

Rpt. 1.

# STEEL STEAMER or MOTORSHIP.

Received at London Office 19 JUN 1934

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

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

Date of completion of report *6th June '34*

Port of *Bilbao*

Survey held at *Santander*

Date First Survey *19th May 1932*

Last Survey *29th May 1934*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Steel Twin screw Oil Tanker*

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling Oil Tanker (Bracketless)*

State Type of Erections *Boiler, Tanker & R.R. etc*

TONNAGE under Tonnage Deck... *919.06*

CLASS *+100 A-1 certificate*

State if with freeboard (as condition of Class) *no*

Built at *Santander*

Do. of space or spaces between Tonnage Dk. Upper Dk. *1059.63*

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *180.00*

Launched *10th August 1933* Yard No. *34*

Breadth (greatest moulded) *35.00*

Builders *Coscho Hijos S.A.*

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *36.50*

Owners *Cia. Arrendataria del Monopolio de Petroleos S.A.*

1st Longitudinal Number (L x D) *2430*

Managers *✓*

2nd Numeral L x (B + D) *8430*

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

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

Residence *Madrid*

Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.33*

Port of Registry *Barcelona*

Do. Long Bridge to top of keel *✓*

If surveyed while building, afloat, or in dry dock

Draught Moulded *12'-8 1/2"*

*while building*

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
Spacing amidships	<i>Longitudinal Framing</i>		Bracket Floors, Frame	<i>✓</i>	
from 3/4 length to Collision bulkhead	<i>Islerwood System (Bracketless)</i>		Reversed Frame	<i>✓</i>	
in peaks	<i>22"</i>		Vertical Struts	<i>✓</i>	
ING.			Centre Girder, depth and thickness amidships	<i>900 9.5-8</i>	<i>12 under Boiler</i>
idships, Angle, [ or [	<i>Longitudinal Framing</i>		top Angles <i>Double</i>	<i>45 45 8.5</i>	
Extends up to	<i>Islerwood System (Bracketless)</i>		bottom Angles <i>Double</i>	<i>45 45 9.5</i>	
Frame Amidships, Angle	<i>Islerwood System (Bracketless)</i>		Side Girders, No. each side and thickness	<i>Two 9.5 under engines</i>	
Extends up to	<i>Islerwood System (Bracketless)</i>		Margin Plate depth (excl. of flange) and thickness	<i>600 11.5-8.5</i>	
Framing Girder	<i>Islerwood System (Bracketless)</i>		Vertical Angle to Tank side	<i>✓</i>	
Uppermost Continuous 'tween Decks, Angle, [ or [	<i>✓</i>		Bracket abaft 1/2 len. from stem	<i>✓</i>	
Second 'tween Decks, Angle, [ or [	<i>✓</i>		Vertical Angle to Tank side	<i>✓</i>	
Third " " " "	<i>✓</i>		Bracket forward 1/2 len. from stem	<i>✓</i>	
Peaks, Angle <i>or</i> [	<i>124 124 124</i>		Gussets, spacing and scantling abaft 1/2 len. from stem	<i>✓</i>	
nd Spacing of Rivets through Frame and Shell Plating amidships	<i>✓</i>		Gussets, spacing and scantling forward 1/2 len. from stem	<i>✓</i>	
ne Joggled	<i>no</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	
ANGEMENTS (Sec. 7), state system and particulars	<i>In fore Peak Tank solid floor 22" apart. Deck frame &amp; beam 230x90x1/4 B.A. in frame 12" x 4". Abaft of fore Peak Tank sources longitudinal as approved. Two strakes of bottom plating next to keel 9" thick to rule position of coll. etc. Islerwood framing single frames 130x130x9" spaced 22" apart.</i>		INNER BOTTOM PLATING.		
ING OF BOTTOM FOR			Breadth and thickness of Middle Line Strake	<i>1000 11.5 in B.S. 8.5 in E.S.</i>	
ate Particulars			Thickness of remainder in Holds	<i>✓</i>	
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?	<i>Yes</i>		BEAMS.		
Uppermost Continuous Deck, amidships	<i>450 8.5</i>		Uppermost Continuous Deck, amidships		
in Wells, Angle, [ or [	<i>Long. Framing above level of floors.</i>		in Wells, Angle, [ or [		
in way of Bridge, Angle, [ or [	<i>200 45 11.5</i>		Spacing		
Second Deck, amidships, Angle, [ or [	<i>8.5</i>		Second Deck, amidships, Angle, [ or [		
Spacing	<i>✓</i>		Spacing		
Third Deck, amidships, Angle, [ or [	<i>45 45 9.5</i>		Third Deck, amidships, Angle, [ or [		
Spacing	<i>8.0</i>		Spacing		
Fourth Deck, amidships, Angle, [ or [	<i>180 45 9.5 B.A.</i>		Fourth Deck, amidships, Angle, [ or [		
Spacing	<i>✓</i>		Spacing		
Poop Deck, Angle, [ or [	<i>4 560x610</i>		Poop Deck, Angle, [ or [		
Spacing	<i>no</i>		Spacing		
Bridge Deck, Angle, [ or [	<i>✓</i>		Bridge Deck, Angle, [ or [		
Spacing	<i>✓</i>		Spacing		
Forecastle Deck, Angle, [ or [	<i>✓</i>		Forecastle Deck, Angle, [ or [		
Spacing	<i>✓</i>		Spacing		



