

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**Amsterdam upst*Date of completion of report *29th July 1939* Port of *Amsterdam* No. *15738^A*Survey held at *Amsterdam* Date First Survey *25th May 1938* Last Survey *27th July 1939*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Steel Single Screw motorship "Tubia"* (machinery fitted aft) ✓State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Tull scantling* State Type of Erections *Tower castle Bridge & Poop* ✓TONNAGE under Tonnage Deck... *9357.93* CLASS *+100 A* (State if with freeboard) *✓* Built at *Amsterdam*Do. of space or spaces between Tonnage Dk. and Upper Dk. *Carrying Petroleum in bulk condition of Class* Longitudinal framing at Bottom & deck FEET. Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a) *L 500* Launched *25th Feb 1939* Yard No. *272*Total Breadth (greatest moulded) *B 64.25* Builders *N.V. Nederl. Scheepsb. H⁴*Gross Tonnage *10356.13* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 37.-* Owners *N.V. Petroleum H⁴ La. Corona.*Register Tonnage *6146.81* 1st Longitudinal Number (L x D) *= 18500* Managers *" " " " " "* (Where necessary to be entered in Reg. Book.)REGISTERED DIMENSIONS. FEET. *Reke* Framing Depth "d." at middle of length. See Sec. 3 (1d) *13.51* Residence *s' Groven hage*Length *153.81 = 504.65* Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.51* Port of Registry *s' Groven hage*Breadth *19.67 = 64.54* Do. Long Bridge to top of keel *29.6 feet = 9016^m* If surveyed while building, afloat, or in dry dock *White building*Depth *11.27 = 37.00* Draught Moulded *29.6 feet = 9016^m* *White building*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. <i>m/m</i>	Any Departure from Approved Plans to be Noted.		<i>m</i> <i>m</i>	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	<i>768 1/2</i>	✓	Bracket Floors, Frame	✓	
" " from 1/3 length amidships to Collision bulkhead.....	<i>711</i>	<i>in forward deep tank</i>	" Reversed Frame	✓	
" " in peaks.....	<i>610</i>	✓	" " Vertical Struts	<i>Only in Motorroom</i>	
SIDE FRAMING.	<i>700</i>	✓	Centre Girder, depth and thickness amidships	<i>1530 x 14^m</i>	
Frame Amidships, Angle, <i>E</i> or <i>F</i>	<i>230 x 90 x 11 1/2</i>	<i>in cargo tanks</i>	" top Angles <i>double</i>	<i>90 x 90 x 13^m</i>	✓
" " Extends up to	<i>250 x 90 x 11</i>	<i>in forward tanks</i>	" bottom Angles <i>double</i>	<i>130 x 130 x 14^m</i>	✓
Reversed Frame Amidships, Angle <i>F</i>	<i>main deck</i>	<i>N^o 8-9-10 & forward hold.</i>	Side Girders, No. each side and thickness	<i>two of 15^m in way of motor seating</i>	
" " Extends up to... <i>twendeck</i>	<i>280 x 90 x 11 1/2</i>	<i>300 x 90 x 13</i>	Margin Plate depth (excl. of flange) and thickness	<i>14^m strength to ship side</i>	
WEB FRAMES IN MOTOR ROOM ALTERNATE <i>5th FR</i>	<i>1040 x 11 1/2</i>	<i>FACE STRAP</i>	" " Vertical Angle to Tank side		
Depth of Framing Girder <i>IN FORW. HOLD.</i>	<i>460 x 11</i>	<i>460 x 19 to 23^m</i>	" " Bracket abaft 1/2 len. from stem		
