





# PILLARS AND DECKS.

		4/4 IN SHIP.	Any Departure from Approved Plans to be Noted.	4/4 IN SHIP.	Any Departure from Approved Plans to be Noted.
CENTRE LINE DECK GIRDER DEPTH AND THICKNESS		1600X11			
PILLARS, No. of Rows		190X18 FACE FLAT.			Stringer Plate, breadth and thickness in way of Bridge
in 'tween Decks, Size and Spacing		STIFFENERS 100X12			Thickness of Plating abreast Deck openings in way of Wells
PILLARS IN FORECASTLE DECK		108 DIA X 11			Thickness of Plating abreast Deck openings in way of Bridge
POOP BRIDGE		152 DIA X 9			Thickness of Plating within line of openings
in Holds FRAMES 174 + 178		140 DIA X 9 - 76 DIA X 9			If Sheathed, material and thickness
181		225 DIA X 11			
210 DIA X 10					
Centre Line Bulkhead, IN FOR'D DEEP TANK		PLATING 12-8			Third Deck.
Stiffeners and Spacing		STIFFS 200X90X12 W.T.D. AT 685 APART			Stringer Plate, breadth and thickness
LONGITUDINAL BULKHEADS IN CARGO TANKS		UPPER 950X11-280X16 FACE FLAT.			If Plated, state thickness
Plating, thickness of		LOWER 1000X12-300X18 FLAT.			
HORIZONTAL STIFFENERS		15-11 TROUGHED 566			Fourth Deck.
STRINGERS AND DECKS.		260X12 B.P. AND 180X11 B.P. AT TOP			Stringer Plate, breadth and thickness
Uppermost Continuous Deck.		1700X11 FACE FLAT 320X20			If Plated, state thickness
Stringer Plate, breadth and thickness in Wells		11 WITH 140X12 FACE FLAT.			
1950X24-30 AT POOP FRONT					
in way of Bridge		1950X28			
Angle in Wells		VERTICAL PLATE 300X25			Poop Deck.
Thickness of Plating abreast Deck openings in way of Wells		20.5-30 AT POOP FRONT.			Stringer Plate, breadth and thickness
Thickness of Plating abreast Deck openings in way of Bridge		21.5			Plating, Sheathing, material and thickness
Thickness of Plating within line of openings		20.5			Bridge Deck.
If Sheathed, material and thickness		DECK DOUBLINGS FITTED AT HATCHES.			Stringer Plate, breadth and thickness
Second Deck. FOR'D HOLD TANK TOP		10 THROUGHOUT.			Plating, Sheathing, material and thickness
Stringer Plate, breadth and thickness in Wells					

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <small>State if jogged? <i>NO</i></small>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
Flat Plate Keel.....	<i>'A'</i> 2040	<i>27</i>	<i>27</i>	<i>27</i>	<i>B.C AND STRAKES FROM 1/4 L FOR'D TO COLL'N BULKH'D</i>	DOUBLE	<i>25</i>	<i>100</i>	WELDED	—	—	BUTT WELDS
„ Dblg. (if any)	—											
Bottom Plating, No. of Strakes <i>B.C.D.E.</i>		<i>21</i>	<i>21.5</i>	<i>15</i>		WELDED.	—	—	WELDED	—	—	BUTT WELDS
Bilge Plating, No. of Strakes <i>F.G.</i>		<i>21</i>	<i>21</i>	<i>18</i>		DOUBLE	<i>25</i>	<i>100</i>	„	—	—	„
Side Plating, No. of Strakes <i>H.I.L.</i>		<i>23</i>	<i>14</i>	<i>15</i>		WELDED	—	—	„	—	—	„
Upper Deck, Sheer- strake in Wells <i>N.</i>	<i>2800</i>	<i>24</i>	<i>14</i>	<i>15</i>		DOUBLE	<i>25</i>	<i>95</i>	„	—	—	„
Upper Deck, Sheer- strake in Bridge <i>H.</i>	<i>2060</i>	<i>24</i>				DOUBLE	<i>25</i>	<i>95</i>	„	—	—	„
Strake below Sheer- strake in Wells <i>H.</i>	<i>1050</i>	<i>19</i>	<i>13</i>	<i>13</i>		DOUBLE	<i>25</i>	<i>95</i>	„	—	—	„
Strake below Sheer- strake in Bridge <i>H.</i>	<i>1050</i>	<i>19</i>				DOUBLE	<i>25</i>	<i>95</i>	„	—	—	„
Poop Side Plating.....					<i>10.5 To 14 <del>THIN</del> AT FOR'D END.</i>	WELDED	—	—	„	—	—	„
Bridge Side Plating.....					<i>COAMING 380X13.5 REMAINDER 12.</i>	WELDED	—	—	„	—	—	„
Forecastle Side Plating					<i>11.5</i>	WELDED.	—	—	„	—	—	„

