

Rpt. 1

RECEIVED

STEEL ~~STEAMER~~ MOTORSHIP.

Received at London Office

JAN 1944

14 JAN 1944

IN D.O.

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 6th JAN 1944 Port of GLASGOW No. 67930Survey held at GLASGOW Date First Survey 25th Sept 1942 Last Survey 29th DECEMBER 1943On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SINGLE SCREW MOTOR VESSEL "SAN VITO" (MACHINERY AFT)State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING State Type of Erections P, B & F, CLETONNAGE under } 7233.70
Tonnage Deck ... }Do. of space or spaces
between Tonnage Dk.
and Upper Dk.7233.70Gross Tonnage 8163.07Register Tonnage 4824.98

REGISTERED DIMENSIONS.

FEET

Length 463.2Breadth 61.2Depth 33.10CLASS 100A1State if with freeboard
as condition of Class No.Length from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a) 460.0Breadth (greatest moulded) B 61.0Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c) D 33.251st Longitudinal Number (L x D) 15295.02nd Numeral L x (B + D) 43355.0Framing Depth "d," at middle of length. See
Sec. 3 (1d) ✓Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel 13.83Do. Long Bridge to
top of keel ✓Draught Moulded 26' 10 1/2"Built at GLASGOWLaunched 2nd NOVEMBER 1943 Yard No. 11835Builders HARLAND & WOLFF LTDOwners EAGLE OIL & SHIPPING CO LTD

Managers

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry LONDON

If surveyed while building, afloat, or in dry dock

BUILDING & Afloat.

FRAMES, DOUBLE BOTTOM AND BEAMS.

LONGIT. FRAMING SEE PAGE 5

INCHES IN SHIP.

Any Departure from
Approved Plans to
be Noted.

INCHES IN SHIP.

Any Departure from
Approved Plans to
be Noted.

FRAMES, Spacing amidships

31"FW & BA OF FW COFFERDAM
from 1/2 length amidships to
Collision bulkhead26"

in peaks

24"

SIDE FRAMING.

Frame Amidships, Angle, E or C10 3 1/2 40

Extends up to

UPPER DECK

Reversed Frame Amidships, Angle

Extends up to

Depth of Framing Girder

10"Frames in Uppermost Continuous 'tween
Decks, Angle, E or CSecond 'tween Decks, Angle, E or C

Third

IN DEEP TANK FW
from 1/2 len. for d. to 15% len. from
Stem11 3 1/2 44in Peaks, Angle or E8 3 1/2 42Diameter and Spacing of Rivets through
Frame and Shell Plating amid-
ships7/8 @ 4 7/8
1" @ 5 1/2

State if Frame Joggled

YESAre the scantlings and arrangements in the
Panting Area in accordance with the Rules
and as approved?YESAre the scantlings and arrangements in way
of the Bottom Forward in accordance with
the Rules and as approved?YES

SINGLE BOTTOM. DEEP TANK FW

Floors, Depth and thickness at mid-line in
Holds48 x 38Height of Brackets at side above
base line at toe of frame7'-0"Middle Line Keelson, on Floors, Angles,
E or CCA LINE BA Through Plate or Inter-
costal Plate41 x 34Foundation Plate on
Floors

Flat Plate Keel Angles

4 4 50

Side Keelsons, No. each side

0 NE

thickness of Intercoastal Plate

3 3 40

Angles

6 6 44

DOUBLE BOTTOM. ENGINE ROOM.

Solid Floors, thickness and spacing

50 x 42Are Frame and Reversed Frame
joggled?YESBracket Floors, breadth and thickness at
middle linebreadth and thickness at
margin plate

Bracket Floors, Frame

Reversed Frame

Vertical Struts

Centre Girder, depth and thickness amidships

top Angles DOUBLEbottom Angles DOUBLE

Side Girders, No. each side and thickness

Margin Plate depth (excl. of flange) and
thickness LEVEL TANK

Vertical Angle to Tank side

Bracket abaft 1/2 len. from
stem

Vertical Angle to Tank side

Bracket from forward 1/2 len.
from stem to Panting AreaGussets, spacing and scantling
abaft 1/2 len. from stemGussets, spacing and scantling
from forward 1/2 len. from stem
to Panting AreaTank Side Brackets, height above base line
at toe of Frame and thickness

INNER BOTTOM PLATING. ENGINE ROOM

Breadth and thickness of Middle Line Strake

Thickness of remainder in Holds

Are Rule requirements complied with regard-
ing increases of scantlings in way of double
bottom in E. & D. space and framing in
Oil Bunkers and Boiler Room?

