

STEEL STEAMER or MOTORSHIP.

Received at London Office

JUN 10 1938

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*

87509

Date of completion of report *4 June 1938*

Port of *Amsterdam*

No. *15293A*

Survey held at *Amsterdam*

Date First Survey *25 February 1934*

Last Survey *24 May*

1938

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

Steel Single Screw Motor ship CARELIA, (machinery aft)

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

Full scantling

State Type of Erections *Poop, Bridge and Forecastle*

TONNAGE under Tonnage Deck *4235.24*

CLASS *+ 100A1* ✓ State if with freeboard ✓

Built at *May 1938*

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Carrying Petroleum in bulk as condition of Class
Longitudinal framing at bottom & deck
Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 460.*

Launched *26 Feb 1938* Yard No. *266*

tal

Breadth (greatest moulded) *B 59.*

Builders *N.V. Nederlandsche Scheepbouw Maatschappij*

Loss Tonnage *8033.15*

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 *N.V. Petroleum Kt. La. Corona*

Register Tonnage *4729.40*

1st Longitudinal Number (L x D) *= 15640*

Managers *" " " " " "*

2nd Numeral L x (B + D) *= 42780*

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

Residence *s Gravenhage*

REGISTERED DIMENSIONS.

Length *141.09 = 462.90*

Framing Depth "d," at middle of length. See Sec. 3 (1d) *13.52*

Port of Registry *s Gravenhage*

Breadth *10.08 = 30.35*

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

If surveyed while building, afloat, or in dry dock

Depth *10.31 = 33.83*

Draught Moulded *27-6/8*

White Ensigning

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	<i>800</i>		Bracket Floors, Frame	<i>✓</i>	
" " from 1/3 length amidships to Collision bulkhead	<i>686</i>		" " Reversed Frame	<i>✓</i>	
" " in Motor Room	<i>781</i>		" " Vertical Struts	<i>Only in Motorroom aft</i>	
DE FRAMING.			Centre Girder, depth and thickness amidships	<i>1524 x 13 1/2</i>	
Frame Amidships, <i>250 x 90 x 11</i> in Motorroom			" " top Angles <i>double</i>	<i>90 x 90 x 12 1/2</i>	
" " Extends up to <i>upper deck</i>			" " bottom Angles <i>double</i>	<i>100 x 100 x 13 1/2</i>	
" " <i>250 x 90 x 11</i> in N° 2, 3, 4 cargo tank			Side Girders, No. each side and thickness	<i>two 15 to 10 1/2</i>	
" " <i>250 x 90 x 11</i> in N° 5, 6 cargo tank			" " one to tank top half depth <i>12 1/2</i>		
" " <i>250 x 90 x 11</i> in N° 7, 8 cargo tank			Margin Plate depth (excl. of flange) and thickness	<i>straight to ship side 13 1/2</i>	
" " <i>250 x 90 x 11</i> in N° 9 cargo tank			" " Vertical Angle to Tank side		
" " <i>250 x 90 x 11</i> in N° 10 cargo tank			" " Bracket abaft 1/2 len. from stem		
" " <i>250 x 90 x 11</i> in N° 11 cargo tank			" " Vertical Angle to Tank side		
