

DISCLOSED
SECTION.

STEEL STEAMER or MOTORSHIP.

Received at London Office

3 JAN 1927

State if Report has been sent on the Freeboard of the Vessel

Yes No 7367

State if Report is sent on the Machinery of the Vessel

Yes, here with

Date of completion of report 23rd December 1926

Port of Trieste

No. 7385

Survey held at Ancona

Date First Survey 3rd June 1925

Last Survey 15th December 1926.

On the (State if Machinery fitted Aft and (if Single, Twin or Triple Screw)

S. S. M. S. "MARIN SANUDO"

State Type (Full Scantling, Complete Superstructure with or without Portage Openings)

Full scantlings

State Type of Erections Three islands

TONNAGE under Tonnage Deck...

4431.44

CLASS 100 A. 1.

State if with freeboard as condition of Class

16.

FEET.

Built at Ancona

Launched Sept. 11. 1926 Yard No. 158

Builders Cantieri Navale Triestino

Owners Soc. Anonima di Nav. Vap.

Managers

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

Residence Venice

Port of Registry Venice

If surveyed while building, afloat, or in dry dock

While building.

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

Total

4431.44

Gross Tonnage

5958.43

Register Tonnage

3756.71

REGISTERED DIMENSIONS.

METRES. FEET. IT. METHOD. BRITISH METHOD.

Length 127.44 400

Breadth 16.22 53.2

Depth 7.54 25.4

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

L 400.0

Breadth (greatest moulded)

B 53.0

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 27.83

1st Longitudinal Number (L x D) = 11133.2

2nd Numeral L x (B + D) = 32333.2

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

16.395

Proportions—Depth to Length—Uppermost continuous deck to top of keel

14.37

Do. Long Bridge to top of keel

11.16

Draught Moulded

23.10/8

FRAMES, DOUBLE BOTTOM AND BEAMS.

	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	27				Bracket Floors, Frame	9	3 1/2	46	
" " from 1/2 length to Collision bulkhead	27				" " Reversed Frame	9	3 1/2	44	8 1/2 x 3 1/2 x 44
" " in peaks	24				" " Vertical Struts	9	3 1/2	44	8 1/2 x 3 1/2 x 44
SIDE FRAMING.					Centre Girder, depth and thickness amidships	4 1/2	51		
Frame Amidships, Angle, E or C	9 1/4	3 1/2	64	9 x 3 1/2 x 64	" " top Angles	3 1/2	3 1/2	48	
" " Extends up to	2nd deck				" " bottom Angles	4	11	55	
Reversed Frame Amidships, Angle					Side Girders, No. each side and thickness	1 1/2	WHERE FLANGED.		
" " Extends up to					Margin Plate depth (excl. of flange) and thickness	39	48		
Depth of Framing Girder	9 1/4				" " Vertical Angle to Tank side	3 1/2	3 1/2	41	
Frames in Uppermost Continuous 'tween Decks, Angle, E or C	7	3 1/2	36	6 1/2 x 3 1/2 x 48	" " Bracket abaft 1/2 len. from stem	5	5	40	
" " Second 'tween Decks, Angle, E or C					" " Vertical Angle to Tank side	5	5	40	
" " Third " " " "					" " Bracket forward 1/2 len. from stem	5	5	42	EVERY 2nd
Framing in Peaks, Angle or C	7 1/2	3 1/4	42	7 1/2 x 3 1/2 x 42	" " Gussets, spacing and scantling abaft 1/2 len. from stem	5	5	42	EVERY IN WAY OF PAINTING FRAMES
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8	5	5 1/4		" " Gussets, spacing and scantling forward 1/2 len. from stem	5 1/2	5 1/2	60	
State if Frame Joggled	NO.				Tank Side Brackets, height above base line at toe of Frame and thickness	68	41		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	DEEP FRAME SYSTEM AS PER APPROVED PLAN.				INNER BOTTOM PLATING.				
STRENGTHENING OF BOTTOM FORWARD. State Particulars	SOLID FLOORS AT EVERY FRAME DOUBLE RIVETED FRAMES. 2 EXTRA HALF DEPTH INTERCOSTALS. STRAKES OF PLATING IN FLAT OF BOTTOM, MAINTAIN MIDSHIP THICKNESS TO COLLISION BHD.				Breadth and thickness of Middle Line Strake	49	49		
SINGLE BOTTOM.					Thickness of remainder in Holds	41	539		
Floors, Depth and thickness at mid-line in Holds					Are Rule requirements complied with regarding increases of scantlings in way of double bottom in BULKHEADS, space and framing in Bunkers and Boiler Room?	YES			
Height of Brackets at side above base line at toe of frame					BEAMS.				
Middle Line Keelson, on Floors, Angles, E or C					Uppermost Continuous Deck, amidships in Wells, Angle, E or C	6 3/4	3 1/4	42	6 1/2 x 3 1/2 x 42
" " " Through Plate or Intercostal Plate					" " " in way of Bridge, Angle, E or C	6 3/4	3 1/4	42	6 1/2 x 3 1/2 x 42
" " " Foundation Plate on Floors					" " Spacing	EVERY			
" " " Flat Plate Keel Angles					Second Deck, amidships, Angle, E or C	6 3/4	3 1/4	42	6 1/2 x 3 x 46
Side Keelsons, No. each side					" " Spacing	EVERY			
" " thickness of Intercostal Plate					Third Deck, amidships, Angle, E or C				
" " Angles					" " Spacing				
DOUBLE BOTTOM.					Fourth Deck, amidships, Angle, E or C				
Solid Floors, thickness and spacing AT EVERY FRAME IN MOTOR SPACE UNDER THRUSTRUTS, W.T. BHD. - FORD 35 L.	38	AT EVERY THIRD FRAME.			" " Spacing				
" " Are Frame and Reversed Frame joggled?	NO				Poop Deck, Angle, E or C	6	2 1/2	28	5 1/2 x 3 x 30
Bracket Floors, breadth and thickness at middle line	31	38			" " Spacing	EVERY			
" " breadth and thickness at margin plate	31	38			Bridge Deck, Angle, E or C	6 3/4	3 1/4	36	6 1/2 x 3 1/2 x 38
					" " Spacing	EVERY			
					Forecastle Deck, Angle, E or C	8	3 1/2	38	
					" " Spacing	EVERY			

