

| | |
|-------------------|------|
| FEED FROM ACCTS. | 9/6 |
| F.E. FROM ADMIN/F | 10/6 |
| PLANS RECD. | 9/6 |
| CERTS. RECD. | 9/6 |
| TO PETS. DEPT | 11/6 |

STEEL STEAMER OR MOTORSHIP.

Received at London Office

State if Report has been sent on the Freeboard of the Vessel NO - ASSIGNED BY THE AMERICAN BUREAU OF SHIPPING.

State if Report is sent on the Machinery of the Vessel YES

Date of completion of report 12TH MAY 1958 Port of GENOA No. 23297

Survey held at GENOA Date First Survey 3RD JANUARY 1957 Last Survey 12TH MAY 1958

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) STEEL SCREW TURBO TANKER "MIRADOR" MACHINERY AFT

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) TANKER State Type of Erections POOP, BRIDGE & FORECASTLE

| | | |
|--|---|---|
| Tonnage under } spaces } e Dk. } 21020.05 12988.46 ED DIMENSIONS. FEET & INCHES 619'-6" 85'-11 1/2" 45'-8" 2 - NIL | CLASS <u>X 100 A1 CARRYING</u> State if with freeboard } PETROLEUM IN BULK THE SCANTLING as condition of Class } BEING SUITABLE FOR A SUMMER DRAUGHT ABOVE TOP OF KEEL OF ABOUT 34.13 FEET Length from fore part of stem to after part of stern } L 619.50 post on summer L.W.L. See Sec. 3 (1a) } Breadth (greatest moulded) B 85.96 Depth, at middle of length from top of keel to top } of beam at side of uppermost continuous } D 45.60 + deck. See Sec. 3 (1c) } 21% FROM TOP OF 1st Longitudinal Number (L x D) = KEEL TO BASE LINE 2nd Numeral L x (B + D) = Framing Depth "d," at middle of length. See } Sec. 3 (1d) } Proportions—Depth to Length—Uppermost con- } tinuous deck to top of keel } Do. Long Bridge to } top of keel } Draught Moulded ABOVE TOP OF KEEL 10.514 MTS do EXTREME 10.535 " | Built at GENOA - SESTRI Launched 24 TH NOVEMBER 1957 Yard No. 1522 Builders ANSALDO S.p.A. CANTIERI NAVALI - GENOA - SESTRI. Owners "MIRADOR" COMPANIA NAVIERA PANAMENA Managers (Where necessary to be entered in Reg. Book) Residence PANAMA Port of Registry PANAMA If surveyed while building, afloat, or in dry dock WHILE BUILDING, AFLOAT & IN DRY DOCK |
|--|---|---|

FRAMES, DOUBLE BOTTOM AND BEAMS.

