

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	TWO			
" " " " " " " "	✓			
" " " " " " " "	{ Fr 9 2@120x120x11 " 18 2@120x120x11 " 24 2@120x120x11 " 34 2@120x120x11 " 43 2@120x120x11 " 53 2@90x90x12 ALL BUILT UP DOUBLE ANGLE, THUS- □			
Centre Line Bulkhead. Stiffeners and Spacing	✓			
Plating, thickness of	✓			
STRINGERS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells	1100x75 ✓			
" " " " " " " "	✓			
" " " " " " " "	75x75x7 ✓			
Thickness of Plating abreast Deck openings in way of Wells	6.5 ✓			
Thickness of Plating abreast Deck openings in way of Bridge.....	✓ 6.5 sheathed 7 unsheathed.			
Thickness of Plating within line of openings..	TEAK 50% ✓			
If Sheathed, material and thickness.....	✓			
Second Deck. Stringer Plate, breadth and thickness in Wells	✓			
Stringer Plate, breadth and thickness in way of Bridge	✓			
Thickness of Plating abreast Deck openings in way of Bridge.....	✓			
Thickness of Plating within line of openings...	✓			
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.....	1500x65 ✓			
Plating, Sheathing, material and thickness ...	TEAK 50% ✓			
Bridge Deck. Stringer Plate, breadth and thickness.....	✓			
Plating, Sheathing, material and thickness ...	✓			
Forecastle Deck. Stringer Plate, breadth and thickness.....	1050x7 ✓			
Plating, Sheathing, material and thickness...	TEAK 50% ✓			

SHELL PLATING.

STANTINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES <i>YES</i> <small>State if jagged?</small>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. of ROWS OF RIVETS.	RIVETS.		STRAFFED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
Flat Plate Keel.....	<i>950</i>	<i>12.5</i>	<i>12.5</i>	<i>12.5</i>	/	<i>SINGLE</i>	<i>16</i>	<i>65</i>	/			
„ Dblg. (if any)	-	-	-	-		-	-	-				
Bottom Plating, No. of Strakes <i>TWO</i>	<i>A 1330</i>	<i>9.0</i>	<i>8.0</i>	<i>8.0</i>	<i>} 10% to Boss</i>	<i>SINGLE</i>	<i>16</i>	<i>65</i>	/			
Bilge Plating, No. of Strakes <i>ONE</i>	<i>B 1300</i>	<i>9.0</i>	<i>8.0</i>	<i>8.0</i>		/	<i>SINGLE</i>	<i>16</i>	<i>65</i>	/		
Side Plating, No. of Strakes	<i>1100</i>	<i>8.0</i>	<i>7.5</i>	<i>7.5</i>	/	<i>SINGLE</i>	<i>16</i>	<i>65</i>	/			
Upper Deck, Sheer- strake <i>in Well</i>	<i>E 1140</i>	<i>9.0</i>	<i>8.0</i>	<i>7.5</i>	/	<i>SINGLE</i>	<i>16</i>	<i>65</i>	/			
Upper Deck, Sheer- strake in Bridge ...	-	-	-	-		-	-	-				
Strake below Sheer- strake <i>in Well</i>	<i>1100</i>	<i>8.0</i>	<i>7.5</i>	<i>7.5</i>	/	<i>SINGLE</i>	<i>16</i>	<i>65</i>	/			
Strake below Sheer- strake in Bridge ...	-	-	-	-		-	-	-				
Poop Side Plating.....	-	-	-	<i>7.5</i>	/	<i>WELDED</i>			/			
Bridge Side Plating.....	-	-	-	-		-	-	-				
Forecastle Side Plating	-	-	<i>7.5</i>	-	/	<i>WELDED.</i>						

ALL BUTTS WELDED

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		5.	
Extending to Upper Deck (Sec. 3 c)		5.	✓ for record
Deck next below			
As per Rule		3.	

