

STEEL STEAMER or MOTORSHIP.

5 MAR 1928

Received at London Office

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

State if Report is sent on the Machinery of the Vessel

Date of completion of report

22-2-1928

Port of

Trieste

No.

7861

Survey held at

Montefalcone

Date First Survey

2nd February 1927

Last Survey

10th February 1928

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

Single Screw Tanker "Astrall" Machinery aft.

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

Full Scantling

State Type of Erections

Poop, Br. & Fcb.

TONNAGE under Tonnage Deck

4868.86

CLASS (Carrying Petroleum in Bulk)

State if with freeboard as condition of Class

No.

Built at

Montefalcone

Launched

12.11.27

Yard No. 186

Builders

Cantiere Navale Triestino

Owners

Astra Cia Argentina de Petroleos

Managers

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

Residence

Buenos Aires

Port of Registry

Buenos Aires

If surveyed while building, afloat, or in dry dock

While building & in dry dock

REGISTERED DIMENSIONS.

	FEET.	INCHES.
Length	135.64	396.4
Breadth	16.82	55.2
Depth	9.10	29.8

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) **L 395**

Breadth (greatest moulded) **B 55**

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 30**

1st Longitudinal Number (L x D) = **11,486**

2nd Numeral L x (B + D) = **33,221**

Framing Depth "d" at middle of length. See Sec. 3 (1d) **13.16**

Proportions—Depth to Length—Uppermost continuous deck to top of keel **23'-4 7/8"**

Draught Moulded **23'-4 7/8"**

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.
Spacing amidships	✓		Bracket Floors, Frame	✓
" from 1/2 length to Collision bulkhead	✓		" " Reversed Frame	✓
" in peaks	✓		" " Vertical Struts	✓
AMIDSHIPS.			Centre Girder, depth and thickness amidships	1980 x 10
Amidships, Angle, [or]	✓		" " top Angles	90 90 13
" Extends up to	✓		" " bottom Angles	100 100 14
Side Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	✓
" Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	1350 x 12.5
of Framing Girder	✓		" " Vertical Angle to Tank side	✓
Decks, Angle, [or]	✓		" " Bracket abaft 1/2 len. from stem	✓
Second 'tween Decks, Angle, [or]	✓		" " Vertical Angle to Tank side	✓
Third " " " "	✓		" " Bracket forward 1/2 len. from stem	✓
Spacing in Peaks, Angle or [✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓
meter and Spacing of Rivets through Frame and Shell Plating amidships	✓		" " Gussets, spacing and scantling forward 1/2 len. from stem	✓
State if Frame Joggled	No.		Tank Side Brackets, height above base line at toe of Frame and thickness	✓
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	✓		INNER BOTTOM PLATING.	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	✓		Breadth and thickness of Middle Line Strake	1980 x 10
DOUBLE BOTTOM.			Thickness of remainder in Holds	10
Floors, Depth and thickness at mid-line in Holds	✓		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?	Yes
Height of Brackets at side above base line at toe of frame	✓		BEAMS.	
Middle Line Keelson, on Floors, Angles, [or]	✓		Uppermost Continuous Deck, amidships	✓
" " " Through Plate or Intercoastal Plate	✓		" " in Wells, Angle, [or]	✓
" " " Foundation Plate on Floors	✓		" " in way of Bridge, Angle, [or]	✓
" " " Flat Plate Keel Angles	✓		Spacing	✓
Side Keelsons, No. each side	✓		Second Deck, amidships, Angle, [or]	✓
" thickness of Intercoastal Plate	✓		Spacing	✓
" Angles	✓		Third Deck, amidships, Angle, [or]	✓
DOUBLE BOTTOM in Machinery Space aft.			Spacing	✓
Solid Floors, thickness and spacing	10-7757		Fourth Deck, amidships, Angle, [or]	✓
" Are Frame and Reversed Frame joggled?	Yes		Spacing	✓
Bracket Floors, breadth and thickness at middle line	✓		Poop Deck, Angle, [or]	✓
" breadth and thickness at margin plate	✓		Spacing	✓
			Bridge Deck, Angle, [or]	✓
			Spacing	✓
			Forecastle Deck, Angle, [or]	✓
			Spacing	✓