ALTERNATE <i>4th FRAME</i> <i>IN DEEP TANK</i>	<i>1040 x 11</i>	<i>and all as approved</i>	" " Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween' Decks, Angle <i>E</i> or <i>F</i>	<i>230 x 90 x 10</i>	<i>IN WAY OF MOTOR ROOM</i>	" " Bracket from forward 1/2 len. from stem to Panting Area		
" " Second 'tween Decks, Angle <i>E</i> or <i>F</i>	<i>230 x 90 x 10</i>	<i>ALTERNATE</i>	" " Gussets, spacing and scantling abaft 1/2 len. from stem		
" " Third " " " "	<i>150 x 90 x 10</i>	<i>IN POOP SPACE</i>	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
" " from 1/2 len. for'd. to 15% len. from Stem	<i>250 x 90 x 11</i>	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>1220 x 12^m above tank top</i>	✓
" " in Peaks, Angle or <i>F</i> <i>FORE PEAK 6th AFTER PEAK 5th</i>	<i>250 x 90 x 11</i>	<i>ILL FORE CASTLE DECK</i>	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 rivets spaced 4 1/8</i>	<i>ILL MAIN DECK</i>	Breadth and thickness of Middle Line Strake	<i>2010 x 17 1/2^m in way of motor seating 32^m</i>	✓
State if Frame Joggled	<i>yes only amidship</i>		Thickness of remainder in <i>Holds Motorroom</i>	<i>14^m</i>	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>all as approved</i>		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>yes</i>	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>all as approved</i>		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, <i>E</i> or <i>F</i>	<i>230 x 90 x 11</i>	<i>Longitudinal frames in way of cargo tanks</i>
Floors, Depth and thickness at mid-line in <i>Holds FORWARD DEEP TANK</i>	<i>1220 x 11</i>	<i>m</i>	" " in way of Bridge, Angle, <i>E</i> or <i>F</i>	<i>230 x 90 x 11</i>	
Height of Brackets at side above base line at toe of frame	<i>2286</i>	<i>m</i>	Spacing	<i>813</i>	
Middle Line Keelson, on Floor, Angles, <i>E</i> or <i>F</i>	<i>Centre line bulkhead in deep tank 10^m plate</i>		UPPER Second Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>230 x 90 x 10</i>	<i>m</i>
" " " Through Plate or Intercoastal Plate	<i>1220 x 10 1/2</i>	<i>in Cargo tanks</i>	IN WAY OF MOTOR ROOM	<i>200 x 90 x 10</i>	<i>m</i>
" " " Foundation Plate on Floors	<i>800 x 400 x 12 1/2</i>		Spacing	<i>700</i>	<i>m</i>
" " " Flat Plate Keel Angles <i>100 x 100 x 15^m double</i>			SECOND Third Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>230 x 90 x 9 1/2</i>	<i>m</i>
Side Keelsons, No. each side <i>one Longitudinal bulkhead wing tank</i>			Spacing	<i>700</i>	<i>m</i>
" " thickness of Intercoastal Plate	<i>11^m</i>		SECOND Fourth Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>200 x 75 x 10 1/2</i>	<i>m</i>
" " Angles <i>double</i>	<i>90 x 90 x 10 1/2</i>		Spacing	<i>711</i>	<i>m</i>
DOUBLE BOTTOM. IN MOTOR ROOM.			Poop Deck, Angle, <i>E</i> or <i>F</i>	<i>230 x 90 x 10</i>	<i>strong beams 9 1/2</i>
Solid Floors, thickness and spacing	<i>12 1/2^m spaced 700^m</i>		Spacing	<i>700</i>	<i>m</i>
" " Are Frame and Reversed Frame joggled?	<i>yes</i>		Bridge Deck, Angle, <i>E</i> or <i>F</i>	<i>230 x 90 x 10</i>	
Bracket Floors, breadth and thickness at middle line	✓		Spacing	<i>768 1/2</i>	<i>m</i>
" " breadth and thickness at margin plate	✓		Forecastle Deck, Angle, <i>E</i> or <i>F</i>	<i>200 x 75 x 12</i>	<i>200 x 75 x 9</i>
			Spacing	<i>711</i>	<i>m</i>