| | ISSUES IN SHIP. M.M. | Any Departure from Approved Plans to be Noted. | | ISSUES IN SHIP. M.M. | Any Departure from Approved Plans to be Noted. |
|---|---|--|--|----------------------------------|--|
| Spacing amidships in MCHY. SPACE | 815; 765; & 610 | / | Bracket Floors, Frame | / | |
| For 815' OF FORD COFFERDAM | | | " " Reversed Frame | / | |
| " from length amidships to | 815; 765; 710; | / | " " Vertical Struts | / | |
| Collision bulkhead | 660 & 610 | / | " " IN MACHINERY SPACE | | |
| " in peaks | 610 | / | Centre Girder depth and thickness amidships | 1850 x 15 | / |
| FRAMING. | | | " " top Angles WELDED DIRECT | 9" FILLETS | / |
| Amidships, Angle, [or] | LONGITUDINAL | | " " bottom Angles WELDED DIRECT | 9" do | / |
| " Extends up to | SEE REPORT 1 ST | / | Side Girders, No. each side and thickness | 3 AT 13" | / |
| " IN MACHINERY SPACE | ATTACHED | / | Margin Plate depth (excl. of flange) and | | |
| ed Frame Amidships, Angle T | 220 x 10 BP ABOVE UPPER FLAT | / | " " thickness | HORIZONTAL x 17" | / |
| " Extends up to | 260 x 12 BP TO UPPER FLAT | / | " " Vertical Angle to Tank side | | |
| 25E FRAMES FOR T I | WITH SHELL STRINGERS & WEB FRAMES | / | Bracket abaft 1/4 len. from | | |
| of Framing Girder | 260 x 12 BP & 260 x 12 WITH 150 x 15 FLAT | / | stem | | |
| as in POOP & FORECASTLE | 220 x 10 BP & 230 x 90 x 11 BA | / | " " Vertical Angle to Tank side | | |
| Decks, Angle, [or] | 220 x 10 BP | / | Bracket from forward 1/4 len. | | |
| " BRIDGE | | | from stem to Panting Area | | |
| " Second 'tween Decks, Angle, [or] | 200 x 11 BP | / | " " Gussets, spacing and scantling | | |
| " Third | | | abaft 1/4 len. from stem | | |
| from 1/4 len. for'd. to 15% len. from | | | " " Gussets, spacing and scantling | | |
| Stem | 260 x 12 BP & 250 x 90 x 14 BA | / | from forward 1/4 len. from stem | | |
| in Peaks, Angle or [T | 260 x 12 BP & 250 x 90 x 14 BA | / | to Panting Area | | |
| meter and Spacing of Rivets through | | | Tank Side Brackets, height above base line | 2840 x 12 Ft 120" | / |
| Frame and Shell Plating amid- | WELDED | / | at top of Frame and thickness | | |
| ships | | | INNER BOTTOM PLATING, MCHY. SPACE | | |
| if Frame Joggled | / | | Breadth and thickness of Middle Line Strake | 16" | / |
| the scantlings and arrangements in the | | | Thickness of remainder in Holds | 16" & 17" | / |
| Panting Area in accordance with the Rules | YES | / | Are Rule requirements complied with regard- | | |
| ad/or as approved? | | | ing increases of scantlings in way of double | | |
| the scantlings and arrangements in way | YES | / | bottom in E. & B. space and framing in | YES | / |
| of the Bottom Forward in accordance with | | | Bunkers and Boiler Room? | | |
| the Rules and/or as approved? | | | BEAMS. | | |
| DOUBLE BOTTOM, FORD OF FRE 94 | | | Uppermost Continuous Deck, amidships in | LONGITUDINAL | |
| ors, Depth and thickness at mid-line in | 1450 x 13 & 12.5 | / | Wells, Angle, [or] | BEAMS | |
| Holds FOR DEEP TANKS | | | " " in way of Bridge, Angle, | SEE RPT 1 ST ATTACHED | / |
| Height of Brackets at side above | 2650 | / | [or] | | |
| base line at toe of frame | | | TRANSVERSE AT ENDS T FOR | 220 x 11 BP | / |
| iddle Line Keelson, on Floors, Angles, | CENTRELINE 340 | / | 220 x 10 BP & 200 x 10 BP | EVERY FRAME | / |
| [or] | | | EVERY FRAME | | |
| " " Through Plate or Inter- | / | | Second Deck, amidships, Angle, [or] | 200 x 10 BP | / |
| costal Plate | | | 220 x 12 BP & 220 x 10 BP | | |
| " " Foundation Plate on | / | | Spacing | EVERY FRAME | / |
| Floors | | | AT AFTER END | | |
| " " Flat Plate Keel Angles | WELDED | / | Third Deck, amidships, Angle, [or] | 180 x 10 BP & 220 x 11 BP | / |
| Side Keelsons, No. each side | 3 | / | Spacing | EVERY FRAME | / |
| " " thickness of Intercoastal Plate | 10.5 | / | Fourth Deck, amidships, Angle, [or] | | |
| " " Angles | FL 100 | / | Spacing | | |
| DOUBLE BOTTOM, AFT IN WAY OF MCHY. | | | POOP DECK, Angle, [or] | 200 x 9 BP | / |
| Solid Floors, thickness and spacing | 12.5" EVERY FRAME | / | Spacing | EVERY FRAME | / |
| " " Are Frame and Reversed Frame | NO - FLOORS WELDED | / | Bridge Deck, Angle, [or] | 200 x 11 BP | / |
| joggled? | | | Spacing | EVERY FRAME | / |
| Bracket Floors, breadth and thickness at | / | | Forecastle Deck, Angle, [or] | 220 x 10 BP - 200 x 9 BP | / |
| middle line | | | Spacing | EVERY FRAME | / |
| " " breadth and thickness at | / | | | | |
| margin plate | | | | | |

