

## STEEL STEAMER or MOTORSHIP.

Received at London Office 31 DEC 1929

State if Report has been sent on the Freeboard of the Vessel yesState if Report is sent on the Machinery of the Vessel yesDate of completion of report Dec. 28<sup>th</sup> 1929 Port of Rouen No. 446  
Survey held at Rouen Date First Survey July 1<sup>st</sup> 1927 Last Survey Dec. 15<sup>th</sup> 1929On the (State if Machinery fitted Aft and Single, Twin or Triple Screw) Twin Screw Motor Tanker "MIRZA" (Machinery fitted aft)State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling (intended to carry Petroleum in Bulk) State Type of Erections Poop, Bridge & ForecastleTONNAGE under Tonnage Deck... 7,147.96 CLASS A 100 A 1 State if with freeboard as condition of Class yes

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

Total

Gross Tonnage 8,003.89Register Tonnage 4,504.76REGISTERED DIMENSIONS.  
FEET.Length 422.3Breadth 65.2Depth 33.0Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 422.3Breadth (greatest moulded) B 65.0Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 33.01st Longitudinal Number (L x D) = 13,9352nd Numeral L x (B + D) = 41,385Framing Depth "d," at middle of length. See Sec. 3 (1d) 28.7Proportions—Depth to Length—Uppermost continuous deck to top of keel 12.79  
Do. Long Bridge to top of keel NoneDraught Moulded 25-9<sup>5</sup>/<sub>16</sub>Built at Se Traik (Seine Inferieure) FranceLaunched 20<sup>th</sup> October 1929 Yard No. 53Builders Ateliers & Chantiers de la Seine MaritimeOwners Petroleum Maatschappij "De Corona" The HagueManagers Anglo-Saxon Petroleum Co. Ltd. London  
(Where necessary to be entered in Reg. Book.)

Residence

Port of Registry S' Gravenhage (Holland)