BEAMS.

Uppermost Continuous Deck, amidships in
Way, Angle, E or CSpacing EVERY FRAMESecond Deck, amidships, Angle, E or CSpacing EVERY FRAMEThird Deck, amidships, Angle, E or CSpacing EVERY FRAMEFourth Deck, amidships, Angle, E or CSpacing EVERY FRAMEPoop Deck, Angle, E or CSpacing EVERY FRAMEBridge Deck, Angle, E or CSpacing EVERY FRAMEForecastle Deck, Angle, E or CSpacing EVERY FRAME

PILLARS AND DECKS.									
PILLARS, No. of Rows		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
Stringer Plate, breadth and thickness in way of Bridge									
Thickness of Plating abreast Deck openings in way of Wells						36			
Thickness of Plating abreast Deck openings in way of Bridge						34			
Thickness of Plating within line of openings						34			
If Sheathed, material and thickness						36			
Fourth Deck. Stringer Plate, breadth and thickness		10 3/2 42 BAs.		EVERY FRAME		60 x 40			
Plating, thickness of		10 3/2 42 BAs.		EVERY FRAME		36			
Stringers and Decks. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells		90 x 78				36			
" " " " in way of Bridge		90 x 78				36			
" " " " Angle in Wells		6 6 5/8				36			
Thickness of Plating abreast Deck openings in way of Wells		76 x 60		AS APPROVED		36			
Thickness of Plating abreast Deck openings in way of Bridge		72 x 60		AS APPROVED		36			
Thickness of Plating within line of openings						36			
If Sheathed, material and thickness						36			
Second Deck. Stringer Plate, breadth and thickness in Wells		76 x 50 x 40		36		36			
SHELL PLATING.									
SCANTLINGS.				RIVETING.					
STRAKES.				UPPER EDGES.					
AS IN VESSEL.				State if jogged?					
AMIDSHIPS.				NO.					
BREADTH.				RIVETS.					
THICKNESS.				No. of Rows of Rivets.					
FORWARD.				Diam. Spacing cr. to cr.					
AFT.				Diam. Spacing cr. to cr.					
THICKNESS.				STRAPPED OR LAPPED.					
ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.									
Flat Plate Keel				DOUBLE 1 4 FIVE 1 8 5 LAPPED					
" Dblg. (if any)									
Bottom Plating, No. of Strakes				DOUBLE 7 8 3 5 FOUR 7 8 3 5 LAPPED					
Bilge Plating, No. of Strakes				DOUBLE 7 8 3 44 FOUR " " "					
Side Plating, No. of Strakes				DOUBLE 20 7 8 3 44 FOUR " " "					
Upper Deck, Sheer-strake in Wells				DOUBLE 1 1 3 8 75 FIVE 1 8 1 5 8 4 5					
Upper Deck, Sheer-strake in Bridge				DOUBLE 1 1 3 8 75 FIVE 1 8 1 5 8 4 5					
Strake below Sheer-strake in Wells				DOUBLE 1 1 3 8 75 FOUR 1 4					
Strake below Sheer-strake in Bridge				DOUBLE 1 1 3 8 75 FOUR 1 4					
Poop Side Plating (ONE STRAKE)				DOUBLE 3 4 2 6 25					
Bridge Side Plating (ONE STRAKE)				DOUBLE " " "					
Forecastle Side Plating				SINGLE 3 4 3 SINGLE " " "					
WATERTIGHT BULKHEADS.									
FORGINGS AND CASTINGS.									
Total No. of W.T. BULKHEADS in Vessel— 17									
Extending to Upper Deck (Sec. 3 c) 17									
" Deck next below									
As per Rule APPROVED 17									
STIFFENERS.									
VERTICAL.									
HORIZONTAL.									
SCANTLINGS.									
SPACING.									
SCANTLINGS.									
SPACING.									
MIDSHIP BULKHEAD, Upper Deck									
" " Second " " "									
" " Third " " "									
" " Holds									
COLLISION (in Hold)									
AFTER PEAK									
STEEL.									
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) COLVILLES LTD									
The Steel Co. of Scotland Ltd, The Lanarkshire Steel Co Ltd, Smith & McLean Ltd									
(OPEN HEARTH PROCESS)									
Has the Steel been tested as required by the Rules? YES									