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>1 in fore Hold</i>										
"	in 'tween Decks, Size and Spacing.....	140	x 9	-					10-5	✓	
"	" " " " "										
"	in Hold	220	x 10-5	✓							
"	" " " " "										
Centre Line Bulkhead.		260 x 90		10-5	✓						
Stiffeners and Spacing.....		to 190	x 85	x 9-5	✓						
		shaded 762		✓							
Plating, thickness of		12	- 10-5	✓							
STRINGERS AND DECKS.											
Uppermost Continuous Deck.											
Stringer Plate, breadth and thickness in Wells		1780	x 16	✓							
"	" " " " in way of Bridge	1780	x 16	✓							
"	Angle in Wells	160	160	15	✓						
Thickness of Plating abreast Deck openings) in way of Wells		13-5	✓								
Thickness of Plating abreast Deck openings) in way of Bridge		13-5	✓								
Thickness of Plating within line of openings...		11	✓								
If Sheathed, material and thickness		✓									
Second Deck.											
Stringer Plate, breadth and thickness in Wells		2,190	x 10-5	✓							
											</

SHELL PLATING.													
SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>No.</i>		BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPEE OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing or to cr.		Diam.	Spacing or to cr.	
	<i>inches</i>	<i>inches</i>	<i>inches</i>	<i>inches</i>			<i>inches</i>	<i>inches</i>		<i>inches</i>	<i>inches</i>		
FLAT PLATE KEEL	1270	22.	17	17.		Double	25	100.	5.	25	112	Snapped	
„ DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
BOTTOM PLATING, No. of Strakes	4	15.5	14.5	15		Double	22	88.	4.	22	88	Snapped	
BILGE PLATING, No. of Strakes	1.	15.5	12.5	15.		Double	22	88.	4	22	88	Snapped	
SIDE PLATING, No. of Strakes	3	14.0	11.0	11.0		Double	22	88.	3.	22	77	Snapped	
UPPER DECK, Sheer-strake in Wells.....	1523	20.5	11.0	11.0		Double	25	100.	5	25	108	Snapped	
UPPER DECK, Sheer-strake in Bridge ...	1523	20.5	11.0	11.0		Double	25	100.	5	25	108	Snapped	
STRAKE BELOW Sheer-strake in Wells.....	1800	17.0	11.0	11.0		Double	22	88.	4	22	88	Snapped	
STRAKE BELOW Sheer-strake in Bridge ...	1800	17.0	11.0	11.0		Double	22	88.	4	22	88	Snapped	
POOF SIDE PLATING				9.5		Double	19	76	2	19	66	Snapped	
BRIDGE SIDE PLATING ...		10.0.				Double	19	76	2	19	66	Snapped	
FOREC'TLE SIDE PLATING			10.0.			Single	19	76	1	19	66	Snapped	

WATERTIGHT BULKHEADS.									
FORGINGS AND CASTINGS.									
Total No. of W.T. BULKHEADS in Vessel		Casting or Forging.		Scantlings.		Maker's Name.		Any departure from approved plans to be noted.	
Extending to Upper Deck (Sec. 3 c)									
Deck next below									
As per Rule									
		STIFFENERS.							
		Plating Thickness.	Horizontal.	Vertical.	Scantlings.	Spacing.	Scantlings.	Spacing.	
MIDSHIP BULKHEAD, Upper tween decks		9.	200x55.10	140x55.95810					
" Second "									
" Third "									
" Holds		12.9	300x100x105	1372x11					
COLLISION (in Hold)		12.5	300x100x105	1372x11					
AFTER PEAK		12.5	260x100x105	1372x11					
STEEL.									
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)									
Donawitz, Wittenberg									
Has the Steel been tested as required by the Rules?									
Yes.									

