

STEEL ~~STEAMER~~ or MOTORSHIP.

FEB 22 1939

Received at London Office

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

16<sup>th</sup> FEBRUARY, 1939. Port of **GREENOCK**

No. 20699

Survey held at **PORT GLASGOW**Date First Survey 28<sup>th</sup> FEBRUARY 1938. Last Survey15<sup>th</sup> FEBRUARY 1939

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

**SAN ELISEO** SINGLE SCREW. MACHINERY AFT.

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

**FULL SCANTLING.**State Type of Erections **POOP BRIDGE & FORECASTLE**

TONNAGE under Tonnage Deck

7227.64

CLASS **100A1** State if with freeboard as condition of Class

No

Built at **PORT GLASGOW**

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 460

Launched **Dec 19<sup>th</sup> 1938** Yard No. **916**

Total

Breadth (greatest moulded)

B 61

Builders **LITHGOWS LTD**

Gross Tonnage

8041.54

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

D 33.25

Owners **THE EAGLE OIL & SHIPPING CO LTD**

Register Tonnage

4785.91

1st Longitudinal Number (L x D) = 15295

Managers

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

2nd Numeral L x (B + D) = 43355

Residence **16 FINCHBURY CIRCUS, LONDON.**

## REGISTERED DIMENSIONS.

FEET.

Length

462.45

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

13.83

Port of Registry **LONDON.**

Breadth

61.2

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

13.83

If surveyed while building, afloat, or in dry dock

Depth

33.1

Do. Long Bridge to top of keel

26'-10 1/2"

Draught Moulded

26'-10 1/2"

**BUILDING & AFLOAT.**

## 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.
<b>FRAMES, Spacing amidships</b>	31"	✓	<b>Bracket Floors, Frame</b>		
" " <b>IN FOR DEEP TANK</b>	26"	✓	" " <b>Reversed Frame</b>		
" " <b>from 1 length amidships to Collision bulkhead</b>	30 3/4"	✓	" " <b>Vertical Stairs</b>		
" " <b>IN ENGINE SPACE</b>	24"	✓			
<b>LONGITUDINAL FRAMING ON BOTTOM AS PER PAGE 4</b>			<b>Centre Girder, depth and thickness amidships</b>	60 x .57	✓
<b>SIDE FRAMING.</b>			" " <b>top Angles</b>	4 3/2 .50	✓
<b>Frame Amidships, Angle, L or C</b>	10 3/2 .40	✓	" " <b>bottom Angles</b>	5 5 .59	✓
" " <b>Extends FROM TOP OF BILGE TO UPPER DECK.</b>			<b>Side Girders, No. each side and thickness</b>	3 @ .60	✓
" " <b>WITH TWO SIDE STRINGERS IN DEPTH OF STRINGER.</b>	28 x .42	✓	<b>TANK TOP FITTED MARGIN THUS</b>	3 @ .50	✓
<b>Reversed Frame Amidships, Angle, L or C</b>	32 x .44	✓	<b>Margin Plate</b>	3 @ .50	✓
<b>SIDE FRAMING IN ENGINE SPACE</b>	BA 10 3/2 .40	✓	<b>Thickness</b>	3 @ .50	✓
<b>Depth of Framing Girders WITH BATTEN FRAMES</b>	8 3 .36	✓	<b>Vertical Angle to Tank side</b>	SINGLE	✓
<b>Frames in Uppermost Continuous Deck</b>	EVERY FRAME	✓	<b>Bracket plate 1/2" len. from stem</b>	6 6 .50	✓
<b>SIDE FRAMING IN WAY OF CARGO HOLD FORWARD</b>	9 3/2 x .40	✓	<b>Vertical Angle to Tank side</b>	DOUBLE AT	✓
<b>Web Frames &amp; Side Stringers in ENGINE ROOM</b>	AS APPROVED.	✓	<b>Bracket from forward 1/2" len. from stem to Panting Area</b>	WEB FRAMES.	✓
" " <b>Third</b>			<b>Cassets, spacing and scantling</b>		
" " <b>From 1/2" len. Cor'd. to 1/2" len. from Stem</b>			<b>Cassets, spacing and scantling</b>		
" " <b>in Peaks, Angle, L or C</b>	8 3/2 .46	✓	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	84 x 42	✓
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	7/8 @ 5 1/4"	✓	<b>INNER BOTTOM PLATING, ENGINE SPACE ONLY</b>		
<b>State if Frame Joggled</b>	AMIDSHIPS YES.	✓	<b>Breadth and thickness of Middle Line Strake</b>	1/8" PLATING UNDER SEATING.	✓
<b>Are the scantlings and arrangements in the Panting Area in accordance with the Rules and as approved?</b>	YES	✓	<b>Thickness of remainder in Hold</b>	.52 ELSEWHERE	✓
<b>Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and as approved?</b>	YES.	✓	<b>BEAMS.</b>		
<b>SINGLE BOTTOM.</b>			<b>Uppermost Continuous Deck, amidships</b>	PER PAGE 4.	✓
<b>Floors, Depth and thickness at mid-line in Holds</b>			" " <b>in Wells, Angle, L or C</b>	9 3 .37	✓
<b>Height of Brackets at side above base line at toe of frame</b>			" " <b>in way of Bridge, Angle, L or C</b>	8 3 .44	✓
<b>Middle Line Keelson, on Floors, Angles, L or C</b>			<b>IN WAY OF CARGO HOLD</b>	EVERY FRAME	✓
" " <b>Through Plate or Interstitial Plate</b>			<b>Spacing</b>	8 3 .42	✓
" " <b>Foundation Plate on Floors</b>			<b>Second Deck, amidships, Angle, L or C</b>		
" " <b>Flat Plate Keel Angles</b>			<b>Spacing</b>	EVERY FRAME	✓
<b>Side Keelsons, No. each side</b>			<b>Third Deck, amidships, Angle, L or C</b>		
" " <b>thickness of Interstitial Plate</b>			<b>Spacing</b>		
" " <b>Angles</b>			<b>Fourth Deck, amidships, Angle, L or C</b>		
<b>DOUBLE BOTTOM. IN ENGINE SPACE ONLY.</b>			<b>Spacing</b>		
<b>Solid Floors, thickness and spacing</b>	42 x .50 EVERY FRAME.	✓	<b>Poop Deck, Angle, L or C</b>	8 3 .46	✓
" " <b>Are Frame and Reversed Frame joggled?</b>	YES	✓	<b>Spacing</b>	EVERY FRAME	✓
<b>Bracket Floors, breadth and thickness at middle line</b>			<b>Bridge Deck, Angle, L or C</b>		
" " <b>breadth and thickness at margin plate</b>			<b>Spacing</b>	LONGITUDINAL BEAMS AS PER PAGE 4.	✓
			<b>Forecastle Deck, Angle, L or C</b>	7 x 3 .46 @ 26"	✓
			<b>Spacing</b>	8 x 3 .36 @ 24"	✓
				EVERY FRAME.	✓

