

STEEL STEAMER or MOTORSHIP.

Received at London Office 10 APR 1935

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 *2nd of April 1935* Port of *Rotterdam* No. *23604^a*
Survey held at *Schiedam* Date First Survey *1st of February 1934* Last Survey *of April 1935*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Steel single screw motor tanker "RAPANA"* Machinery fitted aft.State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) *Tull scantling* State Type of Erections *Bridge*TONNAGE under Tonnage Deck... *7237.94* 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. *Carrying petroleum in bulk* Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 460.* Launched *17/11 1934* Yard No. *654*Breadth (greatest moulded) *B 59.* Builders *N.V. Wilton Ryensd.*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.* Owners *Petroleum Maatschappij "La Corona"*1st Longitudinal Number (L x D) *= 15640* Managers *(Where necessary to be entered in Reg. Book.)*2nd Numeral L x (B + D) *= 42780* Residence *S' Gravenhage*Framing Depth "d," at middle of length. See Sec. 3 (1d) *13.52* Port of Registry *S' Gravenhage*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.52* If surveyed while building, afloat, or in dry dockDo. Long Bridge to top of keel *27' 3 1/2"* Building.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	mm 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	781		Bracket Floors, Frame	✓	
" " from 3/8 length to Collision bulkhead	606		" " Reversed Frame	✓	
" " in peaks	610		" " Vertical Struts	✓	
IDE FRAMING.			Centre Girder, depth and thickness amidships	1524 x 13.5	
Frame Amidships, Angle <i>E</i> or <i>C</i>	250 90 10.5	Further as approved.	" " top Angles	90 90 12.5	
" " Extends up to	Upper deck.		" " bottom Angles	100 100 13.5	
Longitudinal framing	see separate slip.		Side Girders, No. each side and thickness	Two 15 x 10.5	
Reversed Frame Amidships, Angle	✓		Margin Plate depth (excl. of flange) and thickness	straight to shipside 13.5	
" " Extends up to	✓		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	✓	
Depth of Framing Girder	All bulwark framing		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	✓	
Frames in Uppermost Continuous Deck, Angle <i>E</i> or <i>C</i>	250 90 11		" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
" " Second Deck, Angle <i>E</i> or <i>C</i>	280 90 10.5		" " Gussets, spacing and scantling forward 1/2 len. from stem	✓	
" " Third	280 90 11		Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
Framing in Peaks, Angle <i>E</i> or <i>C</i>	A.P. 230 90 9 F.P. 200 90 12		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" 5 1/2 d. further as approved.		Breadth and thickness of Middle Line Strake	1800 x 17.5	
State if Frame Joggled	Yes		Thickness of remainder in Hold	29 + 13.5 further as approved.	
PLATING ARRANGEMENTS (Sec. 7), state system and particulars	Webframes and stringers as approved.		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?	✓	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Backbars in longitudinal extra transverse and double shell angles to transverse floors in N.Y. Cargo tanks double riveted frames all as approved.		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, Angle <i>E</i> or <i>C</i>	200 75 11.5	
Floors, Depth and thickness at mid-line in Holds	1016 x 11		" " in way of Bridge, Angle <i>E</i> or <i>C</i>	200 75 11.5	
Height of Brackets at side above base line at toe of frame	✓		" " Spacing	606 + 610	
Middle Line Keelson, on Floors, Angles, <i>E</i> or <i>C</i>	Center line bulkhead in deep tank forward.		Second Deck, amidships, Angle, <i>E</i> or <i>C</i>	✓	
" " Through Plate or Intercoastal Plate	1016 x 10.5		Spacing	✓	
" " Foundation Plate on Floors	✓		Third Deck, amidships, Angle, <i>E</i> or <i>C</i>	✓	
" " Flat Plate Keel Angles	100 100 12.5		Spacing	✓	
Side Keelsons, No. each side	✓		Fourth Deck, amidships, Angle, <i>E</i> or <i>C</i>	✓	
" " thickness of Intercoastal Plate	✓		Spacing	200 75 11.5	
" " Angles	✓		Poop Deck, Angle, <i>E</i> or <i>C</i>	200 75 11.5	
DOUBLE BOTTOM. in Motorspace			Spacing	781 + 610	
Solid Floors, thickness and spacing	10.5 + 12.5 - 781		Bridge Deck, Angle <i>E</i> or <i>C</i>	200 75 12	
" " Are Frame and Reversed Frame joggled?	Yes		Spacing	781	
Bracket Floors, breadth and thickness at middle line	✓		Forecastle Deck, Angle <i>E</i> or <i>C</i>	230 90 10	
" " breadth and thickness at margin plate	✓		Spacing	606 + 610	