" " <i>250 x 90 x 11</i> in N° 12 cargo tank			" " Bracket from forward 1/2 len. from stem to Panting Area		
" " <i>250 x 90 x 11</i> in N° 13 cargo tank			" " Gussets, spacing and scantling abaft 1/2 len. from stem		
" " <i>250 x 90 x 11</i> in N° 14 cargo tank			" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
" " <i>250 x 90 x 11</i> in N° 15 cargo tank			Tank Side Brackets, height above base line at toe of Frame and thickness	<i>above tank top 900 x 11 1/2</i>	
" " <i>250 x 90 x 11</i> in N° 16 cargo tank			INNER BOTTOM PLATING, IN MOTORROOM.		
" " <i>250 x 90 x 11</i> in N° 17 cargo tank			Breadth and thickness of Middle Line Strake	<i>1800 x 11 1/2</i>	
" " <i>250 x 90 x 11</i> in N° 18 cargo tank			Thickness of remainder in Holds <i>Motor Room</i>	<i>29</i>	
" " <i>250 x 90 x 11</i> in N° 19 cargo tank			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?	<i>further all as approved</i>	
" " <i>250 x 90 x 11</i> in N° 20 cargo tank			BEAMS.		
" " <i>250 x 90 x 11</i> in N° 21 cargo tank			Uppermost Continuous Deck, amidships	<i>200 x 45 x 11 1/2</i>	
" " <i>250 x 90 x 11</i> in N° 22 cargo tank			" " in way of Bridge, Angle, <i>E or C</i>		
" " <i>250 x 90 x 11</i> in N° 23 cargo tank			Spacing	<i>481</i>	
" " <i>250 x 90 x 11</i> in N° 24 cargo tank			Second Deck, AFT		
" " <i>250 x 90 x 11</i> in N° 25 cargo tank			amidships, Angle, <i>E or C</i>	<i>200 x 45 x 10 1/2</i>	
" " <i>250 x 90 x 11</i> in N° 26 cargo tank			Spacing	<i>481</i>	
" " <i>250 x 90 x 11</i> in N° 27 cargo tank			SECOND FORWARD		
" " <i>250 x 90 x 11</i> in N° 28 cargo tank			Third Deck, amidships, Angle, <i>E or C</i>	<i>230 x 90 x 10</i>	
" " <i>250 x 90 x 11</i> in N° 29 cargo tank			Spacing	<i>686</i>	
" " <i>250 x 90 x 11</i> in N° 30 cargo tank			Fourth Deck, amidships, Angle, <i>E or C</i>		
" " <i>250 x 90 x 11</i> in N° 31 cargo tank			Spacing		
" " <i>250 x 90 x 11</i> in N° 32 cargo tank			Poop Deck, Angle, <i>E or C</i>	<i>200 x 45 x 11 1/2</i>	
" " <i>250 x 90 x 11</i> in N° 33 cargo tank			Spacing	<i>481</i>	
" " <i>250 x 90 x 11</i> in N° 34 cargo tank			Bridge Deck, Angle, <i>E or C</i>	<i>200 x 45 x 12</i>	
" " <i>250 x 90 x 11</i> in N° 35 cargo tank			Spacing	<i>800</i>	
" " <i>250 x 90 x 11</i> in N° 36 cargo tank			Forecastle Deck, Angle, <i>E or C</i>	<i>230 x 90 x 10</i>	
" " <i>250 x 90 x 11</i> in N° 37 cargo tank			Spacing	<i>686</i>	
" " <i>250 x 90 x 11</i> in N° 38 cargo tank					
" " <i>250 x 90 x 11</i> in N° 39 cargo tank					
" " <i>250 x 90 x 11</i> in N° 40 cargo tank					
" " <i>250 x 90 x 11</i> in N° 41 cargo tank					
" " <i>250 x 90 x 11</i> in N° 42 cargo tank					
" " <i>250 x 90 x 11</i> in N° 43 cargo tank					
" " <i>250 x 90 x 11</i> in N° 44 cargo tank					