PILLARS AND DECKS.

| | INCHES IN SHIP. M.M. | Any Departure from Approved Plans to be Noted. | INCHES IN SHIP. M.M. | Any Departure from Approved Plans to be Noted. |
|--|---|--|-------------------------|--|
| PILLARS, No. of Rows | 220x11 | | | |
| in 'tween Decks, Size and Spacing | 260x12 | | | |
| LONGITUDINAL BHO'S IN CARGO TANKS CORRUGATED HORIZONTALLY - THICKNESS OF PLATING 11 $\frac{1}{2}$ " TO 15 $\frac{1}{2}$ " CORRUGATIONS 356 $\frac{1}{2}$ " DEEP, VERTICAL WEBS 1300 TO 1100x11. FACE FLATS 300x15 TO 200x15 | 300x14 | | | |
| " in Holds | 300x16 | | | |
| Centre Line Bulkhead, IN FORD DEEP TANKS Stiffeners and Spacing 300x14 B.P., 200x9 B.P. 260x13 B.P. & 180x10 B.P. AT 815 TO 610 $\frac{1}{2}$ " | | | | |
| Plating, thickness of 15 $\frac{1}{2}$ " TO 7 $\frac{1}{2}$ " | | | | |
| STRINGERS AND DECKS. | | | | |
| Uppermost Continuous Deck. | 37 $\frac{1}{2}$ " AT BREAKS | | | |
| Stringer Plate, breadth and thickness in Wells | 2135 x 31 | P403 QUALITY | | |
| " " " " in way of Bridge | 2135 x 31 & 37 | " | | |
| " " " " in Wells PLATE | 325 x 31 | " | | |
| Thickness of Plating abreast Deck openings in way of Wells CENTRE LINE STRAKE | 28 $\frac{1}{2}$ " | " | | |
| Thickness of Plating abreast Deck openings in way of Bridge REMAINING STRAKES FROM OUTBOARD TO CENTRE LINE | 28, 28, 28, 21, 20 INCREASED AT POOP BREAK | " | | |
| Thickness of Plating within line of openings | | | | |
| If Sheathed, material and thickness | | | | |
| Second Deck, FORD & AFT. | | | | |
| Stringer Plate, breadth and thickness in Wells | | | | |
| Stringer Plate, breadth and thickness in way of Bridge | | | | |
| Thickness of Plating abreast Deck openings in way of Wells | | | | |
| Thickness of Plating abreast Deck openings in way of Bridge | | | | |
| Thickness of Plating within line of openings | | | | |
| If Sheathed, material and thickness | | | | |
| Third Deck, AFT. | | | | |
| Stringer Plate, breadth and thickness | | | | |
| If Plated, state thickness | 8.5-12 IN BOILER ROOM | | | |
| Fourth Deck. | | | | |
| Stringer Plate, breadth and thickness | | | | |
| If Plated, state thickness | | | | |
| Poop Deck. | | | | |
| Stringer Plate, breadth and thickness | 1230 x 9 | | | |
| Plating, Sheathing, material and thickness | 8.5-8 NO SHEATHING | | | |
| Bridge Deck. | | | | |
| Stringer Plate, breadth and thickness | 1380 x 8 | | | |
| Plating, Sheathing, material and thickness | 8 - NO SHEATHING | | | |
| Forecastle Deck. | | | | |
| Stringer Plate, breadth and thickness | 9 $\frac{1}{2}$ " | | | |
| Plating, Sheathing, material and thickness | 9 $\frac{1}{2}$ "-15 $\frac{1}{2}$ " 1/2 W/O WINDLASS NO SHEATHING | | | |