## PILLARS AND DECKS.

[illegible]

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>No</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.			Diam. Inches.	Spacing cr. to cr. Inches.		Diam. Inches.	Spacing cr. to cr. Inches.		
FLAT PLATE KEEL .....	53	.97 ✓	.77 ✓	.77 ✓	BOTTOM PLATING FOR AFT OF COFFERDAM 2 STRAKES } .76 PORT STRAKE 1 " } FORWARD OF COFFERDAM AT TRANSVERSE FRAMING }	DOUBLE	1"	4" ✓	5R-4R.	1 1/8	4" ✓	LAPPED.	
" <i>DECK (if any)</i>													
BOTTOM PLATING, No. of Strakes <i>FOUR..</i>		.70 ✓	.50 ✓	.50 ✓			DOUBLE	7/8	3 1/2 ✓	4R-3R.	7/8	{ 3 1/2 3 3/8 ✓	"
BILGE PLATING, No. of Strakes <i>ONE..</i>		.65 ✓	.50 ✓	.50 ✓			"	"	3 3/4 ✓	D.	7/8	{ 3 1/2 3 3/8 ✓	"
SIDE PLATING, No. of Strakes <i>THREE..</i>		.63 ✓	.46 ✓	.46 ✓			"	"	3 3/4 ✓	D.	7/8	{ 3 1/2 3 3/8 ✓	"
UPPER DECK, Sheer-strake <i>WALLS</i> .....	72	.94 ✓	.48 ✓	.48 ✓	SHEER STRAKE 1-12 AT BRIDGE ENDS POOP FRONT.	"	1"	3 3/8 ✓	5R-3R	1 1/8	4 1/2 ✓	"	
UPPER DECK, Sheer-strake in Bridge ...													
STRAKE BELOW Sheer-strake <i>WALLS</i> .....	72	.78 ✓	.48 ✓	.48 ✓		"	7/8	3 3/4 ✓	4R-3R.	{ 7/8 1 ✓	3 3/8 4 ✓	"	
STRAKE BELOW Sheer-strake in Bridge ...													
POOP SIDE PLATING .....				.40 ✓		SINGLE	7/8	3 1/2 ✓	2R	7/8	3 1/2 ✓	"	
BRIDGE SIDE PLATING ...		.44 ✓				"	7/8	3 1/2 ✓	2R	7/8	3 1/2 ✓	"	
FORE'C'TLE SIDE PLATING			.44 ✓			"	7/8	3 1/2 ✓	1R.	7/8	3 1/2 ✓	"	



## WATERTIGHT BULKHEADS.

40. T  
Total No. of W.T. BULKHEADS in Vessel— 17 ✓  
Extending to Upper Deck (Sec. 3 c) 16 ✓  
" Deck next below 1 (AFT PEAK). ✓  
As Approved, 17

STIFFENERS.