EQUIPMENT No. 34073										LETTER Y		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. cwt. qrs. lbs.		Cwts. qrs. lbs.													
89084		1st Bower ...		60 1 7						48 12 2 0				Stockless anchor		H. Hingley & Co.		Netherpton, 19.7.27 H. Green							
89083		2nd " ...		60 0 21						48 10 0 0				"		"		"							
89087		3rd " ...		20 2 0						42 13 3 0				"		"		"							
89167		Collective weight of ...		181 0 0						170:2:0				From Stock anchor		"		Netherpton, 20.7.27 H. Green							
Stream			16 1 10			4 1 18			17 14 0 7		5.2.1631:0													
CHAIN CABLES.																									
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. Ins.		Tons. Cwts. qrs. lbs.		Cwts. qrs. lbs.				Fathoms. Ins.										Fathoms. Ins.		Fathoms. Ins.			
80560		135 2 3/4		86 8 120 3 323:3:25								Stockless		H. Hingley & Co.		Netherpton, 19.7.27 H. Green		TOWLINE...		120 4 3/4		49		120 4 3/4	
80561		135 2 3/4		86 8 120 3 324:0:0		64 5 3/4				270 2 3/4		Stockless		"		"		HAWERS & WARPS		2X90 2 3/4		15		2X90 2 3/4	
																				4X90 2 1/2		12		2X90 2 1/2	
Iron Stream Chain or Steel Wire		90 4 3/4		47						95 4 3/4															
Steering Gear, Steam Johnn Hastie & Co.																				Steering Gear, Hand J. Hastie & Co.					
Boats 2. 24' lifeboats & 2 dinghies																				Steering Chains, Size and Test Telemotor		Windlass Clark Chapman improved type			
Ceiling in Holds, thickness and material 65' in White Pine																				Cargo Battens, thickness, material and spacing half round steel bars 3"x1" @ 4' apart					
Cargo Hatchways. (Upper Deck) { To cargo hold forward 30"x44" coverings To main tank 2 1/2"x8 1/2"x8 1/2" To innermost tanks 30"x44"																				Thickness of Hatches { To cargo hold forward 2 1/2" wood To main & innermost tanks 64" steel plate covers					
Size of No. 1 Hatchway (Forward) 2'-9"x16'-4 1/2" No. 16 off { No. 5 6'-0"x4'-0" (To cargo hold) { No. 8 6'-0"x4'-0" { No. 8 off { No. 5 6'-0"x4'-0" No. 6 "																									
Number of Shifting Beams and/or Fore and Afters 6 to 1st cargo hold : one shifting beam & one Fore & After																									
Cantiere Navale Triestino																									
Builder's Signature Maschini																									

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 oil 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 approved plans and Society's Rules and Regulations. The workmanship throughout is good. The Steel has been produced at works recognized by the Committee and tested by Society's Surveyors in accordance with the Rules. The cargo tanks, Summertanks, oil fuel bunkers, Double bottom tanks, peak tanks have been tested as required by the Rules and found satisfactory. The decks have been tested by core and found good. The foreboard has been verified and the marks cut in the vessel's sides.

Oil fuel having flash point above 180°F. is carried in the oil fuel bunkers situated immediately forward of the boiler space and in the Double tank in way of boiler space. The deep tanks in way of No. 1 hold may be

The amount of Entry Fee Lira : 832.-
Special Survey Fee..... Lira 47,293.-
Travelling Expenses, if any Lira 4,404.-

Fees applied for,
2/3/1928
Received by me,
16.3.28

I am of opinion the Vessel should be Classed + 100 A1

"Carrying Petroleum in Bulk"

Harold Cecil &

Signature H. Cecil for C. Birdsell
Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey yes

Certificate sent to this office Date of issue Harris Dixon Ltd
18/3/28

Committee's Minute

TUES. 13 MAR 1928

Character assigned

+ 100 A1. Carrying Petroleum in Bulk

Lloyd's A & C

+ L.M.C. 2.28

Fitted for Oil Fuel 2.28 F. above 150°F

W. H. G.

W. H. G.

W. H. G.

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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.)

used for the carriage of oil fuel or water ballast.

The requirements of section 20 of the Rules, where applicable, have been complied with.

3 forging reports and the following approved plans are enclosed: 1) Sternframe & rudder; 2) Stem; 3) Construction aft; 4) Quadrant & tiller; 5) Deck houses on Prop, Fore Deck and Prop Deck forward of Fore Mast; 6) Upper Deck (6 plans).

The approved plans of: 1) Midships section; 2) Profile & Deck; 3) Sections at after ends (machinery space); 4) Section through Fore hold; 5) Modified Longitudinal Bulkhead; 6) Modified Transverse Bulkhead; 7) Re-arrangement of trunk side; 8) Bottom in machinery space; 9) Detail of construction forward; 10) After peak tank top; 11) Transverse in Pump Room; 12) Drawings & overlaps in Shell & Decks; 13) oil fuel bunker; 14) Eng. & Bottoming compensation for cutting longitudinal in Pump Room; 15) Cut transverses (2 plans, one approved on the 5.7.27 & the other on the 11.7.27) and 16) Plan of Hatchers, are retained in this office for reference as copies of same are already in the London office.