If surveyed while building, afloat, or in dry dock

yes Both

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	millimetres INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		millimetres INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>FRAMES, Spacing amidships</b> .....	<u>680</u> in	<u>Tanks</u>	<b>Bracket Floors, Frame</b> .....		
" " from $\frac{1}{2}$ length to Collision bulkhead .....	<u>600</u> in	<u>ERA fore hold</u>	" " Reversed Frame .....		
" " in peaks .....	<u>600</u> in		" " Vertical Struts .....		
<b>SIDE FRAMING, transverse system with 2 stringer plates</b>			<b>Centre Girder, depth and thickness amidships</b>	<u>850</u> <u>195</u>	<u>13x1784-2 to 42</u>
Frame Amidships, Angle, <u>E</u> or <u>C</u> .....	<u>240x90x11.5</u>	<u>Top Knees</u>	" " top Angles .....	<u>2</u> <u>90</u> <u>90</u> <u>12</u>	
" " Extends up to .....	<u>Upper Deck</u>		" " bottom Angles .....	<u>2</u> <u>100</u> <u>100</u> <u>13</u>	
<b>Reversed Frame Amidships, Angle</b> .....	<u>90x90x13 or 168x170</u>		" " to Floors .....	<u>2</u> <u>90</u> <u>90</u> <u>11</u>	
" " Extends up to .....			<b>Side Girders, No. each side and thickness</b> .....	<u>2</u> <u>15</u>	<u>continuous motor</u>
<b>Depth of Framing Girders longitudinal system</b> <u>C 380x11</u>	<u>100x15.5 on Bottom</u>		<b>Margin Plate depth (excl. of flange) and thickness</b> .....	<u>90</u> <u>90</u> <u>11</u>	<u>130x130x13 motor</u>
<b>Frames in Uppermost Continuous 'tween Decks, Angle, <u>E</u> or <u>C</u></b> .....	<u>150x75x10</u>	<u>in Bridge</u>	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem .....	<u>flat 13</u> <u>20</u>	<u>at motor in E.R. 2 90x90x11</u>
" " <b>Second 'tween Decks, Angle, <u>C</u> or <u>E</u></b> .....	<u>none</u>		" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem .....	<u>at E. 2</u> <u>130x130x13</u>	
" " <b>Third " " " "</b> .....	<u>none</u>		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem .....		
<b>Framing in Peaks, Angle or <u>C</u></b> .....	<u>200x75x11</u>	<u>after peak</u>	" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem .....		
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b> .....	<u>240x90x11.5</u> <u>riv. 22<sup>1</sup>/<sub>2</sub> dia x 100<sup>1</sup>/<sub>2</sub> apart (long)</u>	<u>Fore Peak</u> <u>25% apart (trans)</u>	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<u>1850x11 face</u>	<u>90x90x11</u> <u>from 2 to 48</u>
<b>State if Frame Joggled</b> .....	<u>no</u>		<b>INNER BOTTOM PLATING, Motor R.</b>		
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b> .....	Forward the collision Bulkhead by two of transverse stringer plates as required. Aft the collision bulkhead by deck frame arrangement & stringer plates as required by rules. In after Peak stringers & Beams are substituted by deck floor plates & web frames.		Breadth and thickness of Middle Line Strake .....	<u>1600x13</u>	<u>26 under engine</u>
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b> .....	Requirements of Rules are respected at the Bottom Forward. In large Tanks Special Construction in accordance with the approved Plans (Combined Longitudinal & Transverse "C.W." system) Particulars 1 Centre girder 2 Side Aft light bulkheads Longitudinal framing & Deck floor plates 27 120 apart		Thickness of remainder in Holds .....	<u>13</u>	
<b>SINGLE BOTTOM.</b>			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? .....		<u>all holes at Motor</u> <u>ruined 4<sup>1</sup>/<sub>2</sub></u>
<b>Floors, Depth and thickness at mid-line in Tanks</b> .....	<u>1600</u>		<b>BEAMS.</b>		
Height of Brackets at side above base line at toe of frame .....			<b>Uppermost Continuous Deck, amidships</b> .....		<u>Longitudinal Beams</u>
<b>Middle-Line Keelson, on Floors, Angles, <u>C</u> or <u>E</u></b> .....			" " in Wells, Angle, <u>C</u> or <u>E</u> .....		
" " " Through Plate or Intercoastal Plate .....			" " in way of Bridge, Angle, <u>C</u> or <u>E</u> .....		<u>in C 240x90x11.5</u>
" " " Foundation Plate on Floors .....			Spacing .....		<u>760<sup>1</sup>/<sub>2</sub> in on full length</u>
" " " Flat Plate Keel Angles .....			<b>Second Deck, amidships, Angle, <u>C</u> or <u>E</u></b> .....	<u>260</u> <u>12</u> <u>90</u> <u>15</u>	
<b>Side Keelsons, No. each side</b> .....	<u>2</u>		Spacing in Wing Tanks .....		<u>on aft frame</u>
" " thickness of Intercoastal Plate .....			<b>Third Deck, amidships, Angle, <u>C</u> or <u>E</u></b> .....	<u>380</u> <u>11</u> <u>100</u> <u>15.5</u>	<u>top &amp; Bottom</u>
" " Angles .....			Spacing .....	<u>2</u> <u>on 720 knees</u>	<u>680x530 11.5</u>
<b>DOUBLE BOTTOM. Under Engine</b>			<b>Fourth Deck, amidships, Angle, <u>C</u> or <u>E</u></b> .....		<u>None</u>
<b>Solid Floors, thickness and spacing</b> .....	<u>11 every frame</u>		Spacing .....		
" " Are Frame and Reversed Frame joggled? .....	<u>90 90 11</u> <u>90 90 11 130x130x13</u>		<b>Poop Deck, Angle, <u>C</u> or <u>E</u></b> .....		<u>Transverse Beams C 200x75x10</u>
<b>Bracket Floors, breadth and thickness at middle line</b> .....			Spacing .....		<u>excepting abaft frame 8, where C 240x90x11.5</u> <u>600<sup>1</sup>/<sub>2</sub> on full length</u>
" " breadth and thickness at margin plate .....			<b>Bridge Deck, Angle, <u>C</u> or <u>E</u></b> .....		<u>Transverse Beams C 220x85x9.5</u>
			Spacing .....		<u>680<sup>1</sup>/<sub>2</sub> on full length</u>
			<b>Forecastle Deck, Angle, <u>C</u> or <u>E</u></b> .....		<u>Transverse Beams C 200x75x10</u>
			Spacing .....		<u>excepting under Windlass which where C 200x75x9.5</u> <u>600<sup>1</sup>/<sub>2</sub> on full length</u>