SHELL PLATING.

| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. | | RIVETING. | | | |
|--|-----------------------------|---|--|--|--|--|-------------------------------------|--------------------------------|--------------------------|--|------------------------------|
| | AMIDSHIPS. | | FORWARD. | AFT. | | SINGLE OR DOUBLE. | RIVETS. Diam. Inches. M.M. | No. OF ROWS OF RIVETS. | BUTTS. | | STEL DER |
| | Breadth. Inches. M.M. | Thickness. Inches. M.M. | Thickness. Inches. M.M. | Thickness. Inches. M.M. | | | | | Diam. Inches. M.M. | Spacing cr. to cr. Inches. M.M. | |
| | | | | | | | | | | | |
| Flat Plate Keel | 1520 | 31 | 31 | 31 | | WELDED | | WELDED | | | BUTT |
| " Dblg. (if any) | | | | | | | | | | | |
| Bottom Plating, No. of Strakes A.B.C.D.E. | 26 | A B C D E F G H I L M | 21 18 18 16 17 20 22 16 14.5 14.5 14.5 | 15 15 16 15 17 21 24 15 14.5 14.5 14.5 | SEE PLAN FOR POSITION ETC. OF P403 QUALITY PLATES. | A/B; 8/2; 80/E WELDED C/D; E/F DBL RIVETED G/H DBL RIVETED I/L; 1/1; 1/1; 1/1 M/N WELDED N/O DBL RIVETED | 28 112 100 100 | WELDED do do do do | | | BUTT do do do do |
| Bilge Plating, No. of Strakes F.G. | 26 | | | | | | | | | | |
| Side Plating, No. of Strakes H.I.L.M. | 20 | | | | | | | | | | |
| Upper Deck, Sheer- strake in Wells Q. | 2210 | 31 | 35 AT POOP BREAK | | | | | | | | |
| Upper Deck, Sheer- strake in Bridge | | | | | | | | | | | |
| Strake below Sheer- strake in Wells H. | 20 | | 14.5 | 14.5 | | M/N WELDED | | do | | | do |
| Strake below Sheer- strake in Bridge | | | | | | | | | | | |
| Poop Side Plating | | | 13 TO 15.5 AT FORE END | | | WELDED | | do | | | do |
| Bridge Side Plating SET IN | 12 | | | | | do | | do | | | do |
| Forecastle Side Plating | | | 13 | | | do | | do | | | do |

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) 16

Deck next below

As per Rule 10

STIFFENERS.

| | Plating Thickness. M.M. | VERTICAL. | | HORIZONTAL. | |
|--------------------------------------|-------------------------------------|-----------------------|---------------------|--------------------------------|------------------|
| | | Scantlings. M.M. | Spacing. M.M. | Scantlings. M.M. | Spacing. M.M. |
| | | VERTICAL CORRUGATIONS | | | |
| MIDSHIP BULKHEAD, Upper 'tween decks | 11 To 14 | 385 | | 1450x11 $\frac{1}{2}$ + 300x22 | 2 |
| " " Second | | 385 | | 1450x11 $\frac{1}{2}$ + 300x25 | 2 |
| " " Third | | | | SHIP'S BTR | |
| " " Holds | | | | 300x14 B.P. & 220x11 B.P. | |
| COLLISION " (in Hold) F.R. 113 | 15 $\frac{1}{2}$ To 7 $\frac{1}{2}$ | 180x8 T | 680 $\frac{1}{2}$ " | 650x9 " + 100x12 | |
| AFTER PEAK " F.R. 13 | 20 To 7 $\frac{1}{2}$ | 160x78 P T | 623 $\frac{1}{2}$ " | ALSO FLATS & DECKS. | |