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>THREE</i> ✓ <i>QUARTER WIDELY SPACED PILLARS + CENTRE LINE PILLARS</i> <i>2 SPACES APART AS PER APPROVED PLANS.</i>				✓					
" in 'tween Decks, Size and Spacing..... ✓				✓					
" " " " " "									
" in Holds " "				✓					
" " " " "									
Centre Line Bulkhead.				✓					
Stiffeners and Spacing.....									
Plating, thickness of				✓					
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells	<i>4x</i>	<i>1'00</i>		✓					
" " " " in way of Bridge	<i>4x</i>	<i>'38</i>		✓					
" Angle in Wells	<i>6 1/2</i>	<i>6 1/2</i>	<i>'80</i>	<i>6x6x '96</i>					
Thickness of Plating abreast Deck openings } in way of Wells	<i>1'00</i>			✓					
Thickness of Plating abreast Deck openings } in way of Bridge	<i>'37 1/2</i>			✓					
Thickness of Plating within line of openings...	<i>.44</i>			✓					
If Sheathed, material and thickness				✓					
Second Deck.									
Stringer Plate, breadth and thickness in Wells...	<i>4x</i>	<i>(34)</i>		✓					
Stringer Plate, breadth and thickness in way } of Bridge	<i>4x</i>	<i>'36</i>		✓					
Thickness of Plating abreast Deck openings } in way of Wells		<i>'33</i>		✓					
Thickness of Plating abreast Deck openings } in way of Bridge		<i>'32</i>		✓					
Thickness of Plating within line of openings...		<i>'32</i>		✓					
If Sheathed, material and thickness				✓					
Third Deck.									
Stringer Plate, breadth and thickness.....				✓					
If Plated, state thickness.....									
Fourth Deck.									
Stringer Plate, breadth and thickness.....				✓					
If Plated, state thickness									
Poop Deck.									
Stringer Plate, breadth and thickness	<i>3x</i>	<i>'34</i>		<i>35x '34</i>					
Plating, Sheathing, material and thickness ...	<i>'30</i>	<i>PARTLY SHEATHED WITH 2 1/2" P. P.</i>							
Bridge Deck.									
Stringer Plate, breadth and thickness.....	<i>56</i>	<i>'54</i>		✓					
Plating, Sheathing, material and thickness ...		<i>'43</i>		✓					
Forecastle Deck.									
Stringer Plate, breadth and thickness.....	<i>32</i>	<i>'34</i>		✓					
Plating, Sheathing, material and thickness ...	<i>'34</i>	<i>SHEATHED WITH 2 1/2" P. P. PINE.</i>		✓					