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.....	<i>Two</i>		<i>✓</i>	Stringer Plate, breadth and thickness in way of Bridge	<i>✓</i>		
<i>Forecastle</i> in Two Decks, Size and Spacing.....	<i>75 mm as per plan</i>		<i>✓</i>	Thickness of Plating abreast Deck openings in way of Wells			
<i>Bridge</i> " "	<i>90 mm as per plan</i>		<i>✓</i>	Thickness of Plating abreast Deck openings in way of Bridge			
<i>Poop</i> in Holds " "	<i>Steel division bulkheads.</i>			Thickness of Plating within line of openings..			
<i>Trachold One pillar</i>	<i>130x130 11.5</i>		<i>✓</i>	If Sheathed, material and thickness			
<i>2 Longitudinal Bulkheads.</i> Centre Line Bulkhead.				Third Deck.			
Stiffeners and Spacing.....	<i>250 90 10.5 + 280x90x11</i> <i>spaced 781</i>		<i>✓</i>	Stringer Plate, breadth and thickness.....	<i>✓</i>		
Plating, thickness of	<i>11 + 11.5</i>		<i>✓</i>	If Plated, state thickness.....			
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....	<i>✓</i>		
Stringer Plate, breadth and thickness in Wells	<i>2420</i>	<i>19.5</i>	<i>✓</i>	If Plated, state thickness			
" " " " <i>at break</i> in way of Bridge		<i>22.5</i>	<i>✓</i>	Poop Deck.			
" Angle in Wells	<i>180</i>	<i>180 17.5</i>	<i>✓</i>	Stringer Plate, breadth and thickness		<i>9.5</i>	<i>✓</i>
Thickness of Plating abreast Deck openings in way of Wells		<i>19.</i>	<i>✓</i>	Plating, Sheathing, material and thickness ..		<i>6.5 pitch pine 64 mm</i>	<i>✓</i>
Thickness of Plating abreast Deck openings in way of Bridge	<i>✓</i>			Bridge Deck.			
Thickness of Plating within line of openings...		<i>14.5</i>	<i>✓</i>	Stringer Plate, breadth and thickness.....	<i>2280</i>	<i>10</i>	<i>✓</i>
If Sheathed, material and thickness	<i>not sheathed</i>		<i>✓</i>	Plating, Sheathing, material and thickness	<i>no sheathing</i>	<i>8.5</i>	<i>✓</i>
Second Deck. forward and aft.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells...	<i>9 + 10</i>		<i>✓</i>	Stringer Plate, breadth and thickness.....	<i>900</i>	<i>9.5</i>	<i>✓</i>
				Plating, Sheathing, material and thickness ..	<i>9 + 7.5</i>	<i>pitch pine 64 mm</i>	<i>✓</i>

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled? <i>not joggled</i>	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.	Diam.		Spacing cr. to cr.
	<i>Inches. mm</i>	<i>Inches. mm</i>	<i>Inches. mm</i>	<i>Inches. mm</i>									
FLAT PLATE KEEL	2200	22	19.5	19.5	✓	Double	1	4"	5 to 4	1	4	Lapped	
— DELG. (if any)	A 1810	17	13.5	14	}	Double	7/8	3 1/2"	4 to 3	7/8	3 1/2	Lapped	
	B 2500	16	13.5	13									
BOTTOM PLATING, No. of Strakes <i>three</i> ...	C 2590	16	14	13									
BILGE PLATING, No. of Strakes <i>one</i>	D 2300	16	14	15	✓	Double	7/8	3 1/2"	4 to 3	7/8	3 1/2	Lapped.	
SIDE PLATING, No. of Strakes <i>three</i> ...	E 2000	16	12.5	13	}	Double	7/8	3 1/2"	4 to 3	7/8	3 1/2	Lapped	
	F 2400	16	12.5	13									
	G 2400	16	12.5	13.									
UPPER DECK, Sheer-strake in Wells.....	✓ 1500	26	12.5	13.5	✓				5 to 3	1 1/8	4 1/2	Lapped.	
UPPER DECK, Sheer-strake in Bridge ...	✓												
STRAKE BELOW Sheer-strake in Wells.....	H 2100	19	12.5	13.5	✓	Double	1	4	4 to 3	1	4	Lapped.	
STRAKE BELOW Sheer-strake in Bridge ...	✓												
POOP SIDE PLATING				10	✓	—	—	—	3 to 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 ⁰ N .T. BULKHEADS in Vessel—	15	✓
Extending to Upper Deck (Sec. 3 c)	14	✓
„ 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 keelplate	
STEM			forging 254x70 rolled bar	
STERN FRAME {	Propeller Post	Casting as per approved plan	Richtschall & Hallmark built Russell & Co.	
	Rudder	"	"	
RUDDER—A x D			776	
Speed of Vessel			12 knots	
RUDDER mainpiece at head			Forging 350 mm	Wickens Engineering
" " heel			265 mm	Signway Co
" how constructed			Single plate, arms shrouded on and keeled.	
" double or single plate			30 mm	shrouded plates fitted between arms
" coupling, vertical or horizontal				horizontal coupling.

