

Rpt. 1

Port La Spezia (Genoa)No. 25391

F.E. FROM ACCIS	Date of completing report <u>27th September, 1960</u>
F.E. FROM ADMIS	Surveyed at <u>Muggiano (La Spezia)</u>
PLANS RECD.	<u>17/10</u>
CERTS. RECD.	<u>18/10</u>
TO RPIS. DEPT.	<u>18/10</u>

When handed in at Local Office 4/10/60

Received London

First Visit 15th Oct., 1958Last Visit 9th July, 1960No. of Visits 127

# FIRST ENTRY SHIP REPORT

ON THE SS/MS

Tanker "CRISTINA D'AMICO"

Has Report been sent on (1) Freeboard of Ship? Yes, Rpt. C 11 attached(2) Machinery? Yes

Freeboard assigned by R.I.Na.  
(Rpt. C11 & Rpt. C11 (Comp.) are to be forwarded in advance when freeboards are assigned by the Society. In cases where freeboards are assigned by another Authority or when ships are exempt from Load Lines, Rpt. C11 only need be forwarded).

Type of Ship Oil tanker

Mts.

Is machinery fitted aft? yesLength (D 201 of Rules)\* 189.230Built at Muggiano (La Spezia)Breadth (D 202 of Rules) 26.200Launched 21st June, 1959Yard No. 1540Depth (D 203 of Rules) 13.922Builders Ansaldo, S.p.A. - Cantiere di MuggianoDraught (summer moulded) (D 204 of Rules) 10.453

(Scantlings suitable for this draught)

Owners "ORTIGIA", S.p.A. di NavigazioneDeck Factor "F" excluding d<sub>t</sub> -Address Via Generale Magliocco, 19 - Palermo  
c/o Messrs. Ciro d'Amico - Viale Italia 35B-Rome"F" including d<sub>t</sub> -Managers -Gross tonnage (Provisional) 20,700Address -Net tonnage (Provisional) 12,600Port of Registry PalermoOfficial number -Date of last survey in drydock 18th June, 1960Signal letters ICNT

## GENERAL DECLARATION

Has the ship been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters? YesHave the scantlings and arrangements of the ship as built been checked by you and found to be in accordance with the approved plans or with equivalent arrangements? YesHave any modifications and/or additions to the original approved arrangements made during construction, been indicated in ink of a distinctive colour other than red on the approved plans now forwarded, and approved locally as being in accordance with or by standards equivalent to Rule requirements? YesIf separate plans of midship section and profile and decks showing the ship as built are forwarded, have they been checked with the approved arrangements and found in order? YesAre the materials and workmanship satisfactory? YesHave the freeboards been satisfactorily marked on the ship's sides and verified? Yes, Rpt. C12(c) attached.

**BUILDER'S DECLARATION:** To the best of my knowledge the ship has been built in conformity with the Rules, Regulations and requirements of Lloyd's Register of Shipping.

ANSALDO

CANTIERE DI MUGGIANO

Builder's Signature

FEES, etc. FEE AS PER SCALE 46 7.854.280.-LESS SPECIAL REBATE OF 30% 16 8.356.280.-Special Survey fee ACTUAL CHARGE NAME 16 5.498.000.-OFFICE 47 1.006.060.-

Travelling expenses

Late attendance fees

REVENUE TAX 1/8/60 220.250Fees applied for 1/8/60 ReceivedClassification Certificate to be sent to Genoa OfficeDate of issue 21. 11. 60Has an Interim Certificate been issued? Yes, copy attached.

Signature

Surveyor(s) to Lloyd's Register of Shipping

Committee's Minute

FRIDAY 11 NOV 1960

Character Assigned

+100 A1

Oil Tanker

LACP

DS 6.60

+LMC

ES

MBS

SGS

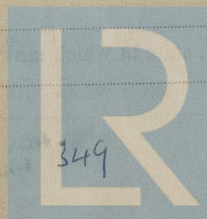
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TS CW

Write La Spezia

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009796-009804-003012

## STEEL

Manufacturer's Name and/or Trade Mark of the steel used in the construction of the ship:—

Plates:— Società Italiana Acciaierie Cornigliano (S.I.A.C.)

— "ILVA", Alti Forni e Acciaierie d'Italia : Stab. di Novi Ligure e Trieste

— Acciaierie e Ferriere Lombarde Falck

Sections:— "ILVA", Alti Forni e Acciaierie d'Italia : Stab. di Bagnoli, Marghera e Novi Ligure

— Breda - Siderurgica, S.p.A.

— Dalmine, S.p.A.