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>yes.</i>			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.		
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	26	1.18	1.18	1.18	25 x 1.20 to 1.20.	DOUBLE.	1 1/8	4 1/2	FIVE	1 1/8	4 1/2	LAPPED.	
CARBOARD.													
" BBLG. (if any)	72	.64	.48	.48		"	7/8	3 3/8	FOUR.	7/8	3 1/2	"	
BOTTOM PLATING, No. of Strakes .THREE..)	72	.59	.48	.48	.46	"	7/8	"	THREE	7/8	3	"	
BILGE PLATING, No. of StrakesONE.....)	75	.59	.48	.48	.46	"	"	"	FOUR	7/8	3 1/2	"	
SIDE PLATING, No. of StrakesTWO.....)	79 1/4	.59	.48	.48	.46	"	"	"	THREE	7/8	3	"	
UPPER DECK, Sheer-strake in Wells.....)	79 1/4	.87	.48	.48		"	1	3 7/8	FOUR	1	4	"	
UPPER DECK, Sheer-strake in Bridge ...)	79 1/4	.59				"	7/8	3 3/8	THREE	7/8	3	"	
STRAKE BELOW Sheer-strake in Wells.....)	79 1/4	.75	.48	.48		"	1	3 7/8	FOUR	1	4	"	
STRAKE BELOW Sheer-strake in Bridge ...)	79 1/4	.59				"	7/8	3 3/8	THREE	7/8	3	"	
POOP SIDE PLATING40		SINGLE.	7/8	3 1/4	TWO	3/4	2 5/8	"	
BRIDGE SIDE PLATING ...	96	.59				-	-	-	FOUR.	7/8	3 1/2	"	
FORE'C'TLE SIDE PLATING			.40			SINGLE	7/8	3 1/4	TWO	3/4	2 5/8	"	

WATERTIGHT BULKHEADS.

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

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

Deck next below..... ONE

As per Rule..... *S/x*

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings	Spacing.
MIDSHIP BULKH'D,	Upper tween decks	28	5x3 1/2 x 40	30"	-	-
"	Second "	✓				
"	Third "	✓				
"	Holds	36x32 7/8 x 3 1/2 x 38	24		✓	✓
COLLISION	(in Hold)	4 1/2 x 23 1/2 x 3 1/2 x 46	24		ONE SEMI BOX BEAM.	
AFTER PEAK	"	6 1/2 x 32 1/2 x 4 1/2 x 68	24		TUNNEL RECESS.	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	—	—	—	
STEM	FORGING	9 1/2 x 2 1/2	RITONUITER BERGROU B. T. H. N. T. A. N. G. E. N.	
STERN FRAME { Propeller Post	CASTING	9.8 x 7.28	"	
{ Rudder	CASTING	10.3 x 7.28	"	
RUDDER—A x D		464		
Speed of Vessel		10.5 KNOTS		
RUDDER mainpiece at head	FORGING	10"	"	
" " heel	"	7 1/2	"	
" how constructed	BUILT UP			
" double or single plate	SINGLE	1.06		
" 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) *Siemens Martin*

Process. Österreichische Alpine
Isenbruten fcr.
Has the Steel been tested as required by the Rules? *Yes.*

Has the Steel been tested as required by the Rules?

EQUIPMENT No. 35085-5										LETTER <i>A 7</i>		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.	Cwts.			
262	1st Bower ...	69	1	2	Useless			53	10	-	-	63 ³ / ₄	Hall's Patent	Shed Works Ltd.	Alcoa 23. 10. 25 C.R. Hughes.
254	2nd „ ...	66	0	6	"			51	14	-	-	63 ³ / ₄	" "	" " "	Alcoa 19. 9. 25 C.R. Hughes.
263	3rd „ ...	59	3	10	"			48	6	-	-	54 ¹ / ₂	" "	" " "	Alcoa 23. 1. 25 C.R. Hughes.
	Collective weight.	195	0	18								182.1			
243	Stream	23	2	24	5	3	26	23	14	-	-		Admiralty	" " "	Alcoa 29. 9. 25 C.R. Hughes.

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.	Statu- tory.	Break- ing.	Supplied.	Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.	
242	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.	Black Sea	Bosporus & Co.	Adphorn 7. 1. 26. H. J. J. J. J.	TOWLINE...	Fathoms.	Ins.	Tons.	Fathoms.	Ins.
259	10' 8"	"	"	*	28.	2.	27				"	"	"	HAWSEERS & WARPS	2x90	2 3/4	15 1/2	2x90	2 3/4
260	10' 8"	"	"	*	11.	2.	2				"	"	"	"	2x90	2 1/2	12 1/2	2x90	2 1/2
261	10' 8"	"	"	*	28.	3.	12	682 1/4	270	2 1/16	"	"	"	"	2x90	2 1/2	12 1/2	2x90	2 1/2
262	4' 0"	"	"	*	11.	2.	6				"	"	"	"	4x120	7 3/4	44 1/2		
Iron Stream Chain or Steel Wire	90	4 3/4		47			225. 3. 0		90	4 3/4									

* Breaking test applied to 3 lines of reduced size of 1 1/16" = 88% tons.-

Steering Gear, *Steam* *Electro hydraulic J. Hastie* Steering Gear, Hand *J. Hastie*

