

## STEEL STEAMER OF MOTORSHIP.

Received at London Office 22 MAY 1934

State if Report has been sent on the Freeboard of the Vessel *No.*State if Report is sent on the Machinery of the Vessel *by Vienna Surveyors.*Date of completion of report *16th May 1934*Port of *TRIESTE*No. *10408*Survey held at *Budapest*Date First Survey *26th June 1933*Last Survey *2nd May 1934*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Z. S. M. V. DANUBE SHELL II*State Type (Full Scantling, Complete Superstructure) *SPECIAL SERVICE*State Type of Erections *RADS SUNK M3LE.*TONNAGE under Tonnage Deck... *553.63* CLASS *100 A.1* State if with freeboard as condition of Class *No*Built at *BUDAPEST.*space or spaces  
between Tonnage Dk.  
Upper Dk.Length from fore part of stem to after part of stern  
past on summer L.W.L. See Sec. 3 (1a) *L 239.15*Launched *3 MARCH 1934* Yard No. *1430.*Breadth (greatest moulded) *B 32.80*Builders *GANZ & CO*Depth, at middle of length from top of keel to top  
of beam at side of uppermost continuous  
deck. See Sec. 3 (1c) *D 9.02*Owners *INTERNATIONAL INLAND WATERWAYS LTD*1st Longitudinal Number (L x D) *=*Managers  
(Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) *=*Residence *LONDON*Framing Depth "d," at middle of length. See  
Sec. 3 (1d) *8.43*Port of Registry *LONDON*Proportions—Depth to Length—Uppermost con-  
tinuous deck to top of keel  
Do. Long Bridge to top  
of keel

If surveyed while building, afloat, or in dry dock

Draught Moulded *6.23.**While building.*

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
Spacing amidships	528		Bracket Floors, Frame	✓	
" from 1/3 length to Collision bulkhead. <i>FORWARD 115</i>	350		" " Reversed Frame		
" " " <i>A.P.</i>	528		" " Vertical Struts		
" in peaks <i>F.P.</i>	350		Centre Girder, depth and thickness amidships	✓	
AMING.			" " top Angles		
Amidships, Angle, <i>85 60 8</i>	85 60 8		" " bottom Angles		
" Extends up to <i>UPPER DK.</i>			Side Girders, No. each side and thickness	✓	
" Frame Amidships, Angle <i>60 60 7</i>	60 60 7		Margin Plate depth (excl. of flange) and thickness	✓	
" " <i>SPACING</i>	586 FRS APART.		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		
" of Framing Girder	85		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem		
" in Uppermost Continuous 'tween Decks, Angle, <i>[</i> or <i>]</i>	✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem		
" Second 'tween Decks, Angle, <i>[</i> or <i>]</i>	✓		" " Gussets, spacing and scantling forward 1/4 len. from stem		
" Third " " "	✓		Tank Side Brackets, height above base line at toe of Frame and thickness		
" in Peaks, Angle <i>85 60 8</i>	85 60 8		INNER BOTTOM PLATING.		
"ter and Spacing of Rivets through Frame and Shell Plating amid- ships	78		Breadth and thickness of Middle Line Strake	✓	
Frame Joggled	No		Thickness of remainder in Holds	✓	
ARRANGEMENTS (Sec. 7), state system and particulars	2 STRAKES OF PLATING EACH SIDE MAINTAIN MIDSHIP THICKNESS TO STEM. FLOOR SPACING REDUCED TO 350 L. FLOOR DEPTH INCREASED TO 200 L. FORD OF FRAME 107 L. TO 250 L. FORD OF FRAME 125.		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?		
THENING OF BOTTOM FOR- D. State Particulars			BEAMS.		
BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, <i>85 60 8</i>	85 60 8	
Depth and thickness at mid-line in L Holds	180 70 125	✓	" " in way of Bridge, Angle, <i>[</i> or <i>]</i>	✓	
Height of Brackets at side above base line at toe of frame	350	✓	Spacing	EVERY	
Line Keelson, on Floors, Angles, <i>[</i> or <i>]</i>	O.T. CL. BHD.	✓	Second Deck, amidships, Angle, <i>[</i> or <i>]</i>	✓	
" " Through Plate or Intercoastal Plate	✓		Spacing		
" " Foundation Plate on Floors	✓		Third Deck, amidships, Angle, <i>[</i> or <i>]</i>	✓	
" " Flat Plate Keel Angles	✓		Spacing		
Side Keelsons, No. each side <i>ONE</i>			Fourth Deck, amidships, Angle, <i>[</i> or <i>]</i>	✓	
" " thickness of Intercoastal Plate	✓		Spacing		
" " Angles <i>180 70 125</i>	180 70 125		R.Q. Deck, Angle, <i>85 60 8</i>	85 60 8	
DOUBLE BOTTOM.			Spacing	EVERY	
Solid Floors, thickness and spacing	✓		Bridge Deck, Angle, <i>[</i> or <i>]</i>		
" " Are Frame and Reversed Frame joggled?	✓		Spacing		
Bracket Floors, breadth and thickness at middle line	✓		SUNK Forecastle Deck, Angle, <i>85 60 8</i>	85 60 8	
" " breadth and thickness at margin plate			Spacing	EVERY	