			Plating Thickness.	STIFFENERS.			
				VERTICAL.		HORIZONTAL.	
				Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks							
"	"	Second "	12.5	2.50x90x10 837		840x10	
"	"	Third "	10.5	further all as approved 762		813x10	
"	"	Holds					
COLLISION							
	"	(in Hold)	12-10-9	2.50x90x10 1/2	610	Panting stringers	
			8-4.5-6	2.00x75x10 1/2	610	w. t. flat 1/8" P.T.	
			10-8-7	3.0x75x8 1/2	610		
AFTER PEAK							
	"	"	11-8-7	2.50x90x10	610		
				1.50x75x9			
				2.130x75x9			

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens Martin process.*
Lanarkshire Steel Co.; Colvilles Ltd.; S.A. de la Fabrique de fer de Charleroi; S.A. d'Anglet Marichaye;
Dortmunder Eisen Hüttenverein; Vereinigte Stahlwerke; August Thyssen Hütte.
Has the Steel been tested as required by the Rules? *Yes by Surveyors at Steelworks.*

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 motor vessel, "Surrette"
Secretary's Letters M. 2-23-27-28/11; 2-12-18-19-20-21-22-27-28-29/12; 1933.
2-3-4-8-11-12-15-19-20-24-30/1; 3-5-7-8-12-17-21-22/2;
1-2-12-13-15-23-27-28/3; 3-5-11-15-16/4; 25/6-1934

Plans approved for this vessel.

Date of approval.	Description of plans
19-12-33	Midship Section.
19-12-33	Profile and Decks.
19-12-33	Riveting list.
21-12-33	Scantlings in forward tanks.
22-12-33	Webframe in tanks.
28-12-33	Pump room.
4-1-34	Lengths of frames.
12-2-34	Forward end.
11-1-34	Arrangement in way Machinery space.
20-1-34	Oil fuel bunker.
24-1-34	Forward Cofferdam
3-2-34	Afterpeak
5-2-34	Alternative Arrangement bottom long.
7-2-34	Fuel bunker
7-2-34	Oil tight bulkhead. 41
7-2-34	Double bottom and tank top in motor room.
7-4-34	Detail motor seating.
7-2-34	Second deck in forebody.
8-2-34	Cruiser stern.
8-2-34	Frames in motor room. (2 plans)
9-2-34	Forepeak.
22-2-34	Shell expansion.
1-3-34	Kiel plate and centre keelson.
1-3-34	Stringers in tanks.
2-3-34	Deep tank and forehold.
15-3-34	Forecastle deck & end bulkhead.
15-3-34	Upper deck plating.
23-3-34	Construction of sections
28-3-34	Machinery Casings.
5-4-34	Stem frame and rudder.

Particulars of Drop Test of Cast Steel Anchors, viz. :—
1st Bower 2424 R.G. N° 2433 Antwerp. 19/12. 29 A.B.
2nd " 2307 R.G. N° 4765 Antwerp. 8/8. 30 M.A.B.
3rd " 2297 R.G. N° 2642 Antwerp 18/2. 30 A.B.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 42.75 ft., R.Q.D. 4 ft., Bridge 47 ft., Forecastle 48.3 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) One Deck (A/B) 2nd Deck (A/B) clear of Cargo tanks.
Machinery aft.

Official No. : Signal Letters P. G. Y. M. Is bottom of Vessel coated with cement? Yes in peaks if not give particulars of composition.

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	135
Double bottom, under Engines and Boilers.			After peak tank.	16	83
Double bottom, if under Engines only.	64	157.	Deep tank, aft.		
Double bottom, if under Boilers only.			Deep tank, forward.	24.75	264
Double bottom, forward.			Other tanks, if fitted, (If necessary, furnish further information by sketch.)	6.5	278
Total capacity of double bottom.		157.	Fuel bunker		

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 820

Date 19/1 1934.

Dates of Surveys held while building

1-20/2; 16/3; 10-25-26-30/4; 2-14-15-29-30-31/5; 8-11-13-18-19-22-28/6;
5-18-21-25-30/7; 1-7-13-14-16-21-27-30/8;
6-10-13-14-17-18-19-20-21-22-25-26-28/9; 1-5-8-9-10-17-18-20-26-27-30/10;
1-3-5-8-9-10-12-13-14-15-16-23/11; 4-20/12; 1934.
8-22-28-31/1; 5-9-11-13-14-15-18-22-26/2; 5/3; 4/4; 1935

Total No. of Visits 86

REPORT ON AN ENGINE MACHINERY

No. 23604

Rp 1*.

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.		
	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Diam.	Spacing.	Number.
Framing of L, L or C															
Frames in Bridge 'tween Decks ...															
Frames from Uppermost Continuous Deck															
" 2															
" 3															
" 4															
" 5															
" 6															
" 7															
" 8															
" 9															
" 10															
" 11															
" 12															
" 13															
" 14															
" 15															
" 16															
Spacing of Longitudinal Frames															
Amidships															
At Ends															
Double Bottom															
Bottom															
Centre															
Amidships															
At Ends															
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 In Hold.															
Depth and Thickness															
Face Angles															
Lugs to Shell*															
" " Back Bars															
Brackets															
Spacing of Transverse Frames															
Longitudinal Beams of L, L or C															
Bridge Deck															
Upper Centre															
Second Wing															
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.

5c.1128. T.

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.

Shares: Sixty-four.

Dated 3rd May, 1934.

(4151/3045) W130157/778/48336 1000 11/38 FHD Gp683

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