" " <i>250 x 90 x 11</i> in N° 45 cargo tank					
" " <i>250 x 90 x 11</i> in N° 46 cargo tank					
" " <i>250 x 90 x 11</i> in N° 47 cargo tank					
" " <i>250 x 90 x 11</i> in N° 48 cargo tank					
" " <i>250 x 90 x 11</i> in N° 49 cargo tank					
" " <i>250 x 90 x 11</i> in N° 50 cargo tank					
" " <i>250 x 90 x 11</i> in N° 51 cargo tank					
" " <i>250 x 90 x 11</i> in N° 52 cargo tank					
" " <i>250 x 90 x 11</i> in N° 53 cargo tank					
" " <i>250 x 90 x 11</i> in N° 54 cargo tank					
" " <i>250 x 90 x 11</i> in N° 55 cargo tank					
" " <i>250 x 90 x 11</i> in N° 56 cargo tank					
" " <i>250 x 90 x 11</i> in N° 57 cargo tank					
" " <i>250 x 90 x 11</i> in N° 58 cargo tank					
" " <i>250 x 90 x 11</i> in N° 59 cargo tank					
" " <i>250 x 90 x 11</i> in N° 60 cargo tank					
" " <i>250 x 90 x 11</i> in N° 61 cargo tank					
" " <i>250 x 90 x 11</i> in N° 62 cargo tank					
" " <i>250 x 90 x 11</i> in N° 63 cargo tank					
" " <i>250 x 90 x 11</i> in N° 64 cargo tank					
" " <i>250 x 90 x 11</i> in N° 65 cargo tank					
" " <i>250 x 90 x 11</i> in N° 66 cargo tank					
" " <i>250 x 90 x 11</i> in N° 67 cargo tank					
" " <i>250 x 90 x 11</i> in N° 68 cargo tank					
" " <i>250 x 90 x 11</i> in N° 69 cargo tank					
" " <i>250 x 90 x 11</i> in N° 70 cargo tank					
" " <i>250 x 90 x 11</i> in N° 71 cargo tank					
" " <i>250 x 90 x 11</i> in N° 72 cargo tank					
" " <i>250 x 90 x 11</i> in N° 73 cargo tank					
" " <i>250 x 90 x 11</i> in N° 74 cargo tank					
" " <i>250 x 90 x 11</i> in N° 75 cargo tank					
" " <i>250 x 90 x 11</i> in N° 76 cargo tank					
" " <i>250 x 90 x 11</i> in N° 77 cargo tank					
" " <i>250 x 90 x 11</i> in N° 78 cargo tank					
" " <i>250 x 90 x 11</i> in N° 79 cargo tank					
" " <i>250 x 90 x 11</i> in N° 80 cargo tank					
" " <i>250 x 90 x 11</i> in N° 81 cargo tank					
" " <i>250 x 90 x 11</i> in N° 82 cargo tank					
" " <i>250 x 90 x 11</i> in N° 83 cargo tank					
" " <i>250 x 90 x 11</i> in N° 84 cargo tank					
" " <i>250 x 90 x 11</i> in N° 85 cargo tank					
" " <i>250 x 90 x 11</i> in N° 86 cargo tank					
" " <i>250 x 90 x 11</i> in N° 87 cargo tank					
" " <i>250 x 90 x 11</i> in N° 88 cargo tank					
" " <i>250 x 90 x 11</i> in N° 89 cargo tank					
" " <i>250 x 90 x 11</i> in N° 90 cargo tank					
" " <i>250 x 90 x 11</i> in N° 91 cargo tank					
" " <i>250 x 90 x 11</i> in N° 92 cargo tank					
" " <i>250 x 90 x 11</i> in N° 93 cargo tank					
" " <i>250 x 90 x 11</i> in N° 94 cargo tank					
" " <i>250 x 90 x 11</i> in N° 95 cargo tank					
" " <i>250 x 90 x 11</i> in N° 96 cargo tank					
" " <i>250 x 90 x 11</i> in N° 97 cargo tank					
" " <i>250 x 90 x 11</i> in N° 98 cargo tank					
" " <i>250 x 90 x 11</i> in N° 99 cargo tank					
" " <i>250 x 90 x 11</i> in N° 100 cargo tank					