				VERTICAL.		HORIZONTAL.	
				Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULK'D, Upper tween decks							
"	"	Second	"				
"	"	Third	"				
"	"	Holds	"	53-41	10 x 3 1/2 x 40 BA. 36 9 x 3 1/2 x 48 BA.	2 HORIZONTAL STIFFENERS IN THE DEPTH AS APPROVED. W.T. PLAT, O.T. PLAT	
COLLISION				52-26	10 6" x 3 x 36 BA 24 8 x 3 x 38 BA	4 2 SEMI-BOX BEAMS, DONKEY BOILER PLAT	
AFTER PEAK				48-30	7 5 x 3 x 30 BA 24	4 STRINGER ON FORE SIDE	

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 STEEL BAR.	10 x 2 1/4	8 1/2	THE STEEL CO
STERN FRAME { Propeller Post .....	CASTING.		1 1/2	OF SCOTLAND
{ Rudder .....	"		1 1/2	RULE 11 1/8 x 8 1/2
AND AS APPROVED		12 1/4 KNOTS. ✓		
Speed of Vessel .....				
RUDDER—Type .....		DOUBLE PLATE STREAM LINED		
" A x D .....		660		
" Diam. of head .....	FORGING	13"	KÖNIGL. UNG. K. U. L. U. DIENST	
" Mainpiece at top pintle .....	CASTING	14 x 12	STROMMENS	
" " heel ...		10 x 12	YERKSTED. STRÖMEN	
" how constructed .....		CAST STEEL FRAME—NO BACK POST		
" double or single plate		PLATE RIVETED TO FRAME		
" coupling, vertical or		DOUBLE PLATES 50		
" horizontal .....		HORIZONTAL. ✓		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)  
COLVILLES, STEEL CO OF SCOTLAND, SCOTTISH STEEL CO.

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

Rpt. 1\*.

- SAN ELISEO -  
PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.						AMIDSHIPS.		ENDS.		Any Departure from Approved Plans to be Noted.		RIVETING.					
						In Ship.			In Ship.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
						Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Diam.	Spang.	Inches.	Number.	Diameter.	
						Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.			Inches.	
Framing of L & C						7	3	.40	TRANSVERSE FRAMING IN POOP AND FORECASTLE			7/8	3/4	5/4 THROUGHOUT	7	7/8	
Frames in Bridge 'tween Decks ...						17x4x4x.58	1/68 CHAN	17x4x4x.58	1/68 CHAN.			7/8	5/4	11 RVS @ 3/8	T BAR TO BHP WITH .62 HORIZ		
Frames from Centre Girder No. 1						-Do-		-Do-				7/8	5/4	Do	BACKET 20 RIVET TO T.BAR 20 RIVET TO BOK		
" 2						-Do-		-Do-				7/8	5/4	Do			
" 3						-Do-		-Do-									
" 4						OIL TIGHT LONGITUDINAL BULKHEAD.						7/8	5/4	11 RVS @ 3/8	Do		
" 5						17x4x4x.58	1/68 CHAN	TRANSVERSE FRAMING				7/8	5/4	Do	Do		
" 6						Do		IN END WING OIL									
" 7								TANKS				7/8	5/4	Do	20 TO BHP 19 TO LONG		
" 8						12x3 1/2 x 50 B.A.		Do									
" 9						TRANSVERSE FRAMING 10x3 1/2 x 40 B.A. SPACED 31" AS PER PAGE 1.											
" 10						NOTE - BACK BARS FITTED AT ENDS OF LONGITUDINALS AND ALSO FORWARD AS APPROVED.											
CENTRE GIRDER IN OIL TANKS						PLATE 40x.42		INTERCOSTAL BETWEEN TRANSVERSES & BULKHEADS									
" 11						TOP BARS 3 1/2 x 3 1/2 x 44		" " "									
" 12						BOTTOM BARS 4x4x.50		CONTINUOUS BETWEEN BULKHEADS.									
" 13						VERTICAL ANGLES TO TRANSVERSES. 6x6x.44											
" 14																	
" 15																	
Spacing of Longitudinal Frames						Amidships 36"											
						At Ends 36" IN CRTANK & TRANSVERSE FRAMING IN WING TANKS											
Double Bottoms L, E or C						Tank Top Longitudinals											
						Bottom											
Spacing of Longitudinals						Amidships											
						At Ends...											
Transverses.																	
Side (in 'tween Decks)						Depth and Thickness 15x.38		TRANSVERSE FRAMING IN POOP & FORECASTLE				7/8	4 3/8				
						Face Angles 3x3x.40 SINGLE											
						Lugs to Shell* 3 1/2 x 3 1/2 x 38						7/8	4"-3 1/2"				
						37x.44		FLOORS ON EVERY FRAME									
Bottom (in Wing Tanks)						Depth and Thickness 6x3 1/2 x 56 SINGLE		IN END SIDE TANKS							SHELL FLANGE CUT AT SEAMS RIVETING CLOSED AS COMPENSATION.		
						Face Angle 6x6x.44											
						Lugs to Shell* 40x.44		40x.44									
						Depth and Thickness 6x4x.66 DBL		6x4x.66 DBL				7/8	4 3/8		SHELL FLANGE CUT AT SEAMS RIVETING CLOSED AS COMPENSATION		
						Face Angles 6x6x.44 WITH	</										