FORGINGS AND CASTINGS.

| | Casting or Forging. | Scantlings. M.M. | Maker's Name. | Any from Plan |
|---------------------------------------|------------------------|---|------------------|---------------------|
| KEEL, Bar | | M.S. PLATE | | |
| STEM | | M.S. PLATE 25 $\frac{1}{2}$ " To 16 $\frac{1}{2}$ " & 130 $\frac{1}{2}$ " SOL | | |
| STERN X Propeller Post | CASTING | PLAN | ILVA LOVERE | |
| FRAME X Rudder | FORGINGS | 335 $\frac{1}{2}$ " DIA | ILVA LOVERE | |
| Speed of Vessel | | 16.1 KNOTS | | |
| RUDDER—Type | | "SIMPLEX" | | |
| " A x D. | | | | |
| " Diam. of head | FORGINGS | 415 $\frac{1}{2}$ " | | |
| " Mainpiece at top pintle | | | | |
| " " heel | | | | |
| " how constructed | | FABRICATED M.S. | | |
| " double or single plate | | DOUBLE PLATE 12 $\frac{1}{2}$ " TH | | |
| " coupling, vertical or horizontal | | HORIZONTAL | | |

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *After Search Collective of**Societa Italiana Acciaierie Comigliano. Alt. Forni & Acciaierie d'Italia, Bagnoli, Marghera - Novi Ligure
L'Industria Siderurgica SpA Acciaieria & Fonderia di Bolzaneto. Dalmis SpA*Has the Steel been tested as required by the Rules? *yes*

tered their
Lloyd's Register
page.
Foundation

| EQUIPMENT No. 87065 | | | | | | | | | | LETTER pt / | | ANCHORS. | |
|---|-------------------|--------------------|---|------------------|------|------|------------------------|---|--|---------------------------------|----------------------------|------------------------------|---|
| ny Depart approved be Number of icate. | Anchors. | WEIGHT, EX. STOCK. | | WEIGHT OF STOCK. | | | TEST, PER CERTIFICATE. | | | WEIGHT REQUIRED BY TABLE 53. | Description of Anchor. | Makers. | Where and when tested, and Superintendent. |
| | | KILOS | | Cwts. | qrs. | lbs. | KILOS | | | | | | |
| 54 | 1st Bower ... | 7275 | ✓ | | | | 8335 | ✓ | | 6590 / | CAST STEEL HEAD " SHANK | ACCIAIERIA & FERRIERA DEL | LECCO 2-8-57 D.C. |
| 55 | 2nd " ... | 7225 | ✓ | | ✓ | | 8305 | ✓ | | 6590 / | do | CALEPTO | LECCO 2-8-57 D.C. |
| 53 | 3rd " ... | 7200 | ✓ | | ✓ | | 8285 | ✓ | | 6590 / | do | do | LECCO 2-8-57 D.C. |
| | Collective weight | 21700 | | | | | | | | 19770 | | | |
| | Stream | | | | | | | | | | ✓ | ✓ | ✓ |