# PILLARS AND DECKS.

	IN SHIP.			Any Departure from Approved Plans to be Noted.		IN SHIP.			Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	EQUIVALENT TO THREE.								
"    in 'tween Decks, Size and Spacing.....				✓				✓	
"    "    "    "    "    "									
"    in Holds    "    "	7	100	50	6 1/2	5-6 FRS. APART.				
"    "    "    "    "	85	60	8	@ 528 AND					
Centre Line Bulkhead.									
Stiffeners and Spacing.....	7	180	70	8 1/2	5-6 SP. APART.			✓	
HORIZ. GIRDERS.	7	180	70	8 1/2					
Plating, thickness of .....				6 1/2					
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells		720	9 1/2	✓					
"    "    "    "    in way of Bridge				✓					
"    Angle in Wells .....	120	120	10						
Thickness of Plating abreast Deck openings ) in way of Wells .....		6							
Thickness of Plating abreast Deck openings ) in way of Bridge .....		✓							
Thickness of Plating within line of openings...		6							
If Sheathed, material and thickness .....		✓							
Second Deck.				✓					
Stringer Plate, breadth and thickness in Wells...				✓					
			</						

## SHELL PLATING.

SCANTLINGS.						RIVETING.					
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? YES.		No. of Rows of Rivets.		RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.		EXCEPT IN WAY OF C.T. SHEET PILING.	RIVETS.	Diam.	Spacing or to cr.	Diam.	Spacing or to cr.
FLAT PLATE KEEL	1900	7	7	6 1/2		DOUBLE TO SINGLE AFT CLEAR OF OIL	13	48	TWO	13	48
DBLG. (if any)											
BOTTOM PLATING, No. of Strakes TWO	1885	7	7	6 1/2			13	48	TWO	13	48
BILGE PLATING, No. of Strakes ONE	1400	8	7	7			13	48	TWO	13	48
SIDE PLATING, No. of Strakes ONE											
UPPER DECK, Sheer-strake in Wells ONE	2070	9	7	7			13	48	THREE	13	48
UPPER DECK, Sheer-strake in Bridge											
STRAKE BELOW Sheer-strake in Wells											
STRAKE BELOW Sheer-strake in Bridge											
R.Q. Peep SIDE PLATING				6 1/2		SINGLE	13	48	TWO	13	48
BRIDGE SIDE PLATING											
FORECASTLE SIDE PLATING			7			DOUBLE	13	48	TWO	13	48

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	ELEVEN
Deck next below	✓
As per Rule	FOUR.

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD, Uppertween decks					
Second					
Third					
Holds	6.5	85x60x8	500	ONE	
COLLISION (in Hold)	5.5-5	100x50x6	500	W.T. FLAT.	
AFTER PEAK	5.5	85x60x8	565-650	85x60x8	ONE

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	FLAT PLATE			
STEM	CASTING	180x36	CANZBO	
STERN FRAME	CASTING	PLAN.	CANZBO	
Propeller Post	CASTING	SHAPED		
Rudder Post	CASTING	10	CANZBO	
RUDDER—A x D				
Speed of Vessel	10 KNOTS			
RUDDER mainpiece at head	CENTRAL RUDDER	120		
heel	SIDE RUDDER	162	TATZLER	
how constructed	BUILT UP ELECTRICALLY WELDED			
double or single plate coupling, vertical or horizontal		5		
	INSIDE HULL.			

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	Armstrong Salazar & Co. Ltd. - Lloyds Register Foundation
	Has the Steel been tested as required by the Rules? YES



See Endorsement re equipment anchor dated 16.5.46

with as many which nearly gives approved weight shown in this report

EQUIPMENT No. <i>See Sec. LETTER. 18.10.33. LETTER</i>					ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT RECEIVED BY APPROVED.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
4760	1st Bower	515 475		12.300 KGS.	450	TYZACK.	GANZ & Co.	BUDAPEST. 13.4.34 H. JUNG.
4761	2nd "	770 "		11.300 KGS.	450	4 FLUKES	"	" 25.4.34 "
4762	3rd "	130 "		5.100 KGS.	120	" "	"	" 25.4.34 "
	Collective weight.							
4763	Stream	90 "		4200 KGS.	80	" "	"	" 25.4.34 "

* SPECIAL TEST. SEE VIENNA SURV. LETTER.					CHAIN CABLES.				HAWSERS AND WARPS.			
Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length and Size per Table 52.	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 52.	APPR.
	Length. Diam.	Statutory. Breaking.	Supplied. Per Rule.	Length. Diam.					Length. Cir.	Test of Steel Wire.	Length. Cir.	
91	60 24	16300 24700	7475	60 24	SPOLINA	M. LAROS	BUDAPEST. 13.4.34 H. JUNG.	TOWLINE	2x350 94	50.8	2x300 94	
									200 75	26.2	200 75	
									100 63	13.5	100 63	
91	120 24	16300 24700	14445	120 24	"	"	"	HAWSERS & WARPS	200 50	8.5	200 50	
									200 56	11.0	200 56	
									50 205	MANILA	50 205	
									200 145	"	100 145	
Iron Stream Chain or Steel Wire	80 50	8500		80 15						20	60 8	
										3	80 7	

Steering Gear, Steam ☒ Steering Gear, Hand ☒ IN WHEEL HOUSE & TILLER AFT.

