

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

No

Date First Survey 27th of March 1935 Last Survey 14th July

Single Screw Motor vessel "MIRALDA" (machinery fitted aft)

1936

I'll scantling

State Type of Erections *POOP-BRIDGE AND FORECASTLE*

CLASS

State if with freeboard }
as condition of Class }

Built at Amsterdam

Length from fore part of stem to after part of stern } L 460.
post on summer L.W.L. See Sec. 3 (1a)

Launched 25 April 1936 Yard No. 236

Total

Breadth (*greatest moulded*) B 50

Builders N. V. Neupert, Schaefer & H. 14

Gross Tonnage 8002.56

Depth, at middle of length from top of keel to top) 59.

Owners N.V. Petroleum H^o La Corona

Register Tonnage 4746.04

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

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

REGISTERED DIMENSIONS.

Length 141.09 = 462.93

adth $18,00 = 59,33$

th 10.32 = 33.88

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel } 13, 52

Residence i Gravenhage

Port of Registry *is* *Gravenhage*

If surveyed while building, afloat, or in dry dock

Draught Moulded 27-5 ³/₈

whilst curling

FRAMES, DOUBLE BOTTOM AND BEAMS.

2m.11.34. T.

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.....	<i>two</i>		Stringer Plate, breadth and thickness in way of Bridge	<i>✓</i>	
<i>FORECASTLE</i>			Thickness of Plating abreast Deck openings in way of Wells	<i>✓</i>	
in <i>Tween Decks</i> , Size and Spacing	<i>45 m diam Spaced 3 frame spaces apart</i>		Thickness of Plating abreast Deck openings in way of Bridge	<i>✓</i>	
<i>BRIDGE</i> " " " "	<i>90 m diam Spaced 4 frame spaces apart</i>		Thickness of Plating within line of openings...	<i>✓</i>	
in <i>Holds Poop</i> " " "	<i>Steel division bulkheads</i>		If Sheathed, material and thickness	<i>✓</i>	
<i>FORWARD hold</i> " " "	<i>130x130x11 1/2 + one pillar</i>				
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	<i>280x90x11 and 250x90x10 1/2 spaced 481 m apart</i>		Stringer Plate, breadth and thickness.....	<i>✓</i>	
Plating, thickness of	<i>11 1/2 - 11 and 10 m all as approved.</i>		If Plated, state thickness.....	<i>✓</i>	
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	<i>✓</i>	
Stringer Plate, breadth and thickness in Wells	<i>2420x19 1/2 m</i>		If Plated, state thickness	<i>✓</i>	
" " " " in way of Bridge	<i>19 1/2 m at breaks 22 1/2 m</i>		Poop Deck.		
" Angle in Wells	<i>180x180x 14 1/2 m</i>		Stringer Plate, breadth and thickness	<i>940x9 1/2 m</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>19 m</i>		Plating, Sheathing, material and thickness ..	<i>6 1/2 m sheathed with 64 m pitch pine</i>	
Thickness of Plating abreast Deck openings in way of Bridge	<i>19 m</i>		Bridge Deck.		
Thickness of Plating within line of openings...	<i>14 m</i>		Stringer Plate, breadth and thickness.....	<i>2280x10 m</i>	
If Sheathed, material and thickness	<i>not sheathed</i>		Plating, Sheathing, material and thickness ..	<i>8 1/2 m not sheathed</i>	
Second Deck, FORWARD AND AFT.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	<i>9 and 10 m</i>		Stringer Plate, breadth and thickness.....	<i>900x9 1/2 m sheathed</i>	
			Plating, Sheathing, material and thickness ..	<i>9 and 11 1/2 m with 64 m pitch pine</i>	

SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled?			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		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>Feet.</i> <i>m</i>	<i>Inches.</i> <i>m</i>	<i>Inches.</i> <i>m</i>	<i>Inches.</i> <i>m</i>			<i>Inches.</i>	<i>Inches.</i>		<i>Inches.</i>	<i>Inches.</i>	
FLAT PLATE KEEL	2200	22	19 1/2	19 1/2		double	1	4	five	1	4	Lapped
„ DBLG. (if any)	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>In way of 18" 4" cargo tank and forward deep tank 18 1/2 m/m</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
BOTTOM PLATING, No. of Strakes3.....	<i>A 1810</i> <i>B 2500</i> <i>C 2590</i>	<i>14</i> <i>16</i> <i>16</i>	<i>13 1/2</i> <i>15</i> <i>14</i>	<i>14</i> <i>13</i> <i>13</i>		double	7/8	3 1/2	four	7/8	3 1/2	Lapped
BILGE PLATING, No. of Strakes1.....	<i>D 2350</i> <i>E 1950</i>	<i>16</i> <i>16</i>	<i>14</i> <i>12 1/2</i>	<i>15</i> <i>13</i>	<i>Plating to stern frame 16 m</i>	double	7/8	3 1/2	four	7/8	3 1/2	Lapped
SIDE PLATING, No. of Strakes3.....	<i>F 2400</i> <i>G 1250</i>	<i>16</i> <i>26</i>	<i>12 1/2</i> <i>12 1/2</i>	<i>13</i> <i>13 1/2</i>		double	7/8	3 1/2	four	7/8	3 1/2	Lapped
UPPER DECK, Sheer-strake in Wells.....	<i>1250</i>	<i>26</i>	<i>12 1/2</i>	<i>13 1/2</i>								
UPPER DECK, Sheer-strake in Bridge ...	<i>1250</i>	<i>25 1/2</i>			<i>at break 30 1/2 m</i>	double	1	4	five	1 1/8	4 1/2	Lapped
STRAKE BELOW Sheer-strake in Wells.....	<i>H 2100</i>	<i>19</i>	<i>12 1/2</i>	<i>13 1/2</i>	<i>See sister ship</i>	double	1	4	four	1	4	Lapped
STRAKE BELOW Sheer-strake in Bridge ...	<i>H 2100</i>	<i>19</i>	<i>12 1/2</i>	<i>13 1/2</i>	<i>Rotula + c</i>	double	1	4	four	1	4	Lapped
POOP SIDE PLATING				<i>10</i>	<i>11 m at break</i>				<i>three & two</i>	<i>3/4</i>	<i>2 5/8</i>	Lapped
BRIDGE SIDE PLATING ...		<i>11</i>							<i>two</i>	<i>3/4</i>	<i>2 5/8</i>	Lapped
FORECASTLE SIDE PLATING			<i>11</i>			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)	<i>14</i>
" Deck next below	<i>1 (after peak tank bulkhead)</i>
As per Rule	

STIFFENERS.

	Plating Thickness.				
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks		<i>5</i>			
CENTRE TANKS, Second	<i>13-10 1/2</i>	<i>250x90x10</i>	<i>8245</i>	<i>840x10</i>	<i>as per approved plan</i>
WING TANKS, Third	<i>12 1/2 - 10-9 1/2</i>	<i>250x90x10</i>	<i>762</i>	<i>813x10</i>	<i>as per approved plan</i>
" Holds		<i>5</i>			
COLLISION (in Hold)	<i>To Tank Deck 12-8"</i> <i>To Upper Deck 12-6 1/2"</i>	<i>230x90x10 1/2</i> <i>136x45x8</i>	<i>610</i>	<i>SEMIBOX BEAM AND DEEP LARK DECK 1500</i> <i>COILER ROOM DECK 610</i>	<i>610</i>
AFTER PEAK	<i>11-8-7 1/2</i>	<i>250x90x10</i>	<i>610</i>	<i>610 below tank deck</i>	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	<i>Flat plate keel</i>			
STEM	<i>Roller 254x70</i>		<i>Dortmunder Hoerder</i>	
STERN FRAME { Propeller Post	<i>Casting as per approved plan</i>		<i>Ruhr Stahl A.G.</i>	
{ Rudder "	<i>✓</i>		<i>Stahlwerk Krüger of Düsseldorf</i>	
Speed of Vessel	<i>55 m</i>	<i>12 knots</i>		
RUDDER—Type	<i>Ordinary</i>	<i>fitted between arms</i>		
" A x D	<i>446</i>			
" Diam. of head	<i>350</i>		<i>Gutehoffnungshütte</i>	
" Mainpiece at top pintle	<i>350</i>		<i>A.G. Düsseldorf</i>	
" " heel ...	<i>265</i>			
" how constructed	<i>arms shrunk on and keyed to</i>			
" double or single plate	<i>single plate 30 m</i>			
" coupling, vertical or horizontal	<i>horizontal</i>			

STEEL.

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

David Colvilles & Sons Ltd. Deutsche Rohren-werke AG. August Thyssen. Society Anonyme d'Acier, Harbours.
Dortmunder Hoerder. Hütten verein AG. Society Anonyme de La Fabrique de fer de Charleroi.

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

Rpt. 1*.

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.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Number.		Diameter.	
Framing of L, L or C																		
Frames in Bridge 'tween Decks ...																		
Frames from Uppermost Continuous Deck No. 1																		
" 2																		
" 3																		
" 4																		
" 5																		
" 6																		
" 7																		
" 8																		
" 9																		
" 10																		
" 11																		
" 12																		
" 13																		
" 14																		
" 15																		
" 16																		
Spacing of Longitudinal Frames.		Amidships			At Ends													
Double Bottoms		Tank Top Longitudinals																
or C		Bottom																
Spacing of Longitudinals		Amidships																
		At Ends..																
Transverses.																		
In Bridge 'tween Decks		Depth and Thickness																
		Face Angles																
		Lugs to Shell*																
In Upper 'tween Decks.		Depth and Thickness																
		Face Angles																
		Lugs to Shell*																
Bottom TRANSVERSES		Depth and Thickness																
In Hold.		Face Angles double																
		Lugs to Shell*																
		" " Back Bars ...																
		Brackets																
Spacing of Transverse Frames		3124			3124			3124			3124							
		* State if joggled or liners.																
Longitudinal Beams of L or E		Bridge Deck ...																
		Upper centre tanks																
		Second wing tanks																
		Third																
		forward																
		and aft																
		transverse																
		framing																

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.