PILLARS AND DECKS.

	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
PILLARS , No. of Rows.....	two			Stringer Plate, breadth and thickness in way of Bridge FOREWARD HOLD		2100 x 9 ^m ✓
FORE CASTLE in two Decks, Size and Spacing.....	100 ^m diam	space 9-12 frame spaces apart in the pillars filled in way of windlass all as approved space 4 frame spaces apart all as approved		Thickness of Plating abreast Deck openings in way of Wells.....	8 1/2 ^m	✓
Bridge " " " 100 ^m diam				Thickness of Plating abreast Deck openings in way of Bridge.....	✓	
in Holds " " "				Thickness of Plating within line of openings...	✓	
IN MOTOR ROOM " " "	ALL as approved ✓			If Sheathed, material and thickness.....	✓	
Centre Line Bulkhead , WING-TANKS N1-4 In N°2 9 and in N°10 wing tank	5-230 x 90 x 11 1/2 5-250 x 90 x 10 5-250 x 90 x 10 1/2			Third Deck.		
Stiffeners and Spacing.....	all spaced 760 ^m	11 1/2 ^m 12 ^m		Stringer Plate, breadth and thickness.....	✓	
Plating, thickness of.....	11 ^m 11 1/2 ^m 12 ^m			If Plated, state thickness.....	✓	
in conjunction of side stringers all as approved ✓						
STRINGERS AND DECKS.				Fourth Deck.		
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells	1096 x 23 1/2	at break of Poop 30 ^m		If Plated, state thickness.....	✓	
" " " in way of Bridge	1096 x 23 1/2	at break of Bridge 29 ^m				
Angle in Wells.....	200 x 200 x 14 ^m			Poop Deck.		
Thickness of Plating abreast Deck openings in way of Wells.....	20 and 21 ^m	plating at break of Poop		Stringer Plate, breadth and thickness.....	1000 x 9 1/2	✓
Thickness of Plating abreast Deck openings in way of Bridge.....	20 and 21 ^m	at break of Poop and Bridge all as approved		Plating, Sheathing, material and thickness...	6 1/2 ^m plating 6 1/2 ^m pine deck	
Thickness of Plating within line of openings...	15 ^m			Bridge Deck.		
If Sheathed, material and thickness.....	✓			Stringer Plate, breadth and thickness.....	2195 x 10 ^m	✓
Second Deck. IN WAY OF MOTOR ROOM.	stringer plates	Remainder plates		Plating, Sheathing, material and thickness...	9 ^m	✓
Stringer Plate, breadth and thickness in Wells...	1250 x 10 ^m	9 1/2 ^m		Forecastle Deck.		
				Stringer Plate, breadth and thickness.....	1780 x 9 1/2 ^m	✓
				Plating, Sheathing, material and thickness...	9 ^m	✓

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.	
	<i>mths.</i> <i>in</i>	<i>mths.</i> <i>in</i>	<i>mths.</i> <i>in</i>	<i>mths.</i> <i>in</i>			<i>mths.</i> <i>in</i>	<i>mths.</i> <i>in</i>		<i>mths.</i> <i>in</i>	<i>mths.</i> <i>in</i>		
FLAT PLATE KEEL	1400	27 1/2	21	21		double	25	100	Quintuple	28	128	Lapped	
„ DBLG. (if any)	✓	✓	✓	✓	Bottom plating from 1/2 L forward to collision bulkhead 21 ^m	✓	✓	✓	✓	✓	✓	✓	
BOTTOM PLATING, No. of Strakes3.....	2585	18	14	15	Plating to stern frame 18 ^m and	double	22	89	Quintuple	22	99	Lapped	
BILGE PLATING, No. of Strakes1.....	2060	18	15	14	14 1/2 ^m	double	22	89	Quintuple	22	99	Lapped	
SIDE PLATING, No. of Strakes ...4.....	2400	17 1/2	13	14	at break of poop 34 ^m	treble	22	89	Quadruple	22	88	Lapped	
UPPER DECK, Sheer-strake in Wells.....	2240	28 1/2	13	17 1/2	at break 34 ^m	treble	25	100	Quintuple	28	128	Lapped	
UPPER DECK, Sheer-strake in Bridge ...	2240	28 1/2	✓		plating at counter 13 ^m	treble	25	100	Quintuple	32	142	Lapped	
STRAKE BELOW Sheer-strake in Wells.....	2400	17 1/2	✓		at break 12 ^m	treble	25	100	Quadruple	22	99	Lapped	
STRAKE BELOW Sheer-strake in Bridge ...	2400	17 1/2	✓			treble	25	100	Quadruple	22	99	Lapped	
POOP SIDE PLATING	2152		10 1/2			single & double	22	89	double	19	65	Lapped	
BRIDGE SIDE PLATING ...	2212	11 1/2	✓			double	22	89	double	19	65	Lapped	
FORECASTLE SIDE PLATING	2152		11 1/2			single	22	89	single	19	65	Lapped	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