PILLARS AND DECKS.

	m/ INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.		m/ INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	two	✓	space of 3	Stringer Plate, breadth and thickness in way	✓		
FORECASTLE			frame spaces	of Bridge			
in 'tween Decks, Size and Spacing.....	75 m	✓	apart	Thickness of Plating abreast Deck openings	8 1/2 m		
BRIDGE ..	90 m	✓	space of 4 frame	in way of Wells FORWARD HOLD.....			
in Hold Poop ..	steel division bulk heads		space apart	Thickness of Plating abreast Deck openings	9 m		
FORWARD HOLD	130x130x11 1/2	✓	m (space of 3 frame	in way of Bridge MALARROOM CASING..	FORWARD 8 1/2 m	AFT. 10 m	
Centre Line Bulkhead. WING TANKS			m) space apart	Thickness of Plating within line of openings...	not sheathed		
Stiffeners and Spacing.....	5 250x90x11	✓	m (space of 800 m	If Sheathed, material and thickness			
IN CONJUNCTION OF STRINGERS	462x10 1/2 m	✓	vertical plating				
Plating, thickness of	10 1/2 & 11 m	✓	all as approved.	Third Deck.			
STRINGERS AND DECKS.				Stringer Plate, breadth and thickness.....	✓		
Uppermost Continuous Deck.				If Plated, state thickness.....	✓		
Stringer Plate, breadth and thickness in Wells	2420x20 m	✓	at break	Fourth Deck.			
in way of Bridge	20 m	✓	of Poop 22 1/2 m	Stringer Plate, breadth and thickness.....	✓		
Angle in Wells	180x180x14 1/2 m	✓		If Plated, state thickness	✓		
Thickness of Plating abreast Deck openings	19 m	✓	all as	Poop Deck.			
in way of Wells	19 m	✓	per approved	Stringer Plate, breadth and thickness	940x9 1/2 m		
Thickness of Plating abreast Deck openings	14 1/2 m	✓	plan	Plating, Sheathing, material and thickness ..	6 1/2 m sheathing 64 m		
Thickness of Plating within line of openings...	not sheathed	✓		Bridge Deck.			
If Sheathed, material and thickness	ONLY FORWARD & AFT	✓		Stringer Plate, breadth and thickness.....	2280x10 m		
Second Deck.				Plating, Sheathing, material and thickness ..	8 1/2 m not sheathed		
Stringer Plate, breadth and thickness in Wells...	1300x9 m	✓	1300x10 m	Forecastle Deck.			
				Stringer Plate, breadth and thickness.....	900x9 1/2 m		
				Plating, Sheathing, material and thickness ..	9 and 1 1/2 m	sheathing 64 m	
				IN WAY OF WINDLASS	12 m	pitch pine	

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	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	2220	22 ✓	19 1/2	19 1/2		double	1	4 ✓	five	1	4	Lapped	
„ DBLG. (if any) ✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
BOTTOM PLATING, No. of Strakes 3.....	A 1810 B 2500 C 2580	14 ✓ 16 ✓ 16 ✓	13 1/2 ✓ 15 ✓ 14 ✓	14 ✓ 13 ✓ 13 ✓	In way of N° 8 & 9 cargo tank & fore deep tank 18 1/2 m	double	7/8	3 1/2	four	7/8	3 1/2	Lapped	
BILGE PLATING, No. of Strakes 1.....	D 2330 E 1945	16 1/2 ✓ 16 1/2 ✓	14 ✓ 12 1/2 ✓	15 ✓ 13 ✓	to stern frame 16 1/2 m forward well	double	7/8	3 1/2	four	7/8	3 1/2	Lapped	
SIDE PLATING, No. of Strakes 3.....	F 2400 G 1500	16 1/2 ✓ 24 1/2 }	12 1/2 ✓ 12 1/2 }	13 ✓ 13 1/2 ✓	after well	double	7/8	3 1/2	four	7/8	3 1/2	Lapped	
UPPER DECK, Sheer-strake in Wells... J.	1300	26 ✓	12 1/2	13 1/2	at break fore 1500 x 29 1/2 m	double	1	4	five	1 1/8	4 1/2	Lapped	
UPPER DECK, Sheer-strake in Bridge J.	1300	29 ✓			at break aft 1300 x 30 1/2 m	double	1	4	five	1 1/8	4 1/2	Lapped	
STRAKE BELOW Sheer-strake in Wells... H.	2100	19 ✓				double	1	4	four	1	4	Lapped	
STRAKE BELOW Sheer-strake in Bridge H.	2100	19 ✓				double	1	4	four	1	4	Lapped	
POOP SIDE PLATING			10 ✓		at break 11 m ✓				three & two	3/4	2 5/8	Lapped	
BRIDGE SIDE PLATING ...	2175	11 ✓							two	3/4	2 5/8	Lapped	
FOREC'TLE SIDE PLATING			11 ✓			single	3/4	3 ✓	one	3/4	2 5/8	Lapped	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	16 (17 BH.)
Deck next below	1 (after peak tank bulk h.)
As per Rule	

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	254x70 m	Societe Anonyme d'Ougree, Starwaye.	
STERN FRAME { Propeller Post	cast	594	Messrs Stahlwerk	
{ Rudder	steel	318	Krueger Dussel doff	
Speed of Vessel				and as per approved plan 12 knots
RUDDER—Type				Simplex Balance rudder
“ A x D				387 ✓
“ Diam. of head	forged	279	Werk spoor	
“ Mainpiece at top pintle	forged	254	Amsterolam	
“ Connecting				heel ... 254 ✓
“ how constructed				Simplex Balance Messrs
“ double or single plate				Electric welded m. Dantsche
“ coupling, vertical or				double plate 15 m Werk A.G.
“ horizontal				horizontal Hamburg

