

STEEL STEAMER **MOTORSHIP**

Received at London Office

- 2 AUG 1945

State if Report has been sent on the Freeboard of the Vessel No.

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

Date of completion of report 5th. May 1945.

Port of BUENOS AIRES.

No. 19152

Survey held at BUENOS AIRES.

Date First Survey 26th. September 44 Last Survey 22nd. March

1945.-

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Steel Single Screw Trawler "CORVINA". (Machinery aft).

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Steam Trawler.

State Type of Erections Forecastle.

TONNAGE under Tonnage Deck... 261.

CLASS A-

State if with freeboard as condition of Class No. 43 m. FEET.

Built at Hamburg. (1906)

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

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 141.07

Launched 1906. Yard No. 212

Breadth (greatest moulded) 6.75 B 22.15

Builders H. Bradenburg.

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 4.10 D 13.45

Owners JOSE MARIA CASTAGNINO.

Total

1st Longitudinal Number (L x D) 1897.4

Managers --

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

2nd Numeral L x (B + D) 5022. Framing Depth "d," at middle of length. See Sec. 3 (1d) 11.78

(Address) Bernardo de Irigoyen 1248.

Residence BUENOS AIRES.

Proportions—Depth to Length—Uppermost continuous deck to top of keel 10.48 Do. Long Bridge to top of keel --

Port of Registry BUENOS AIRES.

If surveyed while building, afloat, or in dry dock Afloat

and in drydock during repairs and alterations.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	At solid and bracket floors. Short bottom frame.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	21"		3" x 2 1/2 x .37 for 13" each side of C/L (+)		
" " from 3/4 length amidships to Collision bulkhead	15"		Bracket Floors, Frame (Single.)	3 3/4 x 2 3/4 x .32 (+).	
" " in peaks	15"		" " Reversed Frame	2 1/2 x 2 1/2 x .34	
DE FRAMING.			" " Vertical Struts	2 1/2 x 2 1/2 x .36.	
Frame Amidships, Angle, E or F	L 3. 3. 42		Centre Girder, depth and thickness amidships	32" x .37	
" " Extends up to	Upper deck.		" " top Angles Double	3 x 3 x .40	
Reversed Frame Amidships, Angle	L 2 1/2 2 1/2 .34		" " bottom Angles Full weld each side	to keel bar.	
" " Extends up to	Upper deck.		Side Girders, No. each side and thickness	None.	
Depth of Framing Girder	11 1/2		Margin Plate depth (excl. of flange) and thickness	15" x .36	
Frames in Uppermost Continuous Deck, Angle, E or F	L 3. 3. 42		" " Vertical Angle to Tank side	Frames notched and margin plate welded continuously both sides to frames and shell plating.	
" " Second 'tween Decks, Angle, E or F	--		" " Bracket abaft 1/4 len. from stem	Tank side bracket 15" x .32 flanged	
" " Third " " "	--		" " Vertical Angle to Tank side	3 1/2" welded to margin and frame.	
" " from 1/2 len. for'd. to 15% len. from Stem	FR. 3 2 1/2 .42		" " Bracket from forward 1/4 len. from stem to Panting Area		
" " in Peaks, Angle, REV FR.	2 1/2 2 1/2 .34		" " Gussets, spacing and scantling abaft 1/4 len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	5/4 2 5/8		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area		
State if Frame Joggled Yes/No	Yes/No		Tank Side Brackets, height above base line at toe of Frame and thickness		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes/No		Toe of bracket about 2" above margin.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes/No		INNER BOTTOM PLATING.		
ANGLE BOTTOM.			Breadth and thickness of Middle Line Strake	36" x .35	
Floors, Depth and thickness at mid-line in Holds	.35 to .38 thick.		Thickness of remainder in Holds	.32	
Height of Brackets at side above base line at toe of frame	Double Rev. frames, 2 1/2 x 2 1/2 x .36.		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?	Single bottom in way E & B space.	
Middle Line Keelson, on Floors, Angles	9" x .42 PL		BEAMS.		
" " T. & Eng. Space, E or F	T & B angles Dbl. 3 x .30.		Uppermost Continuous Deck, amidships	5 3/4 x 3.40 and half	
" " Boiler Space, Through Plate or Intercoastal Plate	8 x 1 1/2 PL		" " in way of Bridge, Angle, E or F	4 3/4 x 3.40 beams.	
" " Foundation Plate on Floors	T & B angles Dbl. 2 1/2 x 2 1/2 x .40.		Fore & aft C/L Girder Tee bar 5 x 5 x 1/2 (cont.)		
" " Flat Plate Keel Angles	--		Second Deck, amidships, Angle, E or F	21" to 15"	
Side Keelsons, No. each side	--		Spacing	8" x .40.	
" " thickness of Intercoastal Plate	--		Third Deck, amidships, Angle, E or F	Face bar 2 3/4 x 2 1/2 x .30	
" " Angles	--		Cont. Dbl. angles on side framing	3 1/2 x 2 1/2 x .32.	
DOUBLE BOTTOM.			Spacing	lugs to frames 2 3/4 x 2 3/4 x .32.	
Solid Floors, thickness and spacing	30 SP. 42" to 30" for'd.		Fourth Deck, amidships, Angle, E or F	--	
" " Are Frame and Reversed Frame joggled?	Frame yes		Spacing	LOWER Double angles on side framing, cont. 3 1/2 x 2 1/2 x .34.	
Alternate. DEPTH.			Bridge Deck, Angle, E or F	--	
Bracket Floors, breadth and thickness at middle line	20" x .30		Spacing	--	
" " breadth and thickness at margin plate	extending horizontally to margin plate.		Forecastle Deck, Angle, E or F	4 3/4 x 3.32	
			Spacing	26"	
			CONT. GIRDER at C/L	4 x 4 x 1/2 foundation bar.	