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

Extending to Upper Deck (Sec. 3 c) 18 including peak bulkhead

Deck next below

As per Rule

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
	^m	Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD , Upper tween decks					
" " Second					
" " WING-TANKS, VERL. 10 1/2	13 ^m	230 x 90 x 11 1/2	813	838 x 10 1/2	2210 ^m
" " CENTRE-TANKS, VERL. 10 1/2	13 ^m	230 x 90 x 11 1/2	813	965 x 11 1/2	approved
" " COLLISION (in Hold) IN-TWEEN-DECK 8-4	12-8	280 x 90 x 12 1/2	610	SEMI BOX BEAM 1830	1830 ^m
" " AFTER PEAK		230 x 90 x 9 1/2	610	SEMI BOX BEAM 2100	2100 ^m

KEEL, Bar.....

STEM.....

STERN

FRAME

Speed of Vessel.....

RUDDER—Type.....

" A x D.....

" Diam. of head.....

" Mainpiece at top pintle.....

" " heel.....

" how constructed.....

" double or single plate.....

" coupling, vertical or horizontal.....

Casting or Forging.

Scantlings.

Maker's Name.

Any Departure from Approved Plans to be Noted.

Flat plate keel

rolled 274 x 73 The Harrow & Sons

Cast 274 x 73 Stahlwerk Krueger

steel 274 x 73 Dusseldorf

13 knots

Simplex, Balanced Rudder

520

forged 13 Gute Hoffmanns

11 1/4 Little O. G.

Dusseldorf

Electrically welded

double plated 16 ^m

horizontale

STEEL.

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

August Thyssen-Hütte Aktiengesellschaft, Deutsche Rohrenwerke Aktiengesellschaft

Gute Hoffmanns-Hütte, Dortmund-Hoesler-Hüttenverein

Has the Steel been tested as required by the Rules? yes

Open Hearth Process

Lloyd's Register Foundation

EQUIPMENT No. 52435												LETTER P+	ANCHORS.		
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
2423	1st Bower ...	89	1	6	stockless			63	5	0	0	90	Union stockless	Dortmund	Dortmund
2424	2nd „ ...	89	0	25	„	„	„	63	5	0	0		„	Hoerder	15-6-39
2425	3rd „ ...	89	0	19	„	„	„	63	5	0	0		„	Huttenverein	Jul Quast
	Collective weight.	267	2	22								25 1/2		Dortmund	„
2426	Stream	26	3	1	6	3	3	26	5	2	14	26 1/2	Ordinary stock	„	„