## PILLARS AND DECKS.

	Willometrics Inches IN SHIP.	Any Departure from Approved Plans to be Noted.	Willometrics Inches IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>			Stringer Plate, breadth and thickness in way of Bridge .....	
"    in 'tween Decks, Size and Spacing.....	Partial Pillars arrangements are fitted in Crection Spaces, or Steel bulkheads to substitute them.		Thickness of Plating abreast Deck openings in way of Wells .....	Chocks 90x90x11
"    "    "    "    "    "			Thickness of Plating abreast Deck openings in way of Bridge .....	150x150x12
"    in Holds    "    "	1 Single row of Pillars: If 26x12 x90x15 is fitted in Cargo Tanks in accordance with "C.W. system" distance between pillars: 2' 7 1/2"		Thickness of Plating within line of openings...	
2 "Longitudinal Side" Gentle-Line Bulkheads (in the full length of Cargo-Tanks Stiffeners and Spacing.....	C 250x90x12 (680" apart)		If Sheathed, material and thickness .....	
Plating, thickness of .....	1 1/4" (everywhere)		<b>Third Deck.</b> Stringer Plate, breadth and thickness.....	Round wing compartments for oil 965 x 11 1/2
<b>STRINGERS AND DECKS.</b> <b>Uppermost Continuous Deck.</b> Stringer Plate, breadth and thickness in Wells	1" 7 10 x 17 1/4" to 11		If Plated, state thickness.....	Chocks 150 x 150 x 12
"    "    "    "    in way of Bridge	1" 7 10 x 24 1/4"		<b>Fourth Deck.</b> Stringer Plate, breadth and thickness.....	none
"    Angle in Wells .....	L 150 x 150 x 16		If Plated, state thickness .....	
Thickness of Plating abreast Deck openings in way of Wells .....	17 1/4"		<b>Poop Deck.</b> Stringer Plate, breadth and thickness .....	1" 600 x 9 1/4"
Thickness of Plating abreast Deck openings in way of Bridge .....	17 1/4"		Plating, Sheathing, material and thickness ..	plating 8 1/4" 7 1/4" sheathed with Pitchpine of 75% on outside part & 63% on inside
Thickness of Plating within line of openings...	13 1/4" 5		<b>Bridge Deck.</b> Stringer Plate, breadth and thickness.....	1" 600 x 12 1/4"
If Sheathed, material and thickness .....	no		Plating, Sheathing, material and thickness ..	plating 8 1/4" sheathed with Pitchpine of 75% on outside part & 63% on inside
<b>Second Deck, round wing compartments for oil</b> Stringer Plate, breadth and thickness in Wells...	760 16		<b>Forecastle Deck.</b> Stringer Plate, breadth and thickness.....	1" 600 x 9 1/4"
			Plating, Sheathing, material and thickness ..	plating 7 1/4" sheathed with Pitchpine of 75% thickness