Has the steel been manufactured at works recognised by the Committee and tested in accordance with the Rules? Yes ✓

Process of manufacture (e.g. Open hearth, electric furnace, etc.) Open Hearth and Electric Furnace. ✓

Particulars of Special Quality Steel used Plates complying with P.403 of the 1957 Rules or P.5 of the present Rules used (Advice notes to be forwarded separately with plan showing disposition of these plates)

in the construction of shell and deck plating. The position and particulars of these plates are recorded in the attached file containing a "key plan for P.403 Material" and advice notes covering said material.

## ELECTRIC WELDING

The structure is practically completely electrically welded. The only Parts of main structural importance electrically welded exceptions are: seam of bottom shell outboard of long.bkd., upper and lower seams of bilge plating, lower seam of sheerstrake, U.D. stringer flat bar to sheerstrake, U.D. seam outboard of long. bkd., poop and forecastle stringer angles, painting beams in fore peak.

Parts examined by radiography Cross joints within 0,5 L amidships in bottom shell plating (77), in bilge shell plating (33), in side shell plating (36) and in upper deck plating (122).

Were the electrodes used of types approved by the Committee? Yes ✓

## FORGINGS, CASTINGS AND FABRICATED PARTS

ITEM	FORGING, CASTING OR FABRICATED (Certificates to be forwarded)	MAKER'S NAME
Stem bar	Plate stem	—
Shaft brackets	—	—
Sternframe	Fabricated M.S. plate & 3 castings	Fabricated by Builders Castings by S.I.A.C. - Genoa - Campi ✓
Rudder mainpiece or post	Fabricated M.S. plate & 2 castings	Fabricated by Builders Castings by A.S.S.A., Acciaierie di Susa - Susa (Turin) ✓
Rudder head	Forging	"ILVA", Alti Forni & Acciaierie d'Italia - Lovere (Bergamo) ✓
Quadrant	—	—
Tiller	Forging	The Dennistown Forge Co. Ltd. - Dumbarton ✓

## GENERAL PARTICULARS

Steering gear (Type &amp; Maker) Electric-Hydraulic: J. Hastie &amp; Co. Ltd. Auxiliary steering gear 2 independent sets of pumps and motors with separate leads. ✓

Steering chains (Size &amp; test) Telemotor controlled Windlass (Type &amp; Maker) Steam; Emerson Walker ✓

Ceiling in holds (Material &amp; thickness) — Are cargo battens fitted in holds? — in 'tween decks? F'cle, Yes

Parts of bottom plating on which cement or an approved composition is laid (if fitted):— Fore &amp; after peak tanks and F.W. D.B. tank No. 21 cemented.

Particulars of composition (if any):— None

Insulated cargo compartments (if any):— None

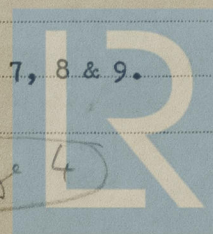
Parts of structure of material other than steel (if any):— Wheelhouse top and front in way of compass of aluminium alloy.

If mechanical ventilation is fitted, state in which cargo spaces:—

If cathodic protection is fitted, state in which tanks:— Centre tanks Nos. 2, 3, 4, 6, 7, 8 &amp; 9.

Wing tanks Nos. 4, 6 &amp; 8.

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## ANCHORS

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## CHAIN CABLES

Are joining shackles of the lugless type fitted? **Yes**

## CAST STEEL ANCHOR HEAD DROP TEST

**PARTICULARS FOR REGISTER BOOK (feet & inches)**

Number and material of decks ..... one deck - steel ✓

Overall length 666' - 3" ✓ Extreme breadth 86' - 3 1/2" ✓ Rise of floor Nil ✓

Is ship of O.S.D. Type? **No** ✓ Is ship of C.S.D. Type? **No** ✓ Is duct keel fitted? **No** ✓

Is longitudinal framing fitted? (state where) Upper deck, bottom, bilge and side shell and longitudinal bulkheads ✓

Is strengthening for navigation in ice fitted? (state class) ..... No ✓

Is additional strengthening for heavy cargoes fitted? No ☒

Is the ship (if not a motorship) fitted for the carriage and burning of oil as fuel? ..... Yes ☒

Is the ship (if not an oil tanker) fitted for carrying oil as cargo? Oil tanker ✓ and if so state where, together with the flash point where required

to be inserted in the notation:—

Watertight and/or Oiltight Bulkheads (state number required by Rules) 16 (required by Rules: 10)

Bulkheads in ship extending to Upper deck on frame numbers:—13, 51/51A, 54, 58, 62, 66, 70, 74, 78, 82, 86, Total = 16

Bulkheads in ship extending to deck below upper deck on frame numbers:— Total = Nil