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	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.	
	Length.	Diam.	Stations.	Break- ing.	Supplied.	Per Rule.		Length.	Diam.						Length.	Cir.	Tons.	Length.	Cir.
1400	303	2 5/8	120 9/10	169 1/4	1123-1-13	1050 1/2		300	2 5/8	stud link	Hettingwerke Schleper of Grüne	Dortmund 7-12-38	Jul. Quast.	steel FOWLINE wire	130	5 1/2	84.4	130	5 1/2
														HAWSERS & WARPS	2x100	3 3/4	21.7	2x100	2 3/4
															2x100	3 3/4	21.7	2x100	2 3/4
Iron Stream Chain or Steel Wire	120	5						120	5	steel wire									

Steering Gear, Type (Power or hand) *Hydraulic direct acting* Alternative Means of Steering *Relieving tackle fitted*

Steering Chains (Size and Test) *Windlass Steam patent Emerson Walker Ltd. Boats four life boat.*

Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *✓*

Cargo Hatchways. (Upper Deck) *All oil tight hatches* Thickness of Hatches *Steel covers 12 1/2 mm*

Size of Hatchways No. 1 (Fwd.) *hold: 2440 x 3050 mm* *all oil tight hatches 1370 x 1070 mm*

Number of Shifting Beams and/or Fore and Afters *N.V. NEDERLANDSCHE SCHEEPSBOUW-MAATSCHAPPIJ*

Builder's Signature *E. B. Thijne*

GENERAL 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 *✓*

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *✓* 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 workmanship has been found good and the vessel has been built in accordance with the approved plans (Copies of which are being retained in the London Office for record, and in accordance with the instructions contained in the Secretary letters, respecting this case, and detailed on the attached form and in general conformity with the Society's Rules)

All cargo tanks, wing tanks, settling tanks, bunkers, cofferdams, deep tanks fore and after peak tank, double bottom tanks and cofferdams in motorroom have been tested by a head of water as required by the Rules and found sound and tight.

Treeboard marking verified, found correct, and cut in the vessel's side as required

Certificates of Stern frame, Rudder stock, Connection shaft, Rudder castings & tillers are sent here with

The amount of Entry Fee *£144* : Fees applied for, (Special notations, where part of class, to be stated.)

Special Survey Fee... *£8180* : 3-8-1939

Travelling Expenses, if any *£82* : Received by me, 11-8-39 *£14/8*

I am of opinion the Vessel should be Classed *+ 100 A1*

Carrying petroleum in bulk

Longitudinal framing at bottom and deck

State whether the Vessel has been built under Special Survey *yes* Signature *H. P. Fowler*

Certificate to be sent to *Amsterdam Survey* Date of issue *3/10/39* Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned

+ 100 A1

Carrying Petroleum in Bulk

Lloyd's A+C

Note Gms

Note Cms

+ LMC 703921

2013 180

Oil Eng. CH

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 vessels: Swan Hunter & Wigham Richardson Ltd. Yard N° 1561 & 1563
(~~Not classed~~ 9/16/39)
"TORINIA", "THIARA"

PARTICULARS OF ELECTRIC WELDING (if employed)

Simplex-Balanced motor. Electrically welded.
Butts of Upperdeck and Bridge deck Electrically welded.
Straps for stringers to bulkheads and shell plating Electrically welded.
Straps for brackets of Longitudinal bottom frames to bulkheads.
Straps for frame brackets to shell in way of wing tanks Electrically welded.

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

Carrying petroleum in bulk
Longitudinal framing at bottom and deck.
Bulk ^{at} ~~of~~ ^{plating} electrically welded.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	Weight 59-0-1 Cwt.	Yul. Quast. Cert: N°1383 Dortmund 5/6-39
	2nd "	Weight 59-0-16 Cwt.	Yul. Quast. Cert: N°1384 Dortmund 5/6-39
	3rd "	Weight 58-3-2 Cwt.	Yul. Quast. Cert: N°1385 Dortmund 5/6-39