		Plating Thickness. n/m	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP	BULKH'D, Upper 'tween decks					
"	" Second "					
"	" Third "					
"	" Holds N° 42	8.5	90x75x7 F	700	✓	
"	" " N° 65	8.5, 7.0	100x85 plate	610	✓	
"	" (in Hold) N° 65	12.0, 7.0	90x60x6 F	610	✓	
"	" " N° 5	4.6.5	100x75 plate	610	✓	
COLLISION						
AFTER PEAK						

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
KEEL, Bar		FLAT PLATE KEEL		✓
STEM		PLATE STEM		✓
STERN	Propeller Post	BUILT UP PLATES E.W.		✓
FRAME	Rudder	CASTING { BOSS } S.A. FOG. { BOTTOM PART } GORIZIA		✓
Speed of Vessel		9 KNOTS.		✓
RUDDER—Type		SIMPLEX BALANCED		✓
"	$A \times D$	SEE PLAN		✓
"	Diam. of head	FORGING 92% dia	CANT NAV GIULIANO	✓
"	Mainpiece at top pintle	✓		
"	" heel	✓		
"	how constructed	BUILT UP		✓
"	double or single plate	DOUBLE PLATE E.W.		✓
"	coupling, vertical or horizontal	HORIZONTAL		✓

EQUIPMENT No. _____ LETTER e _____ ANCHORS.[illegible]

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 63.		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 63.	
	Length.	Diam.	Stain- dory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
6136	385	235	5640	2340	5111	3660	300	235	MILD STEEL 3/16 2 1/2 4 1/2	N.V. KONINKLIJKE NEDERLANDSCHE GROFMEDEIJT.	LEIDEN 5-2-53 K. VAN DUFFELIN.	TOWLINE	135	64	15475	135	64
6143	200	16	4780	9610	1306	545	85	16	MILD STEEL 3/16 2 1/2 4 1/2	N.V. KONINKLIJKE NEDERLANDSCHE GROFMEDEIJT.	LEIDEN 12-2-53 K. VAN DUFFELIN	"	165	44	7396	165	44
Iron Stream Chain	85	18	-	3540	-	-	85	18	STEEL WIRE	BRITISH ROPE'S LTD - CHARLTON	CHARLTON 22-2-53 T.R. McILVENNA.	"					

HAWSERS AND WARPS.

Steering Gear, Type (Power or hand) HAND HYDRAULIC Alternative Means of Steering RELIEVING TACKLE

Steering Chains (Size and Test) ✓ Windlass DIESEL DRIVEN Boats 2 LIFEBOATS

Ceiling in Holds, thickness and material 50% YANGWOOD Cargo Battens, thickness, material and spacing YANGWOOD 150% x 50% spaced 230% apart.

Cargo Hatchways.—(Upper Deck) 900% x 10 1/2% thick Thickness of Hatches 65% YANGWOOD

Size of Hatchways No. 1 (Fwd.) 5850 x 3500 No. 2 5850 x 3500 No. 3 3850 x 2400 No. 4 3850 x 2400 No. 5 3850 x 2400 No. 6 3850 x 2400

Number of Shifting Beams } Nº 1 - 3 ; Nº 2 - 3.
and/or Fore and Afters }

Builder's Signature CANTIERE NAVALE GIULIANO S. GIUSTO
805, 0. R. L.
Caracciolo

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, NO. 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 UNDER SPECIAL SURVEY IN CONFORMITY WITH THE SOCIETY'S RULES AND REGULATIONS AND SECRETARY'S LETTERS. THE SCANTLINGS & ARRANGEMENTS OF THE SHIP ARE AS GIVEN IN THE REPORT AND AS SHOWN AND AMENDED ON THE APPROVED PLANS NOW FORWARDED. ALL MODIFICATIONS OR ADDITIONS TO THE ORIGINAL APPROVED ARRANGEMENTS MADE DURING CONSTRUCTION HAVE BEEN INDICATED ON THE PLANS AND HAVE BEEN APPROVED AS BEING IN ACCORDANCE WITH, OR BY STANDARDS EQUIVALENT TO, THE RULE REQUIREMENTS. THE PLANS OF MIDSHIP SECTION AND PROFILE AND DECKS SHOWING THE SHIP AS BUILT, NOW FORWARDED HERewith, HAVE BEEN CHECKED WITH THE APPROVED ARRANGEMENTS AND FOUND IN ORDER.

The amount of Entry Fee..... £ 200.18.0
 Trebleboard £ 18.16.0
 B.F.A. 10 10.0
 Special Survey Fee..... £ 7.7.0
 Travelling Expenses, if any £ 11.9.9
 Car fund 11.0.0

State whether the Vessel has been built under Special Survey Yes

Certificate to be sent to This office Tri. Date of issue 29/12/53


Committee's Minute TUESDAY - 1 DEC 1953

Character assigned +100 A 1

Fee applied for No
 No rendered from London
 Received by me, _____
 I am of opinion the Vessel should be Classed +100 A. 1.

Signature Ray M. Hoskins
 Surveyor to Lloyd's Register of Shipping.