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
	m	Scantlings.	Spacing.	Scantlings.	Spacing.
		m	m	m	m
MIDSHIP BULKHEAD, Upper tween decks					
CENTRE TANK, Second	13x10	250x90x10	834 5	840x10	2490
WING TANK, Third	12 1/2x10	250x90x10	462	813x10	and as per approved plan
“ Holds	12 to 8	230x90x10 1/2		SEMI BOX BEAM AND	
COLLISION (in Hold) UPPER DECK	4 1/2-6 1/2	130x75x8	610	DEEP TANK DECK	1500
AFTER PEAK	11-8-4 1/2	250x90x10	610	BOILER ROOM DECK BELOW AFTER PEAK TANK DECK	1800

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth process

Dortmund-Roeder Platten Verein, August Thyssen-Hütte A.G. Société Anonyme d'Ougree Starwaye

Deutsche Röhrenwerke Aktiengesellschaft Werk Thyssen-Hütte (Ruhr), & Hütte Ruhrort-Hamborn

Has the Steel been tested as required by the Rules? Yes.

Rpt. 1*.

PARTICULARS OF LONGITUDINAL FRAMING.

No 15293

FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.		Rivets in Brackets to Bulkheads.	
		In Ship.			In Ship.				Rivets in Longitudinal Frames.	Spacing of Rivets on each side of Transverses and Bulkheads.	Number.	Diameter.
		$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	Diam. Ins.	Speng. Ins.	Inches.		Inches.
Framing of L, L or C		$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$					
Frames in Bridge 'tween Decks ...												
Frames from Uppermost Continuous Deck No. 1												
" 2												
" 3												
In wing tanks " 4												
" 5												
Upper stringer " 6		$660 \times 10\frac{1}{2}$	$\frac{m}{m}$	$660 \times 10\frac{1}{2}$	$\frac{m}{m}$	$\frac{m}{m}$	to shell					
" " " " 7		$90 \times 90 \times 11$	$\frac{m}{m}$	$90 \times 90 \times 11$	$\frac{m}{m}$	$\frac{m}{m}$	face bar					
" " " " 8		660×10	$\frac{m}{m}$	660×10	$\frac{m}{m}$	$\frac{m}{m}$	to longitudinal bulk					
" " " " 9		$90 \times 90 \times 10\frac{1}{2}$	$\frac{m}{m}$	$90 \times 90 \times 10\frac{1}{2}$	$\frac{m}{m}$	$\frac{m}{m}$	face bar					
" 10		$462 \times 10\frac{1}{2}$	$\frac{m}{m}$	$462 \times 10\frac{1}{2}$	$\frac{m}{m}$	$\frac{m}{m}$	struts in way of transverses					
" 11		$380 \times 102 \times 13\frac{1}{16}$	$\frac{m}{m}$	$380 \times 102 \times 13\frac{1}{16}$	$\frac{m}{m}$	$\frac{m}{m}$	in wing tanks					
Lower stringer " 12		462×11	$\frac{m}{m}$	462×11	$\frac{m}{m}$	$\frac{m}{m}$	to shell					
" " " " 13		$90 \times 90 \times 11$	$\frac{m}{m}$	$90 \times 90 \times 11$	$\frac{m}{m}$	$\frac{m}{m}$	face bar					
" " " " 14		$462 \times 10\frac{1}{2}$	$\frac{m}{m}$	$462 \times 10\frac{1}{2}$	$\frac{m}{m}$	$\frac{m}{m}$	to longitudinal bulk					
" " " " 15		$90 \times 90 \times 11$	$\frac{m}{m}$	$90 \times 90 \times 11$	$\frac{m}{m}$	$\frac{m}{m}$	face bar					
" 16		$462 \times 10\frac{1}{2}$	$\frac{m}{m}$	$462 \times 10\frac{1}{2}$	$\frac{m}{m}$	$\frac{m}{m}$	struts in way of transverses in wing tanks					
Spacing of Longitudinal Frames		Amidships		At Ends			all as approved.					
Double Bottoms		Tank Top Longitudinals		Bottom								
" " "												
Spacing of Longitudinals		Amidships		At Ends								
Transverses.												
Bottom IN WING TANKS		Depth and Thickness	940×11	$\frac{m}{m}$	940×11	$\frac{m}{m}$						
" " "		Face Angles single	$150 \times 100 \times 15$	$\frac{m}{m}$	$150 \times 100 \times 15$	$\frac{m}{m}$						
" " "		Lugs to Shell*	$150 \times 150 \times 11$	$\frac{m}{m}$	$150 \times 150 \times 11$	$\frac{m}{m}$						
" " "		BRACKETS to shell	$1490 \times 1220 \times 11$	$\frac{m}{m}$	$1490 \times 1220 \times 11$	$\frac{m}{m}$						
" " "		Depth and Thickness	$2435 \times 1220 \times 11$	$\frac{m}{m}$	$2435 \times 1220 \times 11$	$\frac{m}{m}$						
" " "		BRACKETS to Long bulk										
" " "		Face Angles										
" " "		Lugs to Shell*										
" " "		Depth and Thickness	1016×11	$\frac{m}{m}$	1016×11	$\frac{m}{m}$						
" " "		Face Angles DOUBLE	$150 \times 100 \times 15$	$\frac{m}{m}$	$150 \times 100 \times 15$	$\frac{m}{m}$						
" " "		Lugs to Shell*	$150 \times 150 \times 11$	$\frac{m}{m}$	$150 \times 150 \times 11$	$\frac{m}{m}$						
" " "		" " Back Bars	$90 \times 90 \times 11$	$\frac{m}{m}$	$90 \times 90 \times 11$	$\frac{m}{m}$						
" " "		Brackets	$1646 \times 1500 \times 11$	$\frac{m}{m}$	$1646 \times 1500 \times 11$	$\frac{m}{m}$						
Spacing of Transverse Frames			3200	$\frac{m}{m}$	3200	$\frac{m}{m}$						
Longitudinal Beams of		Upper Deck	1525×10	$\frac{m}{m}$	$150 \times 90 \times 12\frac{1}{2}$	$\frac{m}{m}$	Centre line girder					
" " "		Upper	$230 \times 90 \times 11$	$\frac{m}{m}$	$230 \times 90 \times 11$	$\frac{m}{m}$	In centre tanks					
" " "		Upper	$230 \times 90 \times 11$	$\frac{m}{m}$	$230 \times 90 \times 11$	$\frac{m}{m}$	In wing tanks					
" " "		Third					Forward and aft transverse beams as per report.					
Transverse Beams.		Plate.		Face Angles.								
" " "			436	$150 \times 90 \times 11$	$\frac{m}{m}$							
" " "			$10\frac{1}{2}$	$\frac{m}{m}$								