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ¹⁰³ 105.45 ft., R.Q.D. ☒ ft., Bridge 45.25 ft., Forecastle 56.45 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) 19.64 ft. Over-all Length ^(Circ. 1703) 525.25 ft. ☒
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 tanks used for fresh water.
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,	28.	246.3
Double bottom, under Engines and Boilers,			After peak tank,	18.	129.6
Double bottom, if under Engines only, (AFT.)	77.5	194.	Deep tanks aft, built in tween deck	16.	107.8
Double bottom, if under Boilers only,			Deep tank, forward,	28	385.4
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity	77.5	194.	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 214

Date 21 March 1938

Dates of Surveys held while building

25-31/5, 2-3-11-13-14-15-16-17-21-22-23-24-27-28-29-30/6, 1-5-11-12-15-18-19-21-25-27/4
1-2-3-29/8, 1-2-7-8-10-12-15-16-20-21-22-23-27-28-29-30/9, 3-4-5-6-7-8-11-12-13-17-18
19-20-21-24-26-27-29-31/10, 2-5-7-9-10-14-15-16-18-21-23-25-29-30/11, 1-5-6-7-9-13-14-17
19-20-21-22-23-27-28-29/12-1938.
2-3-5-10-13-16-17-20-21-25-26-30/1, 1-2-3-4-6-7-8-9-10-11-13-14-16-17-18-20-22-23-24-25-27/2,
1-2-3-7-9-10-14-15-16-20-24-27-29-31/3, 3-8-12-13-15-17-19-21-26-27-28/4, 1-3-4-5-16-20-23-26
30/5, 2-3-6-7-9-10-13-15-20-22-23-24-26-27-28-29-30/6, 1-3-4-6-7-12-14-15-17
20-21-22-24-25-27/4-39

Total No. of Visits 196

Rpt. 1*.