Boats *2 lifeboats, excelsior on dumpy* Steering Chains, Size and Test *Telemotor* Windlass *Clarke Chapman*

Ceiling in Holds, thickness and material *2" White Pine* Cargo Battens, thickness, material and spacing *6x2" spaced 9"*

Cargo Hatchways.—(Upper Deck) *Ceannings 42x44.* Thickness of Hatches *3 1/2" in planks, 3" on bridge.*

Size of No. 1 Hatchway (Forward) *22'6" x 23'6"* No. 2 *22'6" x 23'6"* No. 3 *22'6" x 23'6"* No. 4 *22'6" x 23'6"* No. 5 *22'6" x 23'6"* No. 6 *22'6" x 23'6"*

Number of Shifting Beams and/or Fore and Afters *Three to each hatch.-*

Cantiere Navale Triestino

Builder's Signature

GENERAL DECLARATION *This vessel has been built in accordance with the Rules and the approved plans which have been forwarded to London together with F.E. Rept No 7191 on the sister ship "Col di Lana". In this vessel however the centreline bulkhead has been replaced by closely spaced solid pillars and the deckhouses above the bridge deck have been increased in size thus bringing the equipment moment one grade higher.*

The approved plans having reference to the above alterations viz: 1) Centreline pillars-jirders. 2) General position of superstructures 3) Equipment moment, are enclosed herewith.

The material has been tested in accordance with the Rules and the quality of the workmanship is good. The plating has been verified and the marks cut in the vessel's sides.

The double bottom, deep and peak tank, the upper decks, bulkheads

Shaboard fee 1225
The amount of Entry Fee £ *98/-*
Special Survey Fee.... £ *38.036-*
Travelling Expenses, if any £ *1250-*

Fees applied for,
Dec 31 1926
Received by me,
4/3/27

I am of opinion the Vessel should be Classed *100 A. 1.*

State whether the Vessel has been built under Special Survey *yes.*

Signature

Antoni
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Trieste* Date of issue *7/1/27*

Committee's Minute

FRI. 7 JAN 1927

Character assigned

100 A. 1.

FRI. 28 JAN 1927

Lloyd's A.C.P.

+ L.M.C. 12.26 C.L.
Oil Engines

Wise & Co.

My

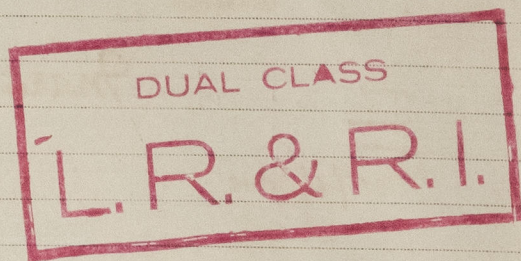


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Lloyd's Register
Foundation

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.)

And tunnel have been tested as required by the Rules and
satisfactory results.



Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	Weight.	Sur. Initials.	No. of Cert.	Date of Test	Weight	Sur. Initials.	No. of Cert.	Date of Test
	42. 2. 4.	C. R. H.	630	15. 10. 25	Radn. Shank.	22. 0. 0	C. R. H.	639	18. 9. 2
	39. 0. 10	C. R. H.	621	28. 8. 25		22. 1. 24	C. R. H.	622	28. 8. 2
	37. 2. 13	C. R. H.	633	15. 10. 25		18. 1. 0	C. R. H.	632	15. 10. 2

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 34.2 ft., R.Q.D. ft., Bridge 260.7 ft., Forecastle 44.4 ft.
(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). 2 DKS (Sle) LLOYDS A.C.P. F.K.
7 BH to UDK on to 2nd DK. Pt. Ceme.

Official No. ; Signal Letters Is bottom of Vessel coated with cement No. 1 No. 4 if not give particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	150	522	Fore peak tank,	22	94
Double bottom, under Engines and Boilers,			After peak tank,	16	86
Double bottom, if under Engines only,	24.75	84	Deep tank, aft,	45	1000
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	159.5	510	Other tanks, if fitted,		
Total capacity of double bottom	1116		(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. 126

Date

11th February 1925

Dates of Surveys held while building

1925 June 3, 9, 24, 30, July 8, 30, Aug 3, 17, 24, Sep 1, 10, 19, 19, 25, 26, Oct 15, 26, Nov 5, 20, 25, 30,
1926 Jan 21, 27, Feb 5, 22, May 18, June 9, 30, July 16, 21, 23, 30, Aug 11, 31, Sep 3, 6, 7, 9, 17, 11,
18, Oct 13, Nov 12, 15, 23, 24, 26, 27, 29, 30, Dec 2, 3, 7, 15

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Total No. of Visits 53