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.)

Sister vessel: M.V. "MARISA" Nederlandsche Scheepsbouw Maatschappij
Yard N° 242 Amsterdam report N° 13993.

Rpt. 4b.

No. in
Reg. Book.

built
engin
onke
rake



PARTICULARS OF ELECTRIC WELDING (if employed)

Quotator Electrically welded leave out.

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 deck. ✓

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower Weight 50-3-12 Cwts. N. Stolle. Certificate N° 1795. Stellen 19-11-37
	2nd „ Weight 50-2-11 Cwts. N. Stolle. Certificate N° 1796. Stellen 19-11-37
	3rd „ Weight 50-0-1 Cwts. N. Stolle. Certificate N° 1797. Stellen 19-11-37

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 91.36 ft., R.Q.D. v ft., Bridge 42.92 ft., Forecastle 66.4 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 483'-3 1/4" ✓

No. and Material of Decks one steel deck (2nd steel deck clear of cargo tanks) ✓

Parts of Bottom of Vessel coated with cement or approved composition cement in fore and after peak. cofferdams and double bottom tank used for fresh water pt cems.

Particulars of composition (if fitted) and of approval

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 Capac 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,			Deep tank, aft, built in tween deck	10.	62
Double bottom, if under Boilers only,			Deep tank, forward,	24.75	264
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity	69.5	166	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 194

Date 9 Dec. 1936

Dates of Surveys held while building

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

Total No. of Visits 10

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