Amsterdam upot 15438A

AUG -4 1939

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.				
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.	
		$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	Diam. Ins.	Speng. Ins.	Inches.	Number.	Diameter. Inches.
Framing of L, L or C		$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$					
Frames in Bridge 'tween Decks ...		<i>H. S. Tubia</i>																
Frames from Uppermost Continuous Deck No. 1		<i>All ordinary side frames, as per report.</i>																
" 2																		
<i>In wing tanks</i>																		
Upper most stringer		610 x 10 1/2	✓	610 x 10 1/2	✓	610 x 10 1/2	✓	610 x 10 1/2	✓	610 x 10 1/2	✓	610 x 10 1/2	✓	to shell				
" 5		610 x 10	✓	610 x 10	✓	610 x 10	✓	610 x 10	✓	610 x 10	✓	610 x 10	✓	to longitudinal bulkhead				
" 6		90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	face bar to stringers				
" 7		460 x 10 1/2	✓	460 x 10 1/2	✓	460 x 10 1/2	✓	460 x 10 1/2	✓	460 x 10 1/2	✓	460 x 10 1/2	✓	Studs in way of transverses				
<i>2nd stringer</i>		685 x 10 1/2	✓	685 x 10 1/2	✓	685 x 10 1/2	✓	685 x 10 1/2	✓	685 x 10 1/2	✓	685 x 10 1/2	✓	to shell				
" 8		685 x 10	✓	685 x 10	✓	685 x 10	✓	685 x 10	✓	685 x 10	✓	685 x 10	✓	to longitudinal bulkhead				
" 9		90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	face bar to stringers				
<i>1st stringer</i>		462 x 10 1/2	✓	462 x 10 1/2	✓	462 x 10 1/2	✓	462 x 10 1/2	✓	462 x 10 1/2	✓	462 x 10 1/2	✓	to shell				
" 11		462 x 10	✓	462 x 10	✓	462 x 10	✓	462 x 10	✓	462 x 10	✓	462 x 10	✓	to longitudinal bulkhead				
" 12		90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	face bar to stringers				
" 13		462 x 10 1/2	✓	462 x 10 1/2	✓	462 x 10 1/2	✓	462 x 10 1/2	✓	462 x 10 1/2	✓	462 x 10 1/2	✓	to shell & longitudinal bulkhead				
<i>extra stringer in forward wing tank</i>		90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	face bar to stringers				
" 15		90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	face bar to stringers				
" 16																		
Spacing of Longitudinal Frames		Amidships																
		At Ends																
Double Bottoms		Tank Top Longitudinals																
" 1		Bottom																
Spacing of Longitudinals		Amidships																
		At Ends																
Transverses.		$\frac{m}{m}$																
<i>In wing tanks</i>		Depth and Thickness	965 x 11	✓	965 x 11	✓	965 x 11	✓	965 x 11	✓	965 x 11	✓	965 x 11	✓				
		Face Angles single	150 x 90 x 12 1/2	✓	150 x 90 x 12 1/2	✓	150 x 90 x 12 1/2	✓	150 x 90 x 12 1/2	✓	150 x 90 x 12 1/2	✓	150 x 90 x 12 1/2	✓				
		Lugs to Shell* joggled	150 x 150 x 11	✓	150 x 150 x 11	✓	150 x 150 x 11	✓	150 x 150 x 11	✓	150 x 150 x 11	✓	150 x 150 x 11	✓				
		BACKBARS	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓				
<i>In Upper 'tween Decks.</i>		Depth and Thickness	1931 x 1295/840 x 11	✓	1931 x 1295/840 x 11	✓	1931 x 1295/840 x 11	✓	1931 x 1295/840 x 11	✓	1931 x 1295/840 x 11	✓	1931 x 1295/840 x 11	✓				
		BRACKETS TO SHELL	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓				
		BRACKETS TO LONGITUDINAL	1931 x 1295/840 x 11	✓	1931 x 1295/840 x 11	✓	1931 x 1295/840 x 11	✓	1931 x 1295/840 x 11	✓	1931 x 1295/840 x 11	✓	1931 x 1295/840 x 11	✓				
		Lugs to Shell* bulkhead	1931 x 1295/840 x 11	✓	1931 x 1295/840 x 11	✓	1931 x 1295/840 x 11	✓	1931 x 1295/840 x 11	✓	1931 x 1295/840 x 11	✓	1931 x 1295/840 x 11	✓				
		Depth and Thickness	1220 x 11 1/2	✓	1220 x 11 1/2	✓	1220 x 11 1/2	✓	1220 x 11 1/2	✓	1220 x 11 1/2	✓	1220 x 11 1/2	✓				
		Face Angles	150 x 100 x 16	✓	150 x 100 x 16	✓	150 x 100 x 16	✓	150 x 100 x 16	✓	150 x 100 x 16	✓	150 x 100 x 16	✓				
<i>In CENTRE TANKS</i>		Lugs to Shell*	150 x 150 x 11	✓	150 x 150 x 11	✓	150 x 150 x 11	✓	150 x 150 x 11	✓	150 x 150 x 11	✓	150 x 150 x 11	✓				
		" " Back Bars	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓	90 x 90 x 11	✓				
		Brackets	1955 x 1900 x 11 1/2	✓	1955 x 1900 x 11 1/2	✓	1955 x 1900 x 11 1/2	✓	1955 x 1900 x 11 1/2	✓	1955 x 1900 x 11 1/2	✓	1955 x 1900 x 11 1/2	✓				
Spacing of Transverse Frames			3074	✓	3074	✓	3074	✓	3074	✓	3074	✓	3074	✓				
Longitudinal Beams of		UPPER Bridge Deck	1680 x 10	✓	150 x 90 x 12 1/2	✓	Centre girder											
" 1		Upper	230 x 90 x 11	✓	230 x 90 x 11	✓	In centre & wing tanks											
" 2		Second	Forward and aft				transverse beams											
" 3		Third					as per report											
Spacing of Transverse Beams																		

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.

1m.10.29, T.

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.

Character assigned

+ 100 171

Barrage Port de la B. M.

005377-005386-000833

Lloyd's Register
Foundation