| CHAIN CABLES. | | | | | | | | | | HAWSERS AND WARPS. | | | | | | | | | |
|---------------|---|-------|-----------------------|-------------|------------------------|-----------|--|-------------------------------|-------|--------------------------|---|--|-----------------|---------------------------|-------|------------------------------|-------------------------------|-------|------|
| No. | Length and size supplied. | | Test per Certificate. | | WEIGHT OF CHAIN CABLE. | | | Length and size per Table 53. | | Description. | Makers of Cables. | Where and when tested, and Superintendent. | Material. | Length and size supplied. | | Breaking Test of Steel Wire. | Length and size per Table 53. | | Cir. |
| | Length. | Diam. | Statu- tory. | Break- ing. | Supplied. | Per Rule. | | Length. | Diam. | | | | | Length. | Diam. | | Length. | Diam. | |
| | Fathoms | Ins. | Tons. | Tons. | Cwts. qrs. lbs. | Cwts. | | Fathoms | Ins. | | | | | Fathoms | Ins. | Tons. | Fathoms | Ins. | |
| | 22x15 | 2 1/4 | 186.75 | 261.5 | 139.3-1-6 | 1317.25 | | 22x15 | 2 1/4 | SPECIAL STEEL SHIP "EGO" | N.V. KONINKLIJKE NEDERLANDSE GROESMERERIJ | LEIDEN 27-12-56 H.D. | TOWLINE | 275 | 58.8 | 158828 | 255 | | |
| | THE JOINING SHACKLES ARE OF THE KENTER TYPE | | | | | | | | | | | | HAWSERS & WARPS | 5x12 1/4 | 33 | 40065 | 5x12 1/4 | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |

| | | |
|---|---|---|
| g Gear, Type (Power & hand) ELECTRO-HYDRAULIC | J.HASTIE & CO GREENOCK | Alternative Means of Steering 2 MOTORS, 2 PUMPS & HAND PUMP |
| g Chains (Size and Test) | TELE MOTOR CONTROLLED | Windlass SAN GIORGIO SPA GENOVA (STEAM) 2-7.37 MTs 36 PERSONS Boats 2-7.37 MTs 32 PER (MOTOR) |
| in Holds, thickness and material | NONE | Cargo Battens, thickness, material and spacing NONE |
| hways. (Upper Deck) CARGO TANKS: COAMINGS 780mm HIGH 12mm THICK | CARGO TANKS Thickness of Hatches 12.5mm | |
| (FOCLE DECK) FOCL SPACE HATCHWAY, COAMINGS 610mm x 12mm THICK | FOCLE HATCH 10mm STEEL & WITH STIFFENERS. | |
| hways No. 1 (Fwd.) FOCL 1370 x 2100 | No. 2 CARGO TANKS 30 No. 3 OFF 1700 x | No. 4 670mm OVAL No. 5 No. 6 |
| f Shifting Beams | NONE | |
| ore and Afters | | |

| | | |
|---------------------|--|-------------------------------|
| Builder's Signature | | ANSALDO S. A. CANTIERI NAVALI |
| | | Il Direttore |

| | | |
|--|--|------------|
| DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel | | yes fitted |
| whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo | | TANKER |
| The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation). | | |
| The ship has been built under Special Survey in conformity with the Society's Rules and Regulations | | |
| The scantlings and arrangements of the ship are as given in the report and as shown and | | |
| on the approved plans now forwarded. All modifications or additions to the original approved arrange- | | |
| ments made during construction have been indicated on the plans and have been approved as | | |
| in accordance with, or by standards equivalent to the Rule requirements. The plans of Midship | | |
| and Profile and Decks showing the ship as built, now forwarded herewith have been checked | | |
| approved arrangements and found in order. The materials and workmanship are good. Oil fuel | | |
| not lower than 150°F is carried in the double bottom tanks at the fore end of the machinery | | |
| deep tanks at the fore end of the machinery space, and in deep tanks at the fore end of the ship. | | |
| Requirements of Section 20, Chap. V of the Rules, so far as applicable have been complied with. The double bottom tanks, | | |
| and cargo tanks and cofferdams have been tested under water pressure and found good. The decks, bulkheads, | | |
| and hatches have been hose tested and found good. The steering gear, secondary means of steering | | P.T.O. |

