

WRECK
SECTION
No.

STEEL STEAMER or MOTORSHIP

WRECK
SECTION
No.

No. 12937^a

Received at London Office 10 JUN 1933

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 May 1933*

Port of *Amsterdam*

No. *12937*

Survey held at *Amsterdam*

Date First Survey *24 June 1932*

Last Survey *26th of May 1933*

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

Motor ship *TRICOLOR*

(Machinery fitted amidships)

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

Complete Superstructure with Tonnage opening

State Type of Erections *Tor castle and*

TONNAGE under Tonnage Deck

6013.14

CLASS *+100 A1*

State if with freeboard as condition of Class *yes*

Built at *Amsterdam*

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 470.0

Launched *18 Febr 1933* Yard No. *224*

Breadth (greatest moulded)

B 60.875

Builders *Nederlandsche Scheepsb.*

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

D 39.583

Owners *WILH. WILHELMSSEN*

1st Longitudinal Number (L x D)

= 18604

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

2nd Numeral L x (B + D)

= 47215

Residence *Oslo*

REGISTERED DIMENSIONS. FEET.

Length *479.1*

Breadth *61.1*

Depth *29.0*

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

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

Do. Long Bridge to top of keel

Draught Moulded

27.7

If surveyed while building, afloat, or in dry dock

while 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	33"		Bracket Floors, Frame		
" from $\frac{3}{8}$ length to Collision bulkhead	24"		" " Reversed Frame		
" in peaks	24"		" " Vertical Struts	In after hold & motorrooms	In forward hold
FRAMING.			Centre Girder, depth and thickness amidships	5-11 x .64 to .54	3-11 x .64 to .50
Frame Amidships, Angle, [or]	11 x 3 1/2 x .46 in after holds	12 x 3 1/2 x .56 from 47 to 62	" " top Angles	double 3 1/2 x 3 1/2 x .56	to 52
" " Extends up to	12 x 3 1/2 x .60 in motorroom	11 x 3 1/2 x .52 and further all as approved	" " bottom Angles	double 5 x 5 x .66	to .60
Reversed Frame Amidships, Angle	7 x 3 1/2 x .58 from frame 47 to 62 on every frame	6 x 3 1/2 x .56 from frame 150 to 164 at every 3rd frame	Side Girders, No. each side and thickness	two .46	
" " Extends up to	To maindeck	To tweendeck	Margin Plate depth (excl. of flange) and thickness	55 x .52	41 x .56
Depth of Framing Girder	14 1/2"	14 1/2"	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	5 x 5 x .48	in way of 114 hold double
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	all		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	5 x 5 x .50	6 x 6 x .50
" " Second 'tween Decks, Angle, [or]	as		" " Gussets, spacing and scantling abaft 1/2 len. from stem	continuous	24 x .46 and
" " Third " " "	above		" " Gussets, spacing and scantling forward 1/2 len. from stem	continuous	as approved
Framing in Peaks, Angle or [8 x 3 1/2 x .40		Tank Side Brackets, height above base line at toe of Frame and thickness	73 x .50 } 85 x .48 }	and as approved
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	1 rivets spaced 6 diam. apart and further as per Rule		INNER BOTTOM PLATING.		
State if Frame Joggled	Ordinary	reverse frames fitted	Breadth and thickness of Middle Line Strake	6-6 x .54	4-0 x .58
FRAMING ARRANGEMENTS (Sec. 7). state system and particulars	frames 12 x 3 1/2 x .60	6 x 3 1/2 x .56 at every 2nd frame	Thickness of remainder in Holds	.50	.58 & 1.14
STRENGTHENING OF BOTTOM FORWARD. State Particulars	single frames 6 x 6 x .48 double riveted, and extra intercostal girders fitted spaced 4'-0" apart all 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?	yes	
DOUBLE BOTTOM.			BEAMS, shellerdeck		
Uppermost Continuous Deck, amidships	9 x 3 1/2 x .38		" " in way of Bridge, Angle, [or]		
" " Height of Brackets at side above base line at toe of frame	Double		Spacing	one frame space	
Middle Line Keelson, on Floors, Angles, [or]	Bottom		MAIN Second Deck, amidships, Angle, [or]	10 x 3 1/2 x .42	
" " Through Plate or Intercostal Plate			Spacing	one frame space	
" " Foundation Plate on Floors			TWEEN AND FORWARD Third Deck, amidships, Angle, [or]	9 x 3 1/2 x .38	
" " Flat Plate Keel Angles	fitted		Spacing	one frame space	
Keelsons, No. each side	all		Fourth Deck, amidships, Angle, [or]		
" " thickness of Intercostal Plate	fore and aft.		Spacing		
" " Angles			Poop Deck, Angle, [or]	7 x 3 x .33	
DOUBLE BOTTOM.			Spacing	one frame space	
Solid Floors, thickness and spacing	.46 on every frame		Bridge Deck, Angle, [or]		
" " Are Frame and Reversed Frame joggled?	yes		Spacing		
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, [or]	8 x 3 x .36	
" " breadth and thickness at margin plate			Spacing	one frame space	

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PILLARS AND DECKS.