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.)

This vessel is a sister ship to the M.V. *San Cirilo* Mess Lthgms Ltd. No 893 & Greenock first entry report no. 20356

The approved plans & the casting & forging reports are being forwarded as per attached list.

### WEIGHTS OF CABLES.

No of CERT	WEIGHT
89324	36. 2. 5
25	36. 0. 7
26	35. 3. 21
27	35. 3. 17
28	36. 0. 0
29	36. 0. 25
30	36. 1. 0
31	36. 0. 24
32	35. 3. 21
33	37. 1. 5
34	36. 2. 2
35	36. 0. 7
36	36. 0. 14
37	36. 1. 3
38	36. 1. 0
39	36. 0. 9
40	36. 1. 0
41	36. 1. 0
42	36. 0. 23
43	37. 1. 13
TOTAL	725. 3. 6 ✓

### PARTICULARS OF ELECTRIC WELDING (if employed)

Corners of bulkheads & tank ends, solid pillars in tween decks, on the seam on tank top in engine room. ✓

### SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book 'CARRYING PETROLEUM IN BULK' ✓

D.F: CRUISER STERN: 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	2nd	3rd
	47. 3. 0 : ✓ J.D.: 1789 : 7. 7. 38.	47. 3. 0 : ✓ J.D.: 1445 : 28. 8. 37.	47. 2. 14 : ✓ E.E.: 308 : 24. 2. 38.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 97.25 ft., R.Q.D. ✓ ft., Bridge 44.7 ft., Forecastle 46.7 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 167,176. Signal Letters Extreme Breadth over Belting (Circ. 1611) Over-all Length 478.6 ✓ (Circ. 1703)

No. and Material of Decks 1DK ✓ 2nd DK - machy space. ✓

Parts of Bottom of Vessel coated with cement or approved composition CEMENT ON BOTTOM IN PEAKS, COFFERDAMS & COOLING WATER TANKS IN ENGINE ROOM. ✓

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 Capacity. Tons.
Double bottom, aft,			Fore peak tank,		130 ✓
Double bottom, under Engines and Boilers,			After peak tank,		96 ✓
Double bottom, if under Engines only,	66.3 ✓	161 ✓	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	21.6	218. ✓
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity			(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 3429

Date 18<sup>TH</sup> JANUARY 1938

Dates of Surveys held while building

(1938) FEB. 28. APRIL 4. 20. 22. 26. 24. 28. MAY 2. 6. 14. 23. 24. 25. JUNE 1. 2. 3. 4. 8. 10. 15. 16. 14. 20. 21. 24. JULY 13. 15. 18. 21. 25. 26. 28. AUG. 14. 22. 24. 25. 26. 31. SEPT. 1. 2. 5. 6. 7. 8. 9. 23. 28. 29. 30. OCT. 3. 4. 5. 6. 7. 8. 10. 11. 12. 13. 14. 18. 19. 20. 21. 22. 24. 25. 26. 24. 28. 31. NOV. 1. 2. 3. 4. 8. 10. 11. 14. 15. 16. 14. 18. 21. 22. 23. 25. DEC. 1. 28. 13. 15. 16. 19. 30. (1939) JAN. 4. 10. 11. 13. 16. 14. 24. 30. 31. FEB. 3. 6. 8. 9. 14. 15.

Total No. of Visits 111