PARTICULARS OF LONGITUDINAL FRAMING.									
FRAMING.		AMIDSHIPS.		ENDS.		Any Departure from Approved Plans to be Noted.		RIVETING.	
In Ship.		In Ship.		In Ship.		In Ship.		In Ship.	
Ins.		Ins.		Ins.		Ins.		Ins.	
Framing of L & C		20 7 3 40		TRANSVERSE FRAMING IN POOP & FORECASTLE		3 4 4 2		7 7 8	
Frames in Bridge 'tween Decks		17 x 58 x 4 x 4 x 68		17 x 58 x 4 x 4 x 68		7 8 5 4		11 @ 3 1/8	
Frames from Uppermost Continuous Deck CENTRE GIRDER No. 1		17 x 58 x 4 x 4 x 68		17 x 58 x 4 x 4 x 68		7 8 5 4		11 @ 3 1/8	
" 2		" " " "		" " " "		" " " "		" " " "	
" 3		" " " "		" " " "		" " " "		" " " "	
" 4		LONGITUDINAL BULKHEAD		" " " "		" " " "		" " " "	
" 5		17 x 58 x 4 x 4 x 68		17 x 58 x 4 x 4 x 68		7 8 5 4		11 @ 3 1/8	
" 6		" " " "		" " " "		" " " "		" " " "	
" 7		12 3 1/2 50		12 3 1/2 50		" " " "		" " " "	
" 8		" " " "		" " " "		" " " "		" " " "	
" 9		" " " "		" " " "		" " " "		" " " "	
" 10		" " " "		" " " "		" " " "		" " " "	
" 11		" " " "		" " " "		" " " "		" " " "	
" 12		" " " "		" " " "		" " " "		" " " "	
" 13		" " " "		" " " "		" " " "		" " " "	
" 14		" " " "		" " " "		" " " "		" " " "	
" 15		" " " "		" " " "		" " " "		" " " "	
" 16		" " " "		" " " "		" " " "		" " " "	
Spacing of Longitudinal Frames		36		36		" " " "		" " " "	
Amidships		36		36		" " " "		" " " "	
At Ends		36		36		" " " "		" " " "	
Double Bottoms L & C		Bottom		DOUBLE BOTTOM IN MOTOR ROOM ONLY, FRAMED TRANSVERSELY.		" " " "		" " " "	
Spacing of Longitudinal Frames		Amidships		" " " "		" " " "		" " " "	
At Ends		" " " "		" " " "		" " " "		" " " "	
Transverses.									
BRIDGE									
(in 'tween Decks)									
Depth and Thickness									
Face Angles									
Lugs to Shell									
Bottom									
(in Hold)									
Depth and Thickness									
Face Angles									
Lugs to Shell									
WING TANKS									
Depth and Thickness									
Face Angles									
Lugs to Shell									
Bottom									
CR TANKS									
Depth and Thickness									
Face Angles									
Lugs to Shell									
" " Back Bars									
Brackets									
Spacing of Transverse Frames									
State if jogged or liners.									
Longitudinal Beams of L & C									
Bridge Deck									
Upper									
Second									
Third									
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.									
Im. 237. T.									
Carrying Petroleum in Bulk.									
Longitudinal Framing at Bottom & at Deck									
Linas used									
+ Linc 12.43 Oil Rig 2020									
2 NB 180 lb.									
Note:—Ligne.									