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	1051 for record
Extending to Upper Deck (Sec. 3 c)	15 I.W.O CENTRE TANKS.
Deck next below	11 " OF SIDE TANKS.
As per Rule	EIGHT.

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD, Upper 'tween decks					
WING TANKS	14-11	TROUGHED	566 DEEP	STIFF AT SIDE	230X14 FLAT.
CENTRE	14-11		566 DEEP		
Third BULKHEAD	1490X13 1/2	130	LOWER 1490X13, 300X20	FACE FLAT.	
Hold UPPER	1490X15	180X15	FACE FLAT, LOWER 1490X13, 300X25	FACE FLAT.	
COLLISION	FRM 185	15-75	260-14 B.P. AND 210X10 B.P. @ 683.	4 SB. BEAMS.	
AFTER PEAK	FRS 10+11	20, 14-75	200X90X12 W.T.D. @ 610 to 683	1 SB. BEAM.	

## FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				PLATE KEEL.
STEM				MS. PLATE 25 TO 16 AND BAR 120 DIA.
STERN FRAME	Propeller Post			FABRICATED BY CANTIERI NAVALI RIUNITI, ANCONA AS PER APPROVED PLAN
	Rudder			304 DIA.
Speed of Vessel				16 KNOTS.
RUDDER—Type				"SIMPLEX" TYPE BY CANTIERI DEL TIRRENO GENOA.
A x D.				544
Diam. of head				330
Mainpiece at top pintle				
heel				
how constructed				FABRICATED M.S.
double or single plate coupling, vertical or horizontal				DOUBLE 15 1/2" PLATE.
				HORIZONTAL.
				OPEN HEARTH.

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	"ILVA" ALT FORNI E ACCIAIERIE D'ITALIA. NOVI LIGURE, SAVONA, TRIESTE, MARGHERA, BAGNOLI, SOCIETA ITALIANA ACCIAIERIE CORMIGLIANO, ACCIAIERIA E FERRIERA DI BOLZANO, THE JAPAN STEEL WORKS LTD, ACCIAIERIE E FERRIERE LOMBARDE FALCK
	Has the Steel been tested as required by the Rules? YES.



21 AUG 1954

EQUIPMENT No. 61670				LETTER <i>if</i>		ANCHORS.		
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK. KILOS	WEIGHT OF STOCK. Cwts. qrs. lbs.	TEST, PER CERTIFICATE. KILOS	WEIGHT REQUIRED BY TABLE 53. KILOS	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
3600	1st Bower	5369	—	71720	—	CAST STEEL	HUTTENUNION AG. WERK	DORTHUND 8/9/52
3599	2nd "	5324	—	70410	—	STOCKLESS	HORDE	"
3598	3rd "	5285	—	70060	—	ANCHORS.	"	"
	Collective weight	15978	✓		15120			
3601	Stream	1548	387	29460	1575	C.S. STOCK ANCHOR.	"	"

no  
Subst  
staked

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.
2617 PBG	315 2.5	35150	113744.		CAST STEEL STUD LINK (NACO)	NATIONAL MALL EAGLE AND STEEL CASTINGS CO.	SHARON, PA. DEC 1ST 1953 J.M. GROVE	TOWLINE
2602 PGH	15 2.5	" "	10832		"	"	"	HAWSERS & WARPS
2604 PGH	TWO SWIVEL LENGTHS	3566 2.9" DIA	WITH END SHACKLES AND JOINING LINKS		"	"	" DEC 24TH	"
Stream	210 43.2% - 85013	Kgm	—			DUSSELDORFER DRAHNDUSTRIE G.m.b.H.	DUSSELDORF 10TH JULY 1953 K. MULLER.	"