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>no jogged</i>	SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.						Diam.	Spacing cr. to cr.	
	Inches. millimetres	Inches. millimetres	Inches. millimetres	Inches. millimetres		Inches. millimetres	Inches. millimetres		Inches. millimetres	Inches. millimetres		
FLAT PLATE KEEL .....	1 <sup>1</sup> / <sub>2</sub> 520	23 <sup>1</sup> / <sub>2</sub> 5	18 <sup>1</sup> / <sub>2</sub> 5	18 <sup>1</sup> / <sub>2</sub> 5		Double	25 100	3	25	110	Double-strapped	
" DELG. (if any)		<i>None</i>										
BOTTOM PLATING, No. of Strakes ..5.....	<i>mean</i> 1 <sup>1</sup> / <sub>2</sub> 650	15 <sup>1</sup> / <sub>2</sub> 5	13 <sup>1</sup> / <sub>2</sub> 5	12 <sup>1</sup> / <sub>2</sub> 5		Double	22 88	4	22	88	Lapped	
BILGE PLATING, No. of Strakes ...2.....	<i>mean</i> 1 <sup>1</sup> / <sub>2</sub> 450	15 <sup>1</sup> / <sub>2</sub> 5	13 <sup>1</sup> / <sub>2</sub> 5	12 <sup>1</sup> / <sub>2</sub> 5		Double	22 88	4	22	88	Lapped	
SIDE PLATING, No. of Strakes ....4.....	1 <sup>1</sup> / <sub>2</sub> 560	15 <sup>1</sup> / <sub>2</sub> 5	12 <sup>1</sup> / <sub>2</sub> 5	12 <sup>1</sup> / <sub>2</sub> 5		Double	22 88	3	22	77	Lapped	
UPPER DECK, Sheer-strake in Wells.....	1 <sup>1</sup> / <sub>2</sub> 800	23 <sup>1</sup> / <sub>2</sub> 5	12 <sup>1</sup> / <sub>2</sub> 5	12 <sup>1</sup> / <sub>2</sub> 5		Double	25 100	3	25	110	Double-strapped	
UPPER DECK, Sheer-strake in Bridge ...	1 <sup>1</sup> / <sub>2</sub> 800	30 <sup>1</sup> / <sub>2</sub> 5				Double	25 100	3	25	110	Double-strapped	
STRAKE BELOW Sheer-strake in Wells.....	1 <sup>1</sup> / <sub>2</sub> 560	15 <sup>1</sup> / <sub>2</sub> 5	12 <sup>1</sup> / <sub>2</sub> 5	12 <sup>1</sup> / <sub>2</sub> 5		Double	22 88	4	22	88	Lapped	
STRAKE BELOW Sheer-strake in Bridge ...	1 <sup>1</sup> / <sub>2</sub> 560	15 <sup>1</sup> / <sub>2</sub> 5				Double	22 88	4	22	88	Lapped	
POOP SIDE PLATING .....		10 <sup>1</sup> / <sub>2</sub> 5				Double	19 76	2	19	66	Lapped	
BRIDGE SIDE PLATING ...		13 <sup>1</sup> / <sub>2</sub> 5				Double	19 76	3	19	66	Lapped	
FORECASTLE SIDE PLATING		11 <sup>1</sup> / <sub>2</sub> 5				Double	19 76	2	19	66	Lapped	

## WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c)..... 14

„ Deck next below..... none

As per Rule..... 7 in total

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks						
"	"	Second				
"	"	Third				
"	"	Holds	11 <sup>1</sup> / <sub>2</sub> "	240x90x15 <sup>1</sup> / <sub>2</sub> "	2 horizontal shell plate 3 <sup>1</sup> / <sub>2</sub> "	600x100x11 <sup>1</sup> / <sub>2</sub> " about
COLLISION		(in Hold)	10 <sup>1</sup> / <sub>2</sub> "	300x90x15 <sup>1</sup> / <sub>2</sub> "	600 <sup>1</sup> / <sub>2</sub> " platform	10 <sup>1</sup> / <sub>2</sub> "
AFTER PEAK			9 <sup>1</sup> / <sub>2</sub> "	5x12 <sup>1</sup> / <sub>2</sub> "	5L 250x90x13	spacing 610 <sup>1</sup> / <sub>2</sub> "
			1 <sup>1</sup> / <sub>2</sub> " in way of struts			1 <sup>1</sup> / <sub>2</sub> " shell plate 600 <sup>1</sup> / <sub>2</sub> "