Is E.S.D. fitted? **Yes** Is Radar fitted? **Yes** Is Position Fixing Device fitted? **No**

Is D.F. fitted? **Yes** Is Gyro Compass fitted? **Yes** Is Submarine Signalling apparatus fitted? **No**

## CAPACITIES OF TANKS (35 c.f. per ton) (Capacity Plan to be forwarded)

(O.F. or F.W. ONLY to be inserted against tanks used exclusively for oil fuel or fresh water)

Double bottom tanks:— No. <sup>18</sup>~~10~~ F. only No. <sup>19</sup>~~11~~ F.W. only No. <sup>21</sup>~~12~~ F.W. only No. 4 — No. 5 — No. 6 —  
 No. 7 — No. 8 — No. 9 — No. 10 — No. 11 — No. 12 —  
 Fore peak tank 710 ✓ After peak tank F.W. only ✓ Midship deep tank —  
 Deep tank aft O.F. only ✓ Deep tanks fwd. Nos. 13(p.&s.): 795 ✓ Nos. 14(p.&s.): 2092 or O.F. ✓ Topside tanks —  
 Tanks at sides of tunnel — Tanks in way of tunnel — Deck tanks (frs. 7 to 18) F.W. only ✓  
 Side tanks — Wing tanks — Other tanks —  
 If ship is an oil tanker state the numbers of main cargo tanks used exclusively for water ballast (if any) with capacities:— None

## GENERAL REMARKS

Names and yard numbers of sister or similar ships to be stated below. Numbered list of "Approved" and "As Built" plans to be given below or furnished separately (Port, Report Number, Builders' Name and Yard Number, Name of Ship and title of plan in English to be stated on outside of all plans folded to a maximum size of 11" x 9". List of forging, casting or equivalent fabricated parts, certificates to be given below with Certificate number, Port and Date.)

This ship is also built to Class with the Registro Italiano Navale and the American Bureau of Shipping and has been surveyed by them during construction.

SISTER SHIPS: This ship, excepting for minor modifications, is sister to the following ships built by Messrs.

Ansaldo S.p.A.: "Polinice" (Yard No. 1533), "Santa Isabella" (Yard No. 1536), "Ginevra Fassio" (Yard No. 1537), "Adriana Fassio" (Yard No. 1538), "Maria Adelaide" (Yard No. 1539), and to "Maria Fassio" (Yard No. 1556) and Yard No. 1557 now under construction at Cantiere del Muggiano.

LIST OF PLANS.

- Approved plans now forwarded: 1. Midship Section — 2. Upper deck — 3. Shell expansion and longitudinal framing in way of cargo tanks — 4. Sternframe — 5. Rudder — 6. After end structure — 7. Structure in way of Mchy. Space, O.F. bunkers and deep cofferdam aft — 8. Double bottom in way of Mchy. Space — 9. Framing at fore end — 10. Deep cofferdam forward — 11. Pump room and deep tanks forward — 12. Fore end structure — 13. Superstructures and erections — 14. Engine/Room casing & Boiler — 15. Cargo Hatches — 16. Cargo Hatch on Forecastle — 17. Equipment Numeral.
- "As built" plans now forwarded: 1/AB. Midship Section — 2/AB. Upper Deck — 3/AB. Shell expansion and longitudinal framing in way of cargo tanks — 4/AB. Profile and structure in way of Mchy. Space, O.F. bunkers and deep cofferdam aft — 5/AB. Longitudinal section (forward of Mchy. Space) — 6/AB. Fore and Aft gangway — 7/AB. Capacity plan & deadweight scale.

FORGING & CASTING REPORTS, ETC., attached herewith:

	Cert. No.	Port	Date
— Sternframe solepiece )	C. 17085		
— " boss ) 1 certificate numbered	C. 17293	Genoa	24/2/59 ✓
— " upper casting )	C. 16573		
— Rudder top casting	C. 17183	Genoa	24/2/59 ✓
— Rudder bottom casting	{ C. 15044 C. 17182	Genoa	24/2/59 ✓
— Rudder head	F. 4211	Milan	30/4/59 ✓
— Rudder pintles	F. 1979/F. 1980	Milan	22/8/57 ✓
— Steering gear	C. 7215	Greenock	3/8/59 ✓
— Tiller	C. 58396	Glasgow	5/6/59 ✓

DOCKING— Ship placed in dry dock. Bottom, sternframe and rudder cleaned, examined and re-coated. Ship undocked on the 7th November, 1959.

SPECIAL FEATURES — A Gyro-Pilot and Course Recorder are fitted.

— Cathodic protection fitted to bottom shell.



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