....		<i>14 ✓</i>		Plating, Sheathing, material and thickness ...		<i>8 1/2 x 6 1/2 Oregon pine 163.</i>	✓
Thickness of Plating abreast Deck openings in way of Bridge .....		<i>✓</i>		<b>Bridge Deck.</b>			
Thickness of Plating within line of openings...		<i>12 ✓</i>		Stringer Plate, breadth and thickness.....		<i>1900x 10</i>	✓
If Sheathed, material and thickness .....		<i>not sheathed ✓</i>		Plating, Sheathing, material and thickness ...		<i>8</i>	✓
<b>Second Deck.</b> <i>forward and aft.</i>				<b>Forecastle Deck.</b>			
Stringer Plate, breadth and thickness in Wells...		<i>10 &amp; 8 1/2 ✓</i>		Stringer Plate, breadth and thickness.....		<i>1100x 9</i>	✓
				Plating, Sheathing, material and thickness ..		<i>9-8 1/2 Oregon pine 63.</i>	✓

## SHELL PLATING.

SCANTLING.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>not jogged.</i>	SINGLE OR DOUBLE.	RIVETS.		No. of Rows of Rivets.	BUTTS.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		STRAPPED OR LAPPED.
FLAT PLATE KEEL .....	<i>1320</i>	<i>23 1/2</i>	<i>18</i>	<i>18</i>			<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>5 to 4</i>	<i>1 4 Lapped</i>
" DBLG. (if any)											
BOTTOM PLATING, No. of Strakes .....	<i>A 2220</i> <i>B 2350</i> <i>C 2350</i>	<i>16</i>	<i>17 1/2</i>	<i>13</i>			<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4 to 3</i>	<i>7/8 3 1/2 Lapped</i>
BILGE PLATING, No. of Strakes .....	<i>D 2180</i>	<i>16</i>	<i>16</i>	<i>16</i>			<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4 to 3</i>	<i>7/8 3 1/2 Lapped</i>
SIDE PLATING, No. of Strakes .....	<i>E 2350</i> <i>F 2550</i>	<i>15</i>	<i>11 1/2</i>	<i>11 1/2</i>			<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>3</i>	<i>7/8 3 1/2 Lapped</i>
UPPER DECK, Sheer-strake in Wells.....	<i>H 1605</i>	<i>23 1/2</i>	<i>11 1/2</i>	<i>11 1/2</i>						<i>5 to 4</i>	<i>1 1/8 4 3/4 Lapped</i>
UPPER DECK, Sheer-strake in Bridge .....		<i>28</i>								<i>5</i>	<i>1 1/8 4 3/4 Lapped</i>
STRAKE BELOW Sheer-strake in Wells.....	<i>G 2200</i>	<i>18</i>	<i>11 1/2</i>	<i>11 1/2</i>			<i>Double</i>	<i>1</i>	<i>4</i>	<i>4 to 3</i>	<i>7/8 3 1/2 Lapped</i>
STRAKE BELOW Sheer-strake in Bridge .....											
POOP SIDE PLATING .....				<i>9 1/2</i>			<i>none</i>			<i>2</i>	<i>3/4 2 5/8 Lapped</i>
BRIDGE SIDE PLATING ...		<i>10 1/2</i>					<i>none</i>			<i>2</i>	<i>3/4 2 5/8 Lapped</i>
FORECASTLE SIDE PLATING			<i>10 1/2</i>				<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>1</i>	<i>3/4 2 5/8 Lapped</i>

## WATERTIGHT BULKHEADS.

Total No. of <b>W.T. BULKHEADS</b> in Vessel—	<i>16 ✓</i>
Extending to Upper Deck (Sec. 3 c)	<i>15 ✓</i>
" Deck next below	<i>1 ✓</i>
As per Rule	