Steering Gear, Type (Power or hand) **ELECTRIC - HYDRAULIC** Alternative Means of Steering **ELEC-HYD (2 PUMPS - 2 MOTORS)**

Steering Chains (Size and Test) **(TELE MOTOR CONTROL)** Windlass **STEAM** Boats **1-24 FT. 33 PERSONS (MOTOR)**

Ceiling in Holds, thickness and material **CARGO BATTENS, thickness, material and spacing**

Cargo Hatchways. (Upper Deck) **TO FORD HOLD: - STL COAMINGS 800% HIGH. RIVETTED TO DECK. COVER 65% THICK.**

Size of Hatchways No. 1 **TO CARGO TANKS 10-1700% x 670%.** No. 2 **FORE HOLD HATCH 4500% x 1700% ON UPPER AND FORE DECK.**

Number of Shifting Beams **ONE AT DRYCARGO HOLD ON UPPER DECK FORWARD.**

Builder's Signature *[Signature]* **CANTIERI NAVALI RIUNITI**

**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 **TANKER.** 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, conforming to the Society's Rules and Regulations and Secretary's letters. The scantings and arrangements of the ship are as given in the report and as shown and recommended in the approved plans now forwarded. All modifications or additions to the original approved plans made during construction have been indicated on the plans and are 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 materials and workmanship are good. Oil fuel with a flash point of not lower than 150°F is carried in the D.B. tanks at the fore end of the machinery space, in deep tanks at the fore end and sides fwd of the machinery space, in deep tanks at the aft end of the machinery space and in deep tanks fwd of the vessel. The requirements of Section 20 of the Rules, so far as*

The amount of Entry Fee **112.4694 805** Fees applied for, 19

Special Survey Fee £ : : Received by me, 19

Travelling Expenses, if any **15000 NAKES 206:965 GEN.**

State whether the Vessel has been built under Special Survey **YES.**

Certificate to be sent to **Gen.** Date of issue **8/11/54**

Committee's Minute **FRIDAY 17 SEP 1954**

Character assigned **+100A1 Carrying Petroleum in Bulk.**

**Fitted for oil fuel 5.54 F.P. above 150°F**

**Lloyd's A & CR.**

**+LMC 5.54 - Subject: (With Torsional Endorsement.)**

**2 WTB 675 lb. (Spt 624 lb.)**

**CL.**

**White Xp. (H+5)**

**100. A.I.**

**"CARRYING PETROLEUM IN BULK"**

**For J.A. Mavor and Self.**

**Signature [Signature]**

**Serv. for Lloyd's Register**

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**010289-010293-035243**



Continuation sheet of list of plans forwarded attached hereto, also particulars of position of P403 quality steel.