Class A-						EQUIPMENT No.						LETTER		ANCHORS. 2 B, LS.					
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.	cwt.	qrs.	lbs.	Cwts.								
1st Bower.....	Total weight about					990 lbs.							Stockless	Taller de Marina.					
2nd "	"					900 lbs.							Stockless	Original					
3rd "	"																		
Collective Weight																			
Stream	Total weight about					400 lbs.							Stock type.						

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.	Status.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.	Length.	Cir.					Length.	Cir.			
	Fathoms.	In.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	In.					Fathoms.	In.	Tons.	Fathoms.	In.
	150	1 2/16"	-	--	--	--	--	--	--	--	Stud Previously used Link, but in good condition No particulars available.			TOWLINE.	2-100	2 1/2"	dia. and m		
														HAWESERS & WARPS }	1-	78	x 17 mm,		
															1-	25	x 20 mm,		
															1-	80	x 17 mm,		

Steering Gear, Type (Power or hand) Twin Cyls. 5" x 4 3/4" Alternative Means of Steering Hand tiller suitably connected to rudder stock.

Steering Chains (Size and Test) 11/16" plain link rods 3/4". Clark Chapman

Winches-2 American Horst & Derrick Co. St. Pauls USA 7" x 12". Boats 2 wood- 18' x 6' x 3'

Ceiling in Holds, thickness and material Insulated. Cargo Battens, thickness, material and spacing Insulated.

Cargo Hatchways-(Upper Deck) Coamings 30" x .36" (extends 6" below Up.Dk). Stiffeners 5" x 3" x .32 in. Cleats sp. 22" 14'-0" x 9'-11". Thickness of Hatches 2 1/2" WP.

Size of Hatchways No. 1 (Fwd.) 15'-0" x 9'-11". No. 2 / No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters 1 Beam Plate 18" x .36 mounting angled 2" x 2" x .30" (rest 3") Centre Fore & After wood 6" x 8". Steel shod at all bearing surfaces.

Builder's 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. Yes, (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).

See Buenos Aires letter to Secretary dated 10/11/44 and letter of reply "B" dated 4/1/45.

This vessel, not built under the Society's Special Survey, was upon change of Ownership, lengthened 26'-3" forward of the machinery space, by the Taller de Marina de Darsena Norte, in 1944, subsequent to which a request was signed on the 19th. September 1944 for a survey during further alterations and repair with a view to Classification.

The vessel has been satisfactorily submitted to the full requirements of Special Survey 2nd N°3, and found to be in general conformity with the Society's Rules and Regulations for the Class contemplated. The scantlings and arrangements are in accordance with the plans forwarded herewith. The materials employed and the workmanship are good and to my satisfaction.

All double bottom and side bunker fuel oil tanks, cofferdams, and fresh water peak tanks have been filled and tested under pressure to rule height. All watertight bulkheads and shell plating not tested under pressure, and the weather decks have been satisfactorily hose tested.

(P. T. O.)