EQUIPMENT No. <u>45108.97</u>												LETTER <u>CT</u>	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.				
<u>44300</u>	1st Bower	<u>74</u>	<u>0</u>	<u>14</u>	<u>7</u>	<u>-</u>	<u>-</u>	<u>56</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>73-1-0</u>	<u>BEERS STOCKLESS</u>	<u>-</u>	<u>SUNDERLAND 7/9/43 R. J. YOGAN</u>
<u>43920</u>	2nd "	<u>72</u>	<u>3</u>	<u>7</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>55</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>73-1-0</u>	<u>"</u>	<u>-</u>	<u>" 22/6/43 " "</u>
	3rd "											<u>73-0-0</u>			
	Collective weight											<u>219-2-0</u>			
<u>2180</u>	Stream	<u>22</u>	<u>1</u>	<u>21</u>	<u>5</u>	<u>2</u>	<u>21</u>	<u>22</u>	<u>15</u>	<u>0</u>	<u>0</u>	<u>22-0-0</u>	<u>RODGERS ORDINARY</u>	<u>HINGLEY & SONS LTD</u>	<u>NETHERTON 12/8/43 J.A. RELF.</u>

see letter 24.1.44										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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.	Length.	Cir.
3417	300	2 1/8	113 1/2	159 1/2	733-1-14	-	300	2 1/8	TAYCO STUD LINK	S. TAYLOR LTD	NETHERTON 4/9/43	TOWLINE	130	5 1/4	77.5	130	5 1/4		
"	2 SPARE END SHACKLES				2-1-0					" " "	" " " "	HAWSERS & WARPS }	2@120	3 3/4	29.3	2@100	2 3/4		
"	2	"	JOINING	"	1-1-24					" " "	" " " "		2@120	3 3/4	29.3	2@100	2 3/4		
Leam Stream cable Steel Wire	120	5		52.8			120	5	G.S.W.	BRITISH ROPES									

Steering Gear, Type (Power or hand) STEAM HYDRAULIC BY J. HASTIE & CO Alternative Means of Steering BLOCKS & TACKLE

Steering Chains (Size and Test) NONE Windlass STEAM BY EMERSON WALKER Boats 4 STEEL BOATS

Ceiling in Holds, thickness and material NONE Cargo Battens, thickness, material and spacing NONE

Cargo Hatchways.—(Upper Deck) STEEL OIL HATCHES 4'-0" DIA., 10" HIGH x 3/4" THICK Thickness of Hatches STEEL COVERS 40 AT CARGO OIL HATCHES.

Size of Hatchways No. 1 (Fwd.) 8'-8" x 14'-0" No. 2 27 CARGO No. 3 " No. 4 " No. 5 " No. 6 "

Number of Shifting Beams and/or Fore and Afters NONE OIL HATCHES 4'-0" DIA.

Builder's Signature For HARLAND AND WOLFF, LIMITED
R. J. YOGAN
Sovay Secretary.

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 MOTORSHIP

(b) 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).

THIS SHIP HAS BEEN BUILT IN CONFORMITY WITH THE SOCIETY'S RULES & REGULATIONS AND THE SECRETARY'S LETTERS.

THE SCANTLINGS & ARRANGEMENTS ARE IN ACCORDANCE WITH, OR EQUIVALENT TO, THOSE SHOWN ON THE APPROVED PLANS, THE MATERIALS & WORKMANSHIP ARE GOOD.

CARGO OIL TANKS, OIL FUEL BUNKERS, FOR^o & AFTER COFFERDAMS, DEEP TANK FW^o, FORE & AFTER PK TANKS, F.W. TANKS, D.B. TANKS & COFFERDAMS, BULKHEADS & DECK HAVE BEEN TESTED TO RULE REQUIREMENTS & FOUND SATISFACTORY.

THE FREEBOARD VERIFIED & MARKS CUT IN ON VESSEL'S SIDES.

BILGE SUCTIONS TRIED & FOUND SATISFACTORY

THE STEERING GEAR & WINDLASS TRIED UNDER WORKING CONDITIONS & FOUND SATISFACTORY.

OIL FUEL F.P. ABOVE 150°F IS CARRIED IN OIL BUNKERS AFT, DEEP TANK FW^o & DOUBLE BOTTOM IN MACHINERY SPACE, SECTION 20 OF THE RULES HAS BEEN COMPLIED WITH.