Lloyds A & C. + LMC 10.53 Gil Eng. (With Torsional Endorsement.)


 Lloyd's Reel
 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.)

THE MATERIALS USED IN CONSTRUCTION HAVE BEEN TESTED TO RULE REQUIREMENTS BY THE SOCIETY'S SURVEYORS AND THE QUALITY OF THE WORKMANSHIP IS GOOD. PEAKS, DOUBLE BOTTOM TANKS, DEEP TANK, DECKS AND BULKHEADS HAVE BEEN TESTED TO RULE REQUIREMENTS WITH SATISFACTORY RESULTS. OIL FUEL FLASH POINT ABOVE 150°F MAY BE CARRIED IN DOUBLE BOTTOM TANKS NOS 3 & 4 (Port & Starboard)

THE FREEBOARD MARKS HAVE BEEN CUT IN ON THE VESSEL'S SIDES AND VERIFIED AND LLST CERTIFICATE ISSUED FOR THE VOYAGE TO DJAKARTA. COPY ATTACHED HERewith STEERING GEAR AND WINDLASS TRIED UNDER WORKING CONDITIONS AND FOUND SATISFACTORY

CERTIFICATES FOR FORGINGS AND CASTINGS FORWARDED WITH TRIESTE REPORT N°13876 — M.V. "INIS"

THE "AS BUILT" PLANS HAVE NOW BEEN ENDORSED FOR THIS VESSEL

SISTER VESSELS:— M.V. "INIS" TRIESTE REPORT N°13876
M.V. "INTATA" TRIESTE REPORT N°13877
M.V. "ILOSANGI" TRIESTE REPORT N°13908
M.V. "INDARI" TRIESTE REPORT N°13909.

THIS REPORT COMPLETES THE SERIES OF 5 VESSELS BUILT IN THIS SHIPYARD.

PARTICULARS OF ELECTRIC WELDING (if employed) BUTTS & SEAMS OF DECK PLATING, BUTTS OF SHELL PLATING, BUTTS & SEAMS OF TANK TOP PLATING, BUTTS & SEAMS OF BULKHEAD PLATING, DOUBLE BOTTOM INTERNAL STRUCTURE ENTIRELY WELDED, MOTOR SEATS & MINOR DETAILS. WELDING CARRIED OUT BY EXPERIENCED OPERATORS USING APPROVED ELECTRODES.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book
CRUISER STERN, PART ELECTRICALLY WELDED, E.S.D.

RADAR Equipment (State if fitted)

State Type or Pattern No.

State Name of Supplier
Name of Supplier

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

1st Bower	HEAD	5-0-8	J.W.	A871	2-1-53	SHANK	2-2-8	JCK.	A863	9-12-52
2nd "	"	5-0-18	J.W.	A883	20-1-53	"	2-2-10	JCK	A862	9-12-52
3rd "	"	5-0-13	J.W.	A886	20-1-53	"	2-2-7	JCK	A853	3-12-52
STREAM		2-3-22	J.W.	A893	20-1-53					

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 32.64 ft., R.Q.D. ft., Bridge ft., Forecastle 28.50 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 P.K.H.Q. Extreme Breadth over Belting (Circ. 1611) Over-all Length 149.60 ft. (Circ. 1703)

No. and Material of Decks ONE DECK STEEL

Parts of Bottom of Vessel coated with cement or approved composition ALL TANKS EXCLUSIVELY USED FOR WATER
HOLD & MOTOR ROOM BILGES COATED WITH BITUMASTIC.

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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank, (water ballast)	9.02	6.8
Double bottom, under Engines and Boilers,			After peak tank, (drinking water)	8.96	15.4
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward, (fresh water)	7.68	22.3
Double bottom, forward,	80.61	W.B. 42.4 OF 14.5	Other tanks, if fitted,		
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 233

Date 28-2-52

Dates of Surveys held while building

1952 - Aug-30; Oct-14, 21, 29; Nov-6, 25; Dec 9, 15, 21
1953 - Jan-8, 16, 19, 20, 24; Feb-10, 13, 23; Mar 9, 16, 31; Apr-1, 10, 20, 23, 30;
May-12, 13, 15, 18, 19, 21, 27; June-9, 13, 19, 26; July 10, 11, 15, 24; Aug-6, 7, 28;
Sept-2, 11, 18, 22, 25, 28; Oct-3, 13, 19, 20, 22, 24

Total No. of Visits 55

Lloyd's Register Foundation

For S.S.O.F. see main ship Inis. yd No. 32.