Boats 2 PUMPS Steering Chains, Size and Test DIRECT SHAFT DRIVE Windlass GANZ & Co.

Ceiling in Holds, thickness and material ☒ Cargo Battens, thickness, material and spacing ☒

Cargo Hatchways.—(Upper Deck) STEEL 62 x 630 HIGH. Thickness of Hatches O.T. STEEL 4 1/2 STIFFENED.

Size of No. 1 Hatchway (Forward) 100 x 120 No. 2 1500 x 1200 No. 3 1500 x 1200 No. 4 1500 x 1200 No. 5 GANZ & Co. Ltd. No. 6

Number of Shifting Beams and/or Fore and Afters NONE.

Builder's Signature *[Signature]* *nasura*

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *yes.* (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.

*This vessel has been built in accordance with the accompanying approved plans, the Secretary's letters of instructions and in general conformity with the Society's printed Rules. The workmanship and the materials are good. The whole of the oil cargo tanks, cofferdams, oil fuel bunkers, Fore peak tank, weather decks - bulkheads have been tested in accordance with Rule requirements with satisfactory results. Oil fuel (F.P. above 180°F) is carried in a bunker situated immediately forward of the motor space and separated by the cargo tanks by a cofferdam. The scantlings & arrangements at the fore and after ends clear of oil tanks are in accordance with the approved plans.*

*For list of approved plans accompanying this report see over.*

The amount of Entry Fee *£500* Fees applied for *£198.2.8*

Special Survey Fee *£601.17.4* Received by me, *[Signature]*

Travelling Expenses, if any *£14.5.35*

Inclusive fee *£800* less *£198.2.8* (Rly fares paid by Builders)

State whether the Vessel has been built under Special Survey *yes* Signature *[Signature]*

Certificate to be sent to *British* Date of issue *14/5/35* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *PHL 8 JUN 1984*

Character assigned *+ 100 A1*

*For Service on the River Danube*

*Carrying Petroleum in bulk*

*+ Lmb H. 34*

*Rudders Electrically welded*

*Lloyd's approved*

*Write Bpp*

*[Signature]*

*[Signature]*

*[Signature]*



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.)

### Approved Plans:

- 1) Machinery Section
- 2) Profile & decks.
- 3) Decks.
- 4) Shell expansion
- 5) Trans. O.T. bulkhead
- 6) Longit. O.T. bulkhead.
- 7) Ford cofferdam
- 8) Bldg 131.
- 9) General arrangement of masts.
10. Rudders.
11. Keel frame
12. Propeller brackets
13. Tube casing.
14. Cyl. end flanging.
15. Counter
16. Main motor section & Works in M.S. (1/2 plan)
17. Deckhouse Roundships.
18. Deckhouse aft. —

### Cancelled Plans:

Construction aft. (2 plan). WT. Bldg 1316.

Enclosed also: 1) Construction ford. 2) Ford cofferdam, 3) propeller brackets showing the "as built" arrangement.

5 Forging & casting certificates also attached.

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

1st Bower **WEIGHT - 344 kgs.** **Surv. In: H.J** **No. Cert. 4745.** **DATE OF TEST. 9. 1. 34.**  
2nd „  
3rd „

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop ☒ ft., R.Q.D. **3.5** ft., Bridge ☒ ft., Forecastle **28.4** 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) **ONE DK STE.**

Official No. **163462** : Signal Letters **W.F.** Is bottom of Vessel coated with cement ☒ 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,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft, ( <b>O.F. BUNKER</b> )	<b>10.4</b>	<b>82</b>
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted, <b>F.W. TANKS AFT.</b>	<b>8.7</b>	<b>10</b>
			(If necessary, furnish further information by sketch.)		

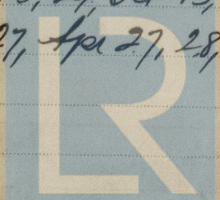
\* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. **166**

Date **30th May 1933**

Dates of Surveys  
held while building

**1933** June 26, July 28, Aug 25, Sep 15, 29, Oct 13, 27, Nov 10, 24 Dec 8, 22,  
**1934** Jan 5, 18, 19, 20, Feb 7, 23, Mar 3, 27, Apr 27, 28, May 1, 2.



Lloyd's Register  
Foundation

Total No. of Visits **23**