| | | | |
|--|--------------|-------------------|--|
| AS PER SCALE | 64 7,263.133 | Fees applied for, | |
| ount of Entry Fee | £ 2,328.940 | 3/6/1958 | |
| IAL REBATE OF 30% | £ 5,434.193 | | |
| CHARGE MADE | | | |
| Special Survey Fee | | | |
| Travelling/Expenses, if any | £ 1,012.001 | Received by me, | |
| REVENUE TAX | £ 220.601 | 19 | |
| Whether the Vessel has been built under Special Survey | yes | | |

| | |
|--|---|
| Signature | Surveyor to Lloyd's Register of Shipping. |
| I am of opinion the Vessel should be Classed | * 100 A.I. |

| | | | |
|--------------------|---------------------|---------------|---------|
| to be sent to | Genoa | Date of issue | 22/7/58 |
| Committee's Minute | FRIDAY - 4 JUL 1958 | | |

| | |
|----------------|------------------------------------|
| meter assigned | +100A1 Carrying Petroleum in Bulk. |
| LACP | DS 5.58 |
| +LMC | |
| ES | |
| MBS | |
| SGS | |
| OF | |
| TS CL | |

| | |
|-----------|--|
| Signature | |
| 00543/3 | |

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 the Plans should be embodied.)

General Declaration Contd:- steering/windlass, bilge suction and hand pumps have been tested with satisfactory results.
The freeboard markings assigned by the American Bureau of Shipping have been verified.

The vessel is also built to class with the American Bureau of Shipping and the Registro Italiano Navale.

Sister Vessels:- "Purpura Italia" Ansaldo-Sestri Jrd N° 1509 - Genoa F.E. Report N° 21858
"Fino Canada" " " " " 1510 - " " " " 22019
"Italia Martelli Fassio" " " " " 1521 - " " " " 22501

Special Features:- The wheelhouse is partly of aluminium. A gyro pilot is fitted.

Forging and casting reports etc forwarded herewith:- Rudder lower casting; rudder upper casting; stem frame stern frame sole piece; stern frame top; "Simplex" post; rudder stock; rudder tiller; steering windlass and interim certificate issued.

Phos Quality Steel:- See separate file, forwarded herewith, for particulars and position of Phos quality steel.
Approved plans forwarded herewith:- Plan N° 1 Midship Section; N° 2 Longitudinal Section Lower Decks and Casings; N° 3 Upper and Superstructure Decks, N° 4 Rudder Plan (2 Plans) N° 5 Double bottom, N° 6 Hatch on Forecastle Deck; N° 7 Cargo Hatches, N° 8 Fore and Aft Gangway, N° 9 Openings for pipes etc in Upper Deck. The other plans approved for this vessel were forwarded with the report of the sister vessel "Italia Martelli Fassio" Jrd N° 1521 Genoa F.E. Rpt N° 22501.

Docking:- Vessel docked in N° 4 Dry Dock, Genoa, bottom, stem frame and rudder cleaned, examined and recoated. Vessel undocked 6th May 1958

PARTICULARS OF ELECTRIC WELDING (if employed) Electric welding has been carried out manually and by the process. The approved electrodes used were "OK48", "Atlantic 50" and "Citomar". The structure is practically completely welded, the exceptions are the sheerstrake seam, the upper and lower edges of the bilge plating, a seam of bottom shell board of the longitudinal bulkhead and a seam of the upper deck outboard outboard of the longitudinal bulkhead, upper deck stringer flat bar to the shell, and the forecastle and poop stringer angles. A few frames at the fore and after ends are riveted to the shell. The rudder is of welded construction.