## PILLARS AND DECKS.

[illegible]

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled?			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.	
	<i>inches</i> <i>m. m.</i>	<i>inches</i> <i>m. m.</i>	<i>inches</i> <i>m. m.</i>	<i>inches</i> <i>m. m.</i>			<i>inches</i> <i>m. m.</i>	<i>inches</i> <i>m. m.</i>		<i>inches</i> <i>m. m.</i>	<i>inches</i> <i>m. m.</i>	
FLAT PLATE KEEL .....	990	14	12	12		Double	19	66	Three	22	44	Lapped.
„ DELG. (if any)	✓					✓			✓			
BOTTOM PLATING, No. of Strakes. <i>Three.</i>		9	8	8		Double	19	66	Two	19	66	Lapped.
BILGE PLATING, No. of Strakes ..... <i>One.</i>		9	8	8	<i>8.5 Doubling fitted at Trans. Ends as approved.</i>	"	"	"	"	"	"	"
SIDE PLATING, No. of Strakes ..... <i>One.</i>		8.5	8	8		"	"	"	"	"	"	"
UPPER DECK, Sheer- strake in Wells.....		8.5	8	8		"	"	"	"	"	"	"
UPPER DECK, Sheer- strake in Bridge ...	✓	11.0	<i>at Raised Quarter Stk front.</i>			"	"	"	Three	"	"	"
STRAKE BELOW Sheer- strake in Wells.....		8.5	8	8	<i>8.5 Doubling fitted at R. 2. Stk front</i>	Double	19	66	Two	19	66	Lapped.
STRAKE BELOW Sheer- strake in Bridge ...	✓	<i>4 Doublings fitted at Trans. Ends as approved.</i>				✓			✓			
<i>Raised Quarter Deck</i> <del>DECK</del> SIDE PLATING .....	✓	✓	10	8		Single	19	76	Two	19	66	Lapped.
BRIDGE SIDE PLATING ...	✓	✓	✓	✓		✓			✓			
FOREC'TLE SIDE PLATING			7	7		Single	19	76	Two	19	66	Lapped.

## WATERTIGHT BULKHEADS.

## FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Extending to Upper Deck (Sec. 3 c)		Deck next below		As per Rule or approved	
		Six		One		Six	
		One		One		One	
		One		One		One	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks	7-6.5	100x75x8.0A.	685	3 Brackets P.S. at shell longitudinal	
" " Second "	7-6.5	100x75x8.0A.	685	3 Brackets P.S. at shell longitudinal	
" " Third "	7-6.5	100x75x8.0A.	685	3 Brackets P.S. at shell longitudinal	
" " Holds	7-6.5	100x75x8.0A.	685	3 Brackets P.S. at shell longitudinal	
COLLISION (in Hold)	7-6.5	100x75x8.0A.	685	3 Brackets P.S. at shell longitudinal	
AFTER PEAK	7-6.5	100x75x8.0A.	685	3 Brackets P.S. at shell longitudinal	

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓			
STEM				
STERN FRAME				
RUDDER—A x D x 100				
Speed of Vessel				
RUDDER mainpiece at head				
" " heel				
" " how constructed				
" " double or single plate				
" " coupling, vertical or horizontal				

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture). *Alto Hornos de Vizcaya, Sagunto, Spain. Stewart & Lloyd's, Colvilles, open hearth process Ltd & Vereinigte Stahlwerke.*

Has the Steel been tested as required by the Rules? *Yes.*



Rp 1\*.