**FORGINGS and CASTINGS.**

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....		None		
<b>STEM</b> .....	Forging	254 $\frac{1}{2}$ " x 67 $\frac{1}{2}$ "	Dunkirk Works	10' Houtwork - France
<b>STERN FRAME</b> {				
Propeller Post .....				substituted by Special Spectacle piece for Tail shaft
Rudder " .....	Forging	258 $\frac{1}{2}$ " x 82 $\frac{1}{2}$ "	by Winkowitzer Berg & Eisenhütten	Belgium
<b>RUDDER—A x D</b> .....		194 x 450	Winkowitzer Berg & Eisenhütten	Czechoslovakia
<b>Speed of Vessel</b> .....		in Service conditions		13 knots
<b>RUDDER</b> mainpiece at head .....	Forging	355 $\frac{1}{2}$ " dia	by Winkowitzer Berg & Eisenhütten	Czechoslovakia
" " heel .....	Forging	265 $\frac{1}{2}$ " dia	by Winkowitzer Berg & Eisenhütten	Czechoslovakia
" " how constructed .....		with 5 arms in forged steel	Winkowitzer	Czechoslovakia
" " double or single plate .....		Single plate		
" " coupling, vertical or .....		horizontal coupling		

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Acieris de Denain & Anzin (France)  
2<sup>o</sup> Camille Nesten (Brussels) 3<sup>o</sup> Societies de Longwy (France) 4<sup>o</sup> Aug Thyssen (Lette Aachen (Germany) 5<sup>o</sup> Colville & Sons Ltd (Glasgow)  
6<sup>o</sup> Frodingham Iron & Steel Co (Sheffield) 7<sup>o</sup> Dorman Long & Co Ltd (Middlesbrough) 8<sup>o</sup> Steel Company of Scotland Ltd (Glasgow) and Balchou  
 Has the Steel been tested as required by the Rules? yes (Vaughan & Co Ltd Middlesbrough) all in Siemens Martin process (in Open Hearth)







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	Cast Steel Byers Anchor head of 41-0-7 in. K.H.	5800-27-9-28
2nd "	" " " " of 41-1-24 " K.H.	5793-27-9-28
3rd "	" " " " of 40-2-24 " K.H.	5790-27-9-28

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 94 ft. 5 in. ft., Bridge 35 ft. 7 in. Forecastle 4 ft. 7 in.  
(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) 1 Single continuous Steel Deck (Tanker for carrying petroleum in bulk)  
Official No. ; Signal Letters  
Is bottom of Vessel coated with cement? No  
particulars of composition (Tanker for carrying petroleum in bulk)

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.			Where Fitted.		
*Length.			*Length.		
Feet.			Feet.		
Tons.			Tons.		
Double bottom, aft, <i>Under Engines (Feed Water tank)</i>	37.4	120	Fore peak tank,	21.6	210
Double bottom, under Engines and Boilers,			After peak tank,	15.7	87
Double bottom, if under Engines only,			Deep tank, aft, <i>off Cofferdam</i>	4	236
Double bottom, if under Boilers only,			Deep tank, forward,	27.5	308
Double bottom, forward, <i>Under Engines (Boiler oil tank)</i>	23.6	152	Other tanks, if fitted, <i>Fore Cofferdam</i>	4	219
Total capacity of double bottom		272	(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.

Date

Dates of Surveys held while building

1927 July 5-7-12-16-19-25-28-30 Aug 3-10 Nov 2-7 Dec 23 1928 Jan 6-19-24-30 Feb 9-15-17-22-24-28 March 6-10-14-16-20-22-28 April 2-11-16-19-24-27 May 7-9-11-18 June 28 July 12-19-26 Aug 7-13-16-23-28 Sept 7-11-21-24 Oct 3-16-25-30-31 Nov 9-29 Dec 4-6-17 1929 Jan 3-17-24-28 Feb 4-6-15-21-27 March 6-12-20 April 16-20-22-25-30 May 8-10-14-17-22-24-27-31 June 6-11-14-18-20-27 July 12-17-24-30 Aug 2-5-19-28 30 Sept 5-10-13-18-23-26 Oct 2-4-10-14-17-20-22-23-25-28 Nov 4-7-12-13-18-22-25-29 Dec 4-6-14-15  
Total No. of Visits 132