The amount of Entry Fee £	Fees applied for.	(Special notations, where part of class, to be stated.)
Special Survey Fee..... \$1785.00	7-4- 145.	
Special attendance fee. \$102.00	Received by me,	I am of opinion the Vessel should be Classed. A-
Travelling Expense, if any £ 47.00	7-4- 1945 W.R.	

State whether the Vessel has been built under Special Survey. No.

Signature Lini Rennie.
Surveyor to Lloyd's Register of Shipping.

Certificate sent to Buenos Aires Date of issue 16/1/46.

Committee's Minute
Character assigned See minute on hull-F.E. rpt 19/57

FM 12 OCT 1945

DECLARATION. (Continued).
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 List of the Plans should be embodied.)

The steering engine and windlass have been tested and found in good order.
The scantlings in the machinery spaces and forward are increased as required and considered equivalent to the rule requirements.
Throughout the machinery space double reversed frames are fitted at every floor with a substantial fore and aft girder at centre line. The Engine thrust and boiler bearers are of substantial construction and efficiently supported.
The bottom forward is strengthened by the new double bottom tank structure, the floors are close spaced and the single bottom frames and short bottom frame at centre line riveted and tack welded. Seams of garboard strake double riveted. The double bottom tank top plating, margin plates and side brackets are of welded construction, the reverse frames and centre keelson top angles being riveted.
The upper deck is completely plated over, riveted to gunwale bar, hatchway and machinery casing deck bars and upper deck beams, and of welded construction elsewhere.
The boundary bars of oil tanks and water tight bulkheads are riveted and or welded.
The steel used in the original construction of the vessel appears to be good. The new steel used in connection with the alterations and repairs was taken from the Taller de Marina Stock, stated to be open heart steel. Standard hull quality (untested) and imported from Spain and U.S.A. Various test pieces were tested with satisfactory results.
The following freeboards have been assigned by the Prefectura General Maritima and correctly marked on the ship's sides.

Freeboard amidships from top of steel upper deck.		From Centre of disc.
Tropical	382 m.m.	76 m.m. above.
Summer	458 m.m.	Centre of disc.
Winter	534 m.m.	76 m.m. below
Winter N.A.	585 m.m.	127 m.m. below
Fresh water allowance.		76 m.m.
		(Please see attached follower).

PARTICULARS OF ELECTRIC WELDING (if employed) The welding is a per rules performed by experienced welder using approved Lincoln Fleetweld N°5 electrodes (imported).

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book
S.S. B.A. 2nd. N°2- 3, 45. Docking Date 11, 44.
Vessel lengthened 26'-3" 1944. Part Electrically welded.
Fitted for oil fuel 3, 45 F.P. above 150°F. Machy. aft; B.K. 84".

Particulars of Drop Test of Cast Steel Anchors, viz:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.
1st Bower. }
2nd " } Class A-
3rd " }

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop -- ft., R.Q.D. -- ft., Bridge -- ft., Forecastle 21.25 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated. Height. 6.85 ft.

Official No. 2866 Signal Letters LOTV. Extreme Breadth over Belting No belting. Over-all Length 150.75
(Circ. 1611) (Circ. 1703)

No. and Material of Decks 1. DE. (Stl).
Parts of Bottom of Vessel coated with cement or approved composition. Cement in bottom in way of peak tanks, machinery spaces and hold bilges.

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.	Feet.	Tons.
Double bottom, aft,			Fore peak tank,	8.75	19.0
Double bottom, under Engines and Boilers,			After peak tank,	5.0	1.6
Double bottom, if under Engines only,			Deep tank, aft,	--	--
Double bottom, if under Boilers only,			Deep tank, forward,	--	--
Double bottom, forward,			Other tanks, if fitted,	--	--
Total length (if continuous) and Capacity			(If necessary, furnish further information by sketch.)		

Capacity of fuel oil tanks (not for water ballast) at .95 S.G.
N°1 DBT 10.4 tons. (Coff. ford 31").
N°2 DBT 19.0 tons. (Coff. aft 21").
Port wing Tank 18.0 tons. }
Starb. wing Tank 15.3 tons } Coff. ford 31".
Order for Special Survey No.
Date
Total No. of Visits 73.

Rpt. 1a.

Port of BUENOS AIRES.

Continuation of Report No. 19152 dated 5th. May 1945.

on the

Steel Single Screw Trawler "CORVINA".

The following plans are forwarded herewith:—

Midship section, General arrangements shell expansion showing renewals of shell plating, details of oil fuel side bunker, chain locker and collision bulkhead.

The vessel is intended primarily for Coastwise Service to Brazil.

WR.