# "CAMPRODON" REPORT NO 8488

19 JUN 1934

## PARTICULARS OF LONGITUDINAL FRAMING. (BRACKETLESS)

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.			RIVETS THRO' SHELL DOUBLINGS	
	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.		Diameter in Bracket to Double End.
	Plating	Plating	Plating	Plating	Plating	Plating	Plating	Plating	Plating	Plating	Plating	Plating	Diam.	Speng.	Plating	Plating	
Framing of <b>K, L &amp; P</b> ..... <b>FORECASTLE &amp; RAISED Q.D.</b> Frames in <b>Bridge</b> 'tween Decks ... Frames from Uppermost Continuous Deck No. 1	180	75	9.5	130	65	8 FORD	180	75	9.5	130	65	8 FORD	19	6dies	3 1/2 dies for 7 Riv (B)	✓	✓
" 2	"	"	"	"	"	" AFT	"	"	"	"	"	" AFT	"	"	"	✓	✓
" 3	"	"	11	130	65	8 FORD	"	"	11	130	65	8 FORD	"	"	"	✓	✓
" 4	200	"	10.5	140	65	8.5 AFT	200	"	10.5	140	65	8.5 AFT	"	"	"	3 1/2 dies for 7 Riv	"
" 5	"	"	"	150	75	9.5 AFT	"	"	"	150	75	9.5 AFT	"	"	"	"	"
" 6	230	90	11	180	75	11 FORD	230	90	11	180	75	11 FORD	"	"	4 dies for 5 Riv (B)	✓	✓
" 7	250	"	11.5	180	75	12 AFT	250	"	11.5	180	75	12 AFT	"	"	4 dies for 5 Riv (B)	✓	✓
" 8	"	"	"	"	"	10 AFT	"	"	"	"	"	10 AFT	"	"	4 1/2 dies for 9 Riv (T)	✓	✓
" 9	"	"	"	"	"	"	"	"	"	"	"	"	"	"	—ditto—	✓	✓
" 10	"	"	"	"	"	"	"	"	"	"	"	"	"	"	4 dies for 6 Riv (B)	✓	✓
" 11	"	"	"	"	"	"	"	"	"	"	"	"	"	"	4 1/2 dies for 9 Riv (T)	✓	✓
" 12	"	"	"	"	"	"	"	"	"	"	"	"	"	"	—ditto—	"	"
" 13	"	"	"	"	"	"	"	"	"	"	"	"	"	"	—ditto—	"	"
" 14	"	"	"	"	"	"	"	"	"	"	"	"	"	"	—ditto—	"	"
" 15	"	"	"	"	"	"	"	"	"	"	"	"	"	"	—ditto—	"	"
" 16	"	"	"	"	"	"	"	"	"	"	"	"	"	"	—ditto—	"	"
Spacing of Longitudinal Frames	Amidships	At Ends		Amidships	At Ends		Amidships	At Ends		Amidships	At Ends						
Double Bottoms	Tank Top Longitudinals	Bottom		UNDER BOILERS.			180	75	10	180	75	10	19	6	4 dies for 4 Riv. each side of trans. & intermediate trans.		
acing of Longitudinals	Amidships	At Ends...		180	75	10	180	75	10	180	75	10	19	6	3 1/2 dies for 7 Riv at each side of No 22 Bulk at end of length		
				710			710			710					4 dies for 6 Riv (B)		
				710			710			710					4 1/2 dies for 9 Riv (T)		
Transverses.																	
In Bridge	Depth and Thickness																
ween Decks	Face Angles																
	Lugs to Shell*																
In	Depth and Thickness	385	8.5	380	8.5		385	8.5	380	8.5							
ppor 'tween	Face Angles	Flanged	75%	Flanged	75%		Flanged	75%	Flanged	75%							
Decks	Lugs to Shell*	Joggled	75 75 8.5	75 75 8.5			75 75 8.5	75 75 8.5	75 75 8.5	19	5 dies.						
TRUNK	Depth and Thickness	In wing tanks	9 1/2	460	9.5		In wing tanks	9 1/2	460	9.5							
	Face Angles	Single		75 75 9.5 FORD			75 75 9.5 AFT		75 75 9.5 FORD								
n Hold.	Lugs to Shell*	Joggled	124 124 9.5	124 124 9.5			124 124 9.5	124 124 9.5	124 124 9.5	19	5 dies.						
	" " Back Bars	none		none			none		none								
	Brackets	at top	9 1/2	As approved	9 1/2		at top	9 1/2	As approved	9 1/2							
Spacing of Transverse Frames	2.49 + 3.56 M Centre Sp.	2.24 M.	2.49 + 3.56 M Centre Sp.	2.24 M.			2.49 + 3.56 M Centre Sp.	2.24 M.									
	* State if joggled or liners.																
Longitudinal Beams of	TRUNK	180	75	10.5	FOCLE & R.D.S.	180	75	10.5	130	65	8	Spacing.					
<b>K, L &amp; P</b>	Deck	200	75	10.5	✓	200	75	10.5	130	65	8	710 x 920			385 x 8.5	Flanged	75
	Upper	180	75	9.5	✓	180	75	9.5	✓	130	65	8	525 x 605		130 x 9 1/2	75 x 75 x 9	130 x 9 1/2
	Second	✓			130	65	8	✓	130	65	8			280 x 9	75 x 75 x 9	280 x 9	75 x 75 x 9
	Third	✓			✓			✓						✓		✓	✓