EQUIPMENT:—ANCHORS FITTED IN ACCORDANCE WITH WAR EMERGENCY REQUIREMENTS (ONE BOWER ANCHOR TO BE SUPPLIED TO COMPLETE THE EQUIPMENT IN ACCORDANCE WITH RULE REQUIREMENTS)

The amount of Entry Fee..... £ 11 : 0 : 0 Fees applied for, 11 JAN 1944

Special Survey Fee..... £ 606 : 2 : 0 Received by me, 19

FREEBOARD
Travelling Expenses, if any..... £ 19 : 0 : 0

I am of opinion the Vessel should be Classed 100A1
"CARRYING PETROLEUM IN BULK"
"LONGITUDINAL FRAMING AT BOTTOM & AT DECK"

State whether the Vessel has been built under Special Survey YES Signature H. J. Pyle
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to GLASGOW OFFICE Date of issue 24/2/44

Committee's Minute GLASGOW 11 JAN 1944

Character assigned -1- 100A1 12.43
Carrying Petroleum in Bulk.
Longitudinal Framing at Bottom & at Deck
1- 100A1 12.43 oil tank
2 NB 180 lb.

Note:—Eqpt.

The Surveyors are requested not to write on or below the Committee's Minutes.

1. MIDSHIP SECTION
2. SCANTLINGS IN WAY OF OIL TANKS
3. STEEL DECKS
4. RUDDER PLAN
5. STERN FRAME
6. FRAMING IN WAY OF NOS 1 & 2 AND 8 & 9 WING OIL TANKS.
7. FORE END SCANTLINGS
8. SCANTLINGS IN WAY OF MACHINERY SPACE
9. ENGINE SEATING & TANK TOP
10. AFTER END FRAMING
- 11A. OIL FUEL BUNKERS & AFTER COFFERDAM
- 12A. COFFERDAMS AT FW^d & AFTER MAIN PUMP ROOMS (2 PLANS)
13. FORE END COFFERDAM BULKHEADS
14. FORE PEAK BH^d & CHAIN LOCKER
- 15A. DETAILS OF CARGO OIL TANK STRINGERS.
16. TYPICAL TRANSVERSE O.T. BH^d
17. AUX STEERING GEAR
18. PUMPING ARRANGEMENT
- 19A. HOUSE ON POOP DECK
- 20A. HOUSE ON BRIDGE DECK
- 21A. HOUSE ABOVE UPPER BRIDGE.

FORGING RPT N° 12514 RUDDER STOCK
CASTING RPT N° 12419a RUDDER FRAME
" " N° 12419 STERN FRAME
FORGING " N° 12589 MAIN TILLER
CASTING " N° 12421 SPARE TILLER

THIS VESSEL IS A SISTER VESSEL TO M.V. "SAN YULFRANO" (HARLAND & WOLFF'S N° 11635) (GLS RPT N° 66526)

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 & AT DECK, CRUISER STERN, 1 DECK & 2ND DECK AFT CLEAR OF OIL TANKS, WIRELESS, LLOYD'S A & C.P. OIL ENGINE, DIRECTION FINDER, GYRO COMPASS, MACHINERY AFT, ECHO SOUNDING DEVICE:—ALL CABLES FITTED BUT NO INSTRUMENTS FITTED.

1st Bower. 49-2-0 INCLUDING PINS D.H. JOHNSON, CERT N° 5684, 12/6/43.
2nd " 47-3-21 " " A.E. GALLIFORD, CERT N° 4826, 19/2/43
3rd "

Particulars of composition (if fitted) and of approval: FORE PK & 2 D.B. COFFERDAMS COATED WITH "BITULAC"

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.)

Date 22.6.42

Dates of Surveys

1942 Sep 25 Nov 2 4 12 20 Dec 16 22 30 1943 Jan 5 7 13 19 21 26 28 Feb 2 9 12 16 18 24 26 Mar 3 8 11 17
22 24 29 Apr 1 7 14 22 29 May 6 10 14 19 24 28 31 Jun 3 9 14 21 23 25 29 Jul 1 13 19 21 23 26 28 Aug 1 6 10 17
19 23 25 30 Sep 2 6 8 10 13 15 17 20 22 23 24 28 30 Oct 4 6 8 11 13 14 15 16 18 19 20 24 22 25 27 28 29 30 Nov 1 2 6
10 11 16 17 19 22 23 26 29 30 Dec 6 7 8 9 10 13 14 15 20 21 22 24 27 28 29

Total No. of Visits 122