SPECIAL NOTATIONS:- Either as part of the vessel's class or for record in the Register Book

"CARRYING PETROLEUM IN BULK" "pt E.W." "LF" "MCHY AFT" "168HPS" "OF 5-58" "LACP"
"1 DK, 2nd & 3rd DK IN WAY OF E.R. - 2nd DK AT FORE END" "CELL D.B. 97.77" "pt FW 160t; pt oil"
"DF" "GC" "RDR" "ESD"

RADAR Equipment (State if fitted) YES

State Type or Pattern No. SERIAL N° 5721191 Type

State } Maker KELVIN - HUGHES.
Name } and/or
of } Supplier

| | | | | | | |
|--|-----------|-------|----------|------|--------|---------|
| Particulars of Drop Test of Cast Steel Anchors, viz:- Weight, Surveyor's Initials, Number of Certificate, Date of Test. | 1st Bower | HEAD | 4680 KGS | D.C. | 54 | 19-7-57 |
| | | SHANK | 1860 " | D.C. | 54/BIS | 19-7-57 |
| | | HEAD | 4593 " | D.C. | 55 | 25-6-57 |
| | 2nd " | SHANK | 1892 " | D.C. | 55/BIS | 25-6-57 |
| | | HEAD | 4600 " | D.C. | 53 | 25-6-57 |
| | 3rd " | SHANK | 1861 " | D.C. | 53/BIS | 25-6-57 |

PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop 136.5 ft., R.O.D. ft., Bridge 50 ft., Forecastle (To AFTER SIDE OF PARTIAL BACK POST)

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.
Official No. Signal Letters HPNN Extreme Breadth over Belting 86.3 FT Over-all Length 666.6 (Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 DECK (STEEL) 2nd & 3rd DECK IN WAY OF MACHINERY SPACE; 2nd DECK AT FORE OF SHIP.

Parts of Bottom of Vessel coated with cement or approved composition Fore and after peak tanks, and aftermost double bottom tank cemented at bottom

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. | Water Capacity. | Where Fitted. | Length. |
|--|---------|------------------------------------|---|---------|
| | Feet. | Tons. | | Feet. |
| Double bottom, aft, | | | Fore peak tank, | |
| Double bottom, under Engines and Boilers, FRS 13 to 51 | 97.77 | 160 F.W. pt O.F. pt LUB. OIL | After peak tank, | |
| Double bottom, if under Engines only, | | | Deep tank, aft, FRS 51 to 53 BUNKER | 17.02 |
| Double bottom, if under Boilers only, | | | Deep tank, forward, FRS 94 to 106 | 29.89 |
| Double bottom, forward, | | | Other tanks, if fitted, TRANSOME SPACE | 14.17 |
| Total length (if continuous) and Capacity | 97.77 | 160 TONS F.W. | (If necessary furnish further information by sketch.) | 22.52 |

Order for Special Survey No.

Date 3/11/1955

Dates of Surveys held while building

JAN. 1957:- 3, 9, 21, FEB. 18, 19, 22, 28, MAR. 1, 8, 12, 18, 20, APRIL 3, 4, 8, 9, 11, 12, 13, 18, 24, 26, 27, MAY 6, 8, 9, 10, JUNE:- 5, 14, 17, 26, 27, 28, JULY:- 2, 4, 8, 9, 10, 12, 15, 17, 18, 19, 22, 24, 25, 29, AUG. 1, 6, 26, SEPT:- 4, 6, 9, 10, 11, 17, 18, 28, 30, OCT:- 1, 2, 3, 4, 5, 7, 8, 9, 10, 14, 15, 16, 17, 18, 19, 21, 22, 23, 24, 25, 26, 28, 30, 31, NOV:- 2, 5, 6, 7, 8, 9, 13, 14, 15, 16, 18, 29, 30, DEC:- 2, 5, 6, 10, 12, 15, 20, 21, 23, 24, 28, 30, 31, JAN 1958:- 3, 4, 7, 8, 11, 13, 14, 15, 16, 19, 20, 22, 24, 25, FEB. 4, 10, 17, 24, 25, 27, 11, 13, 15, 18, 20, 22, 25, 26, 28, 29, 31, APRIL 1, 3, 4, 8, 10, 14, 16, 23, 26, 28, 29, 30, MAY 4, 5, 12