## Total No. of Visits 91

on the 21/AUG 1954

STRINGER AT BRIDGE P&S

STRINGER AT 13R  
DB-FW

STEEL MAKER			ANALYSIS				
PLATE	NO.		C	Mn.	Si.	S.	P.
	1	THE JAPAN STEEL WORKS LTD	.15	.66	.20	.027	.027
	2	do do	.13	.61	.21	.026	.029
	3	KAWASAKI STEEL CORPORATION	.14	.71	.232	.028	.021
	4	do do	.13	.63	.214	.024	.023
	5	do do	CERTIFIED P403 QUALITY				
	6	do do	.14	.71	.232	.028	.021
	7	do do	.14	.71	.232	.028	.021
	8	do do	.14	.62	.181	.017	.017
	9	do do	CERTIFIED P403 QUALITY				
	10	do do	.13	.63	.214	.024	.023
	11	do do	CERTIFIED P403 QUALITY				
	12	do do	do			do	
	13	do do	do			do	
	14	do do	do			do	
	15	do do	do			do	
	16	do do	do			do	
	17	THE JAPAN STEEL WORKS LTD	do			do	
	18	do do	do			do	
	19	do do	do			do	
	20	do do	do			do	
	1	KAWASAKI STEEL CORPORATION	.13	.63	.214	.024	.023
	2	do do	.13	.79	.228	.018	.024
	3	THE JAPAN STEEL WORKS LTD	.15	.60	-	.04	.04
	4	do do	.15	.60	-	.04	.04
	5	KAWASAKI STEEL CORPORATION	CERTIFIED P403 QUALITY				
	6	do do	do			do	
	7	THE JAPAN STEEL WORKS LTD	.15	.60	-	.04	.04
	8	do do	.15	.60	-	.04	.04
	9	KAWASAKI STEEL CORPORATION	CERTIFIED P403 QUALITY				
	10	do do	do			do	
	11	do do	do			do	
	12	do do	do			do	
	13	THE JAPAN STEEL WORKS LTD	.15	.60	-	.04	.04
	14	do do	.15	.60	-	.04	.04
	15	do do	.15	.60	-	.04	.04
	16	do do	.15	.60	-	.04	.04



FRAMING.		AMIDSHIPS.		ENDS.		Any Departure from Approved Plans to be Noted.	RIVETING.						
		In Ship.		In Ship.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.			
		Ins.	M/M	Ins.	M/M		Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.		
Framing of L, L or C .....													
Frames in Bridge 'tween Decks ...													
Frames from Uppermost Continuous Deck No. 1													
" 2													
" 3													
" 4													
" 5													
" 6													
" 7													
" 8													
" 9													
" 10													
" 11													
" 12													
" 13													
" 14													
" 15													
" 16													
Spacing of Longitudinal Frames		Amidships		At Ends									
Tank Top Longitudinals													
Bottom "													
Amidships													
At ends...													
Transverses.													
Side (between Decks)	Depth and Thickness												
	Face Angles .....												
	Lugs to Shell* .....												
Side (in Hold)	Depth and Thickness												
	Face Angles												
	Lugs to Shell* .....												
Bottom	Depth and Thickness												
	Face Angles												
	Lugs to Shell* .....												
Back Bars													
Brackets .....													
Spacing of Transverse Frames...		Amidships		At Ends									
* State if joggled or liners.		Amidships		At Ends									
Longitudinal Beams of	Bridge Deck												
	Upper "												
	Second "												
	Third "												



21 AUG 1954

Rpt. 9a

Port of

N A P L E S.

Continuation of Report No. 5216

dated

on the

First Entry: =

S.S. "CONCA D'ORO"

Cantieri Navali Riuniti Palermo

Yard N° 203

## PLANS FORWARDED WITH REPORT.

Plan N°	1	Midship Section.
" "	2	Profile & Decks
" "	3	Rudder Plan
" "	4	Sternframe
" "	5	Upper Decks
" "	6	Shell Expansion
" "	7	Bottom & Centre Girder
" "	8	Transverse Bulkheads
" "	9	Cofferdam Bulkheads
" "	10	Longitudinal "
" "	11	Transverses (Sheet 1)
" "	12	Do 2
" "	13	Double Bottom
" "	14	Stringers in Cargo Tanks
" "	15	Stringers & Web Frames in Machinery Space
" "	16	Fore Peak Framing
" "	17	Aft End Framing
" "	18	Bunker Tanks
" "	19	Casing Plans
" "	20	Boat Deck Aft
" "	21	Forecastle Front
" "	22	Poop Front
" "	23	Poop Deck House
" "	24	Fore End Framing
" "	25	Poop Deck
" "	26	Pillars & Girders
" "	27	do do Amidships
" "	28	Bridge Deck
" "	29	Bridge House
" "	30	do do Deck
" "	31	Forecastle Deck
" "	32	Main Engine Seating
" "	33	Fore & Aft Gangway
" "	34	Air & Sounding Pipes
" "	35	Deck Steam Pipes
" "	36	Cargo Pipe System



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