EQUIPMENT No. 44265										LETTER C +	ANCHORS.				
Number of Certificate.	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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				
1945	1st Bower ...	73	2	19	stockless			55	15	0	0	8 1/2	Union Stockless	Reuss Dortmund	Duesseldorf 8/14-36
1946	2nd " ...	73	2	15	"	"		55	15	0	0		" " "	Hoerder Ruten	Karl Hauf
1947	3rd " ...	73	2	15	"	"		55	15	0	0		" " "	Reuss R.G. Dortmund	
	Collective weight.	220	3	21								2 19 1/2			
1948	Stream	22	1	17	5	3	24	22	15	0	0	22	Ordinary stock		

CHAIN CABLES.										HAWERS 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.	Statu-tory.	Break-ing.	Supplied.		Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.		Cwts.	Fathoms.	Ins.						Fathoms.	Ins.	Tons.	Fathoms.	Ins.
1266	301	2 7/16	106 9/16	149 5/8	966-3-6		890 1/4	300	2 7/16	stud link	Reuss Kettenwerke - Schleper of Grune W.	Düsseldorf 8/6-36 Jul Quade	TOWLINE...	130	5 1/4	44 1/2	130	5 1/4	
													HAWERS & WARPS	2x100	3 1/4	21.7	2x100	3 1/4	
													"	2x100	3 1/4	21.7	2x100	3 1/4	
Iron Stream Chain or Steel Wire	120	5	52.8					120	5	steel wire			"						

Steering Gear, Steam *Hydraulic direct acting* Steering Gear, Hand *Relieving tackle fitted*

Boats *four life boats* Steering Chains, Size and Test *✓* Windlass *Steel steam patent*

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 50*

Size of No. 1 Hatchway (Forward) *hold No. 2 2756 x 3050 No. 3 and all oil tight hatches No. 6 1220 x 915 mm*

Number of Shifting Beams and/or Fore and Afters *✓*

Builder's Signature *[Signature]*

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.

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's letters respecting this case, detailed on the attached form, and in general conformity with the Society's Rules. All cargo tanks, wing tanks, settling tanks, bunkers, cofferdams, steep tank fore and after peak tank, double bottom tanks, in motor room, lubricating oil tanks, 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. Certificates of Stern frame, Rudder and Tellers are sent herewith.

The amount of Entry Fee *£120.-* : Fees applied for, *19* (Special notations, where part of class, to be stated.)

Special Survey Fee.... *£4200.-* : Received by me, *R.H. 7/8/1936*

Travelling Expenses, if any *£60.-* : I am of opinion the Vessel should be Classed *+ 100 A*

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

Certificate to be sent to *Rotterdam* Date of issue *24/8/36* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRL 7 AUG 1936*

Character assigned *+ 100 A*

Carrying petroleum in bulk

Lloyd's excl. + Limb 7.36 D.B. 180 H

Write Amsterdam *oil exp. Ch.*

[Signature]

The Surveyor are requested not to write on or below the Committee's Minute.

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. MACOMA" Neederl. Scheepsb. Maatsch. No. 235
Amsterdam report No. 13698

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 at Deck."

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower Weight 48-0-24 Cwts Karl Haufs Cert: N° 10352 Dusseldorf 27/3-36
2nd " Weight 48-1-14 Cwts Karl Haufs Cert: N° 10353 Dusseldorf 27/3-36
3rd " Weight 48-1-21 Cwts Karl Haufs Cert: N° 10354 Dusseldorf 27/3-36

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ☒ ft., Bridge ft., Forecastle 40 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

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

Official No. ; Signal Letters Is bottom of vessel coated with cement in peaks if not give particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. 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,	64	157	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	24.45	264
Double bottom, forward,			Other tanks, if fitted, Fuel bunkers	6.5	270
	Total capacity of double bottom	157	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 101

Date 10 Febr 1935

Dates of Surveys held while building

27/3 1-15-30/4, 1-3-7-10-15-18-21-23-25-28-31/5, 3-4-6-7-11-13-14-18-29/6, 2-3-4-5-8-9-10-11
12-15-16/4, 5-6-8-9-12-13-15-16-19-20-21-22-23-26-27-29-30-31/8, 2-4-6-9-11-12-14-17-19-21-24-26
28-30/9, 1-2-4-9-16-17-18-23-24-26-29-30/10, 2-5-6-7-8-12-13-18-21-25-29/11, 3-5-7-10-11-13-16-17-18-20
24-28-30/12-1936 2-4-8-9-15-17-20-22-24-28-31/1, 3-6-7-11-20-21-26/2, 6-9-17-21-26-30-31/3
1-3-7-8-15-17-18-21-22-25-27-30/4, 2-4-9-11-14-20-26-28/5, 4-5-8-9-10-15-17-18-20-22-25-30/6
6-9-11-15-17/4-1936

Total No. of Visits 105