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL</b> , Bar .....			<i>Delat keel plate ✓</i>	
<b>STEM</b> .....			<i>Forging 250x65 roller bar ✓</i>	
<b>STERN FRAME</b>	Propeller Post .....	<i>Casting as per approved plan</i>	<i>Bochumer Verein S. G. Düsseldorf ✓</i>	
	Rudder " .....			
<b>Speed of Vessel</b> .....			<i>12 knots ✓</i>	
<b>RUDDER</b> —Type.....			<i>Simple Balance Rudder</i>	
" A x D .....				
" Diam. of head .....		<i>Forged 280</i>	<i>Skoda Works</i>	
" Mainpiece at top pintle .....		<i>Forged 250</i>	<i>Forged</i>	
" " heel .....		<i>" 250</i>	<i>" "</i>	
" how constructed .....			<i>Simple balance rudder</i>	
" double or single plate .....		<i>15 mm</i>	<i>Stainless Steel</i>	
" coupling, vertical or horizontal .....			<i>Welded S. G. Düsseldorf</i>	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
<b>MIDSHIP BULKHEAD</b> , Upper tween decks	<i>12 1/2</i>	<i>E 230x90x11</i>		<i>760x10 1/2</i>	
" " Second " "	<i>10 1/2</i>	<i>forward as approved.</i>	<i>825</i>	<i>610x10</i>	
" " Third " "					
" " Holds .....		<i>E 250x90x11 1/2</i>		<i>Banking stringer</i>	
<b>COLLISION</b> " (in Hold) .....	<i>12-10-9</i>	<i>E 200x90x10 1/2</i>	<i>610</i>	<i>W.T. flat forepart</i>	
<b>AFTER PEAK</b> " " .....	<i>12-0</i>	<i>E 150x75x11 1/2</i>	<i>610</i>	<i>Boiler flat.</i>	

<b>STEEL.</b>	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	<i>Siemens Martin Process ✓</i>
	Has the Steel been tested as required by the Rules?	<i>Yes by Surveys at Steelworks. ✓</i>



## PARTICULARS OF LONGITUDINAL FRAMING.

M 26776<sup>a</sup>

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		RIVETS IN BRACKETS TO BULKHEADS.				
		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.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Inches.	Number.	Diameter.		
Framing of L, L or C .....																				
Frames in Bridge 'tween Decks ...																				
Frames from Uppermost Continuous Deck No. 1																				
" 2																				
" 3																				
" 4																				
" 5																				
" 6																				
" 7																				
" 8																				
" 9																				
" 10																				
" 11																				
" 12																				
" 13																				
" 14																				
" 15																				
" 16																				
Spacing of Longitudinal Frames		Amidships .....			At Ends .....															
Double Bottoms		Tank Top Longitudinals																		
" or C		Bottom			400 x 15 x 110 x 18 ✓			400 x 15 x 110 x 18 ✓			7/8 5 1/4			3 1/2		for eleven rivets each side of bulkheads and transverses.				
Spacing of Longitudinals		Amidships			825 ✓			825 ✓												
		At Ends...			825 ✓			825 ✓												
Transverses.																				
In Bridge 'tween Decks		Depth and Thickness																		
		Face Angles .....																		
		Lugs to Shell* .....																		
In Upper 'tween Decks.		Depth and Thickness																		
		Face Angles .....																		
		Lugs to Shell* .....																		
Bottom Transverses		Depth and Thickness			1015 x 15 ✓			915 x 10.5 ✓			1015 x 15 ✓			915 x 10.5 ✓						
		Face Angles .....			150 x 90 x 12 ✓			130 90 10 ✓			150 90 12 ✓			130 90 10 ✓						
		Lugs to Shell* .....			150 x 150 x 10.5 ✓			150 x 150 x 10.5 ✓			150 150 10.5 ✓			150 150 10.5 ✓			7/8 3 1/2 ✓			
In Hold.		" " Back Bars ...			90 90 11 ✓			90 90 11 ✓												
		Brackets .....			as per plan			as per plan												
Spacing of Transverse Frames .....		3224 ✓			3224 ✓			3224 ✓			3224 ✓									
		* State if joggled or liners.																		
Longitudinal Beams of L, L or C		Bridge Deck ...																		
		Upper Centre			200 90 13 Transverse			200 90 13 Transverse			200 90 13 Transverse			see sketch		685 x 105 ✓		130 x 90 x 10 ✓		
		Second Wings			200 90 13 framing			200 90 13 framing			200 90 13 framing			see sketch		685 x 105 ✓		130 x 90 x 10 ✓		
		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.)