PILLARS, No. of Rows.....	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
	Two	Three		Two	Three	
in 'tween Decks, Size and Spacing.....	17 x .56	8 x .44	2 5/8	56		
" " " " " "	15 x .52	13 frames spaced at alternate spaces frame and further all as approved.		42		
" in Holds " " " "	24 x .42			36		
" " " " " "	21 x .68			not sheathed		
Centre Line Bulkhead.						
Stiffeners and Spacing. <i>12 ft. frame space</i>	9 x 3 1/2 x .48	In hold forward		84 x .34		
Plating, thickness of	8 x 3 1/2 x .40	2 4 x 3 x .36		30		
	and further all as approved.	.26				
STRINGERS AND DECKS.						
Uppermost Continuous Deck. <i>Shelter deck</i>						
Stringer Plate, breadth and thickness in Wells	84 x .86	In way of motor room casing				
" " " " " " in way of Bridge						
" Angle in Wells	6 x 6 x .48					
Thickness of Plating abreast Deck openings in way of Wells	.56					
Thickness of Plating abreast Deck openings in way of Bridge						
Thickness of Plating within line of openings...	.46					
If Sheathed, material and thickness	not sheathed					
Second Deck. (MAIN DECK)						
Stringer Plate, breadth and thickness in Wells...	52 x .46	In way of motor room casing				

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.	STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					
FLAT PLATE KEEL	55	.87	.76	.76		double	1 3/8	four	4 overlapped
" DELG. (if any)									
BOTTOM PLATING, No. of Strakes	96	.68	.76	.54	to stern frame .66	double	7/8 3/4	three	7/8 3/16 overlapped
BILGE PLATING, No. of Strakes	84	.68	.82	.54	to stern frame .66	double	7/8 3/4	three	7/8 3/16 overlapped
SIDE PLATING, No. of Strakes	92	.66	.82	.50		double	7/8 3/4	three	7/8 3/16 overlapped
UPPER DECK, Sheer-strake in Wells	72	.88	.56	.56		double	1 3/8	five	4 1/2 overlapped.
UPPER DECK, Sheer-strake in Bridge									
STRAKE BELOW Sheer-strake in Wells									
STRAKE BELOW Sheer-strake in Bridge									
POOP SIDE PLATING				.40		single	3/4 3	double	3/4 2 5/8 lapped
BRIDGE SIDE PLATING									
FORECASTLE SIDE PLATING			.42			single	3/4 3	double	3/4 2 5/8 lapped.

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) *fore peak bulkhead to shelter deck*
 " Deck next below *6 bulk heads (incl. deep tank and after peak tank bulkhead)*
 As per Rule

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks					
" " Second	.26	6 x 3 x .34	31"		
" " Third	.42	12 x 3 1/2 x .52	24"		
" " Holds	.30	12 x 3 1/2 x .52	24"		
" " (in Hold)	.36	8 x 3 1/2 x .36	24"		
COLLISION	.44	10 x 3 1/2 x .40	24"		
AFTER PEAK					

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		flat plate keel		
STEM		rolled 10 1/2 x 2 1/4	Societe Anonyme d'Outremer	
STERN FRAME		Cast 11 3/8 x 5/8	Ruhstahl A.G. Stahlwerke Krupp of Düsseldorf	
RUDDER—A x D		803		
Speed of Vessel		16 knots		
RUDDER mainpiece at head	forged	13 5/8	N.V. Werkspoor	
" " heel	"	10 1/16	Amsterdam	
" how constructed		Arms Keyed & Shanked		
" double or single plate coupling, vertical or horizontal		single plate 1 1/2"		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open Hearth process*
Vereinigte Stahlwerke, Societe Anonyme d'Outremer - Harbours, Gute Hoffnung
 Has the Steel been tested as required by the Rules? *Yes.*

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.)

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

1st Bower *Anchor head 58-3-0 Cwts, Shank 23-0-13 Cwts, Jut Quast, Cert N 524, 827 Leaping 20-32*
2nd „ *Anchor head 58-1-20 Cwts, Shank 23-0-21 Cwts, Jut Quast, Cert N 525, 830 Leaping 20-32*
3rd „ *Anchor head 50-0-27 Cwts, Shank 21-0-14 Cwts, Jut Quast, Cert N 522, 826 Leaping 20-22*
STEAM anchor head 23-1-13 Cwts Jut Quast - - - - - Cert N 528 - - - Leaping 20-32

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *47.6* ft., R.Q.D. ☒ ft., Bridge *1* ft., Forecastle *46.5* ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Shelterdeck*

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *two steel decks, forward three steel decks*

Official No. _____ : Signal Letters *L K Q S.* Is bottom of Vessel coated with cement *yes* if not give particulars of composition *Tore and after peak tank and double bottom tank used for water, double bottom tanks used for oil are painted.*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <i>also used for oil fuel</i>	<i>90.75</i>	<i>425</i>	Fore peak tank,	<i>30.-</i>	<i>175.9</i>
Double bottom, under Engines and Boilers,			After peak tank,	<i>22.-</i>	<i>145.-</i>
Double bottom, if under Engines only, <i>water</i>	<i>60.33</i>	<i>67</i>	Deep tank, aft, <i>in way of tunnels</i>		<i>514.5</i>
Double bottom, if under Boilers only,			Deep tank, forward, <i>MT</i>	<i>27.5</i>	<i>1318.-</i>
Double bottom, forward, <i>also used for oil fuel</i>	<i>213.75</i>	<i>853.-</i>	Other tanks, if fitted,		
Total capacity of double bottom		<i>1345</i>	(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. *171*

Date *1 June 1932*

Dates of Surveys held while building

27-30/6, 4-12-23-26-30/4, 13, 24/8, 6-12-17-28/9, 4-10-12-13-14-22-26-27
28-31/10, 1-6-8-9-11-14-17-22-23-25-28-29-31/11, 1-3-7-9-12-15-16-17-20-21-24
28-29/12-1932, 3-7-9-11-14-16-18-23-24-25-26-27-30/1, 1-2-4-8-11-15-18-20
23-28/2, 2-3-6-13-14-15-21-27-31/3, 3-7-10-13-14-18-20-22-26-28/4
1-3-8-9-10-11-12-13-15-17-19-20-22-23-24-26/5-1933 Total No. of Visits *104*