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.



EQUIPMENT No. 9402										LETTER "K"		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.	cwts.	qrs.	lbs.	Cwts.			
1491	1st Bower ...	21	2	13	✓	✓		22	1	3	14		"Union"	Stanton & Co. Ltd.	7-9-33 W. Berg
1490	2nd " ...	21	2	6	✓	✓		22	1	3	14		"	"	"
1492	3rd " ...	18	2	1	✓	✓		19	10	3	21		"	"	"
	Collective weight.	61	2	20									"	"	"
1493	Stream .....	4	3	1	1	0	25	7	5	0	0	54-1-0 5-1-0	"Stock"	"	"

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.		
6	385	35	34700	52050	10642	9230	385 33	S.L. Arregui. Bureau 4-10-33.		Towline	90 35W	186	90 3		
										Hawsers & Warps	2090 6mm	1290 6	1290 6		
											10120 3 1/2				
											10120 3				
											10120 2 1/2				
											2090 2 1/4 S.W. 108				
											2025 3 1/4 S.W. 217				

Steering Gear, Steam *Corcho Hijos, Santander, 2 cylinders 4 1/2" dia x 4" stroke* Steering Gear, Hand *Corcho Hijos, screw 5" dia, with rods & washers*  
Boats *2 wood lifeboats 6075 x 2000 x 760* Steering Chains, Size and Test *35" dia. 34700 Kilos.* Windlass *Union Royal de Levante, Valencia*  
Ceiling in Holds, thickness and material *One hold only, steel* Cargo Battens, thickness, material and spacing *none.*  
Cargo Hatchways, *Upper Deck* *Steel plates angles & steel King V.T. Cover.* Thickness of Hatches *✓*  
Size of No. 1 Hatchway (Forward) *1680 x 1830* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*  
Number of Shifting Beams and/or Fore and Afters *none*



CORCHO HIJOS, S. A.

*L. Carbajal*  
DIRECTOR GENERAL

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 constructed in accordance with the approved plans the Society's Rules and the Secretary's letters. The materials and workmanship are good. The freeboards have been verified and cut in on the vessel's sides. The oil cargo tanks, wing tanks, oil fuel tankers, pump room, peak tanks, chain locker and double bottom tanks, bulkheads and decks have been satisfactorily tested as required by the Rules.  
Heating coil pipes are fitted in the Cargo oil tanks, oil fuel tankers. These have been satisfactorily tested in accordance with the Rules.  
The vessel is fitted for burning oil fuel F.P. above 150°F.  
Plans of midship section and profile & decks of the vessel as built together with forging and casting certificates are herewith enclosed.

The amount of Entry Fee ..... £ : : Fees applied for, *La. to Bhs 30/6/34*  
Special Survey Fee.... £ 200 0:0 Received by me, *17.9 34/100*  
Travelling Expenses, if any £ 150 0:0

I am of opinion the Vessel should be Classed *+100 A-1*  
*Carrying oil in bulk flash point above 150°F. Longitudinal framing Bracketless*  
*Fitted for burning oil fuel flash point above 150°F.*  
*R. Crawford.*  
Signature  
Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey *Yes*  
Certificate to be sent to *Bilbao* Date of issue *5.34. 25/7/34*

Committee's Minute

Character assigned

**FRI 6 JUL 1934**  
*+ 100 A-1*  
*Carrying oil in bulk, F.P. above 150°F.*

*Write to* *Ench. aft.* *Lloyd's* *and* *admb 5.34*  
*Long framing* *Fitted for oil fuel F.P. above 150°F.*  
*Bracketless system*

FRI 17 AUG 1934

010440-010450-00383

Lloyd's Register Foundation