Rpt. 1*.

S.S. "ASTRA III"

C.N.T. Yard No 186.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.			
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	
		Inch.	Line.	Feet.	Inch.	Line.	Feet.	Inch.	Line.	Feet.	Inch.	Line.	Feet.	Inch.	Line.	Feet.	Number.
Framing of Δ , L or C																	
Frames in Bridge 'tween Decks ...		170	85	10.	170	85	10.	170	85	10.	170	85	10.	19	110.	110.	-
Frames from Uppermost Continuous Deck No. 1		200	85	10.	180	85	10.	200	85	10.	180	85	10.	22	130	130.	-
" 2		200	85	10.	180	85	10.	200	85	10.	180	85	10.	22	130	130.	88.
" 3		230	90	11.	180	85	10.	230	90	11.	180	85	10.	22	130	130. 5 end Rivets	No Doubling
" 4		250	90	12.	190	85	10.	250	90	12.	190	85	10.	22	130	130. 5 end Rivets	" "
" 5		250	90	12.	190	85	10.	250	90	12.	190	85	10.	22	130	9 Rivets sp. 99.	1" R. sp. 88.
" 6		240	85	10.	200	85	10.	240	85	10.	200	85	10.	22	130	" " " "	" " " "
" 7		260	90	10.5	230	90	11.	260	90	10.5	230	90	11.	22	130	" " " "	" " " "
" 8		260	90	10.5	250	90	12.	260	90	10.5	250	90	12.	22	130	" " " "	" " " "
" 9		280	95	11.5	250	90	12.	280	90	11.5	250	90	12.	22	130	6 end Rivets 1" R. sp. 99.	No Doubling
" 10					250	90	12.				250	90	12.			6 end Rivets 1" R. sp. 99.	" "
" 11					260	90	10.5				260	90	10.5			" " " "	" " " "
" 12					260	90	10.5				260	90	10.5			" " " "	" " " "
" 13																" " " "	" " " "
" 14																" " " "	" " " "
" 15																" " " "	" " " "
" 16																" " " "	" " " "
Partic. Cas. We. Spacing of Longitudinal Frames		762.			630 to 762.			762.			762.						
Double Bottoms Δ or C		290 x 10.5			380 x 10.5			380 x 10.5			380 x 10.5			22	130	3 1/2 dia. for 9 Riv. each side Transverses, 11 dia. for doublings.	ft.
Spacing of Longitudinals		838			838			838			838						
No. a. Transverses.		540			534			534			534						
In Bridge 'tween Decks		612 x 10.			612 x 10.			612 x 10.			612 x 10.			22	93.		
Face Angles		75			75			75			75						
Lugs to Shell		75 75 10			75 75 10			75 75 10			75 75 10						
In Upper 'tween Decks		610 x 10.			610 x 10.			610 x 10.			610 x 10.			22	95.		
Face Angles		90 90 10.			150 x 100 x 13			90 90 10.			150 x 100 x 13						
Lugs to Shell		90 90 10.			90 90 10.			90 90 10.			90 90 10.						
In Hold.		106 1/2 x 11.5			915 x 11.5			106 1/2 x 11.5			915 x 11.5			22	90.		
Face Angles		130 90 10.			90 90 10.			130 90 10.			90 90 10.						
Lugs to Shell		160 160 15.			160 160 15.			160 160 15.			160 160 15.						
Bracket Lugs		150 100 13			150 100 13			150 100 13			150 100 13						
Spacing of Transverse Frames		280 95 16.5			280 95 16.5			280 95 16.5			280 95 16.5						
State if jogged or liners.		2nd 2,300.			2,970			2,970			2,970						
Longitudinal Beams of L, L or C		150 70 8.			150 70 8			150 70 8			150 70 8						
Bridge Deck		150 70 8.			150 70 8			150 70 8			150 70 8						
Upper		190 85 9.5			150 70 9			190 85 9.5			150 70 9						
Second		200 85 11.5			150 70 9			200 85 11.5			150 70 9						
Third																	
Order																	

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

Dr. 5c. 11.26.—T.

0286 313

Lloyd's Register Foundation

Total No. of Visits 12