London letters M 26/2; 4/3; 8/3; 12/3; 13/3; 15/3; 19/3; 20/3; 27/3; 8/4; 10/5; 17/5; 20/5; 25/5; 30/12 1935  
10/3-1937 6/10; 20/11; 1-8-11/12; 1937.

Rotterdam letters 7/3; 14/3; 18/3; 19/3; 22/3; 3/4; 1/5; 15/5; 16/5; 1935.

The following plans referred to in the above letters have approved for this vessel and also the revised plans mentioned below. Copies of these plans have retained in the London office for record.

Description of plans

Midshipsection; Transverse bulk heads; Profile and decks.

Preliminary plan of double plate motor. X

Midshipsection; scantlings in metric units

Stringer and connections in Cargo tank

Amended riveting in Transverses and bulkheads etc, scantlings of Biltanks in way of sheer and afterend framing.

Plan of Transverse Biltight Bulkhead.

Plan of Transverse Biltight Bulkhead N°56

Steinframe and motor. X

Plan of fore end framing

Plan of Transverse bulkheads N°124-126 and longitudinal bulkhead.

Plan of stringers in Cargo tanks

Plan of Bulkheads and double bottom in motorroom.

Plan of peak bulkheads.

Plan of deep tank and forehold.

Plan showing proposed scantlings at bridge ends.

Revised plans approved for this vessel. —

X Steinframe

X Simple balance motor

Biltight bulkhead frame 44

" " 43

Forward Cofferdam bulkheads

Approved in London 10/5 - 1937

" " " 8/12 1936

" " " 11/12 1936

" " " 11/12 1936

" " " 11/12 1936

Sister vessel motor vessel Oeana Rotterdam Rep N° ✓

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

Overall length 446.5 feet. ✓  
Cruiser stern.

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

1st Bower

17-3-26 Oct. Shank L.R. N° 1909 Helten 10/2-1938 N. Holte. Head 44 lb - 3 Qs - 26 lbs N° 1905 L.R. Helten 1-2-30 N. Holte.  
2nd " Shank 18 lb - 0 Qs - 13 lbs L.R. N° 1911 Helten 1/2-30 N. Holte. Head 44 lb - 2 Qs - 21 lbs N° 1907 L.R. Helten 1-2-30 N. Holte.  
3rd " Shank 18 lb - 0 Qs - 19 lbs L.R. N° 1910 Helten 1/2-30 N. Holte. Head 44 lb - 2 Qs - 21 lbs N° 1906 L.R. Helten 1-2-30 N. Holte.  
Shank 18 lb - 2 Qs - 7 lbs L.R. N° 1908 Helten 1/2-30 N. Holte.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 86.66 ft., R.Q.D. ✓ ft., Bridge 30 ✓ ft., Forecastle 48.25 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

No. and Material of Decks One steel deck ✓ 2<sup>nd</sup> deck steel clear of Biltanks ✓

Official No. ✓ ; Signal Letters P. G. P. Z. Is bottom of vessel coated with cement Yes in Peaks ✓ if not give particulars of composition ✓ not in Cargo tanks.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	22	103 ✓
Double bottom, under Engines and Boilers,			After peak tank,	16	55 ✓
Double bottom, if under Engines only, aft	63.5	131.0	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	24.75	257 ✓
Double bottom, forward,			Other tanks, if fitted, Bulkhead tank	7.62	26.7 ✓
	Total capacity of double bottom	131.0	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 674

Date 30/11 1936

Dates of Surveys held while building

8-22/5; 5/4; 1-7-11-15-24-28/6; 1-6-14-20-22-27-29/7; 5-6-10-17-19-24-27/8;  
8-10-13-15-16-17-24-27-30/9; 4-7-14-15-18-22-26-28-27/10; 2-8-12-23-25-29/11;  
1-3-21-29-31/12; 1937. 3-5-6-10-13-17-19-20-21-24-26-27-28-29/1  
2-9-23/2; 11-14-22-24-31/3; 4-5/4; 1938

Total No. of Visits 76