

STEEL STEAMER or MOTORSHIP.

Received at London Office

-5 JUL 1934

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

28th June 1934.

Port of

Valencia.

No.

300

Survey held at

Valencia.

Date First Survey

22nd Feb. 1932.

Last Survey

24th June

1934.

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

Twin screws

M.V.

"CAMPILO"

Machinery Aft.

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

State Type of Erections

Hand scantling long framing Bracketless

Sigsbee & Co.

TONNAGE under Tonnage Deck

3043.84

CLASS + 100 A.1. carrying 9000 tons in bulk, long framing Bracketless.

State if with freeboard as condition of Class

FEET.

Built at

Valencia.

Launched 28th Dec. 1933.

Yard No. 22.

Builders Union Naval de Levante, S.A. Val.

Owners C.A.M.P.S.A.

Managers

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

Residence Madrid.

Port of Registry Seville.

If surveyed while building, afloat, or in dry dock

While building.

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

Total

Gross Tonnage

3941.15

Register Tonnage

2059.10

REGISTERED DIMENSIONS.

FEET.

Length

329.90 100.55

Breadth

54.10 16.49

Depth

23.00 7.01

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

L 330-00

Breadth (greatest moulded)

B 53.75

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

D 23.00

1st Longitudinal Number (L x D)

= 4590

2nd Numeral L x (B + D)

= 25327.5

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

14.34

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

14.34

Do. Long Bridge to top of keel

Draught Moulded

19' 4" 3/4

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.
FRAMES, Spacing amidships	Longitudinal.		Bracket Floors, Frame	✓	
" " from 1/3 length to Collision bulkhead	24"		" " Reversed Frame	✓	
" " in peaks	24"		" " Vertical Struts	✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	1295 x 11.5	
Frame Amidships, Angle, [or]	Longitudinal		" " top Angles	90 90 11	
" " Extends up to	✓		" " bottom Angles	100 100 12.5	
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	2 2 12.5	
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	11	
Depth of Framing Girder	✓		" " Vertical Angle to Tank side	90 90 8.5	
Frames in Uppermost Continuous 'tween 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	✓	
Framing in Peaks, Angle or [6" 3" 42"		" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
Diameter 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	✓	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Longitudinal framing as per approved plans.		INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	3 Strakes of bottom plating next keel with midships plate 3/4" frame 1/2" 60 (6 then 1 1/2 in 4 ft) Deep floors + intercostals.		Breadth and thickness of Middle Line Strake	2590 x 25	
SINGLE BOTTOM.			Thickness of remainder in Holds	11	
Floors, Depth and thickness at mid-line in Holds	490 x 9 1/2		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?	all as per approved plan	
Height of Brackets at side above base line at toe of frame	✓		BEAMS.		
Middle Line Keelson, on Floors, Angles, [or]	✓		Uppermost Continuous Deck, amidships in Wells, Angle, [or]	Longitudinal	
" " Through Plate or Intercostal Plate	8.5		" " in way of Bridge, Angle, [or]	✓	
" " Foundation Plate on Floors	✓		Spacing	✓	
" " Flat Plate Keel Angles	100 100 12		Second Deck, amidships, Angle, [or]	✓	
Side Keelsons, No. each side	✓		Spacing	✓	
" " thickness of Intercostal Plate	✓		Third Deck, amidships, Angle, [or]	✓	
" " Angles	✓		Spacing	✓	
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, [or]	✓	
Solid Floors, thickness and spacing	12 1/2 1/2		Spacing	✓	
" " Are Frame and Reversed Frame joggled?	no		Poop Deck, Angle, [or]	✓	
Bracket Floors, breadth and thickness at middle line	✓		Spacing	✓	
" " breadth and thickness at margin plate	✓		Bridge Deck, Angle, [or]	✓	
			Spacing	✓	
			Forecastle Deck, Angle, [or]	✓	
			Spacing	✓	

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.)

Copies of all approved plans already retained in London office.
Plan of hullship Section as built is forwarded herewith.
Lifting & casting certificates herewith.

No Official Survey order form in this case: for Official Correspondence re
see sec 51 Dept file No. 209

Particulars of **Drop Test** of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower	Head 32.0.21. M.B. 4318.	5.10.32.	Shank. 16.3.16. M.B. 1344.	5.10.32.
2nd "	Head 32.1.11. M.B. 4319.	5.10.32.	Shank. 16.3.11. M.B. 1345.	5.10.32.
3rd "	Head 24.2.18 M.B. 4320.	5.10.32.	Shank. 14.0.4. M.B. 1346.	5.10.32.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 93.4 ft., R.Q.D. ✓ ft., Bridge 32.8 ft., Forecastle 30.4 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *not* 40

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1. Deck. (Steel).

Official No. ; Signal Letters Is bottom of Vessel coated with cement *no* if not give particulars of composition ✓

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	54.0	214.	Fore peak tank,	18.60	45.5.
Double bottom, under Engines and Boilers,			After peak tank,	20.00	94.0.
Double bottom, if under Engines only,	(see capacity plan herewith).		Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	13.40	145.0.
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom			(If necessary, furnish further information by sketch.)		

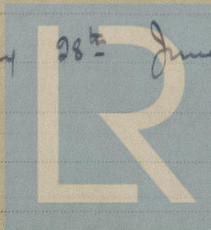
* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No.

Date

Dates of Surveys held while building

1st Survey 22nd Feb. 1932. ; last survey 28th June 1934.



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Lloyd's Register Foundation

Total No. of Visits 31

Rp 1*.

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. Inches.	Rivets in Brackets to Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Spang.	Number.		Diameter.	
aming of L, L or C	all framing is of Bulb-angle section																
ames in Bridge 'tween Decks ...	6	3	32				6	3	32								
ames from Uppermost Continuous Deck No. 1	4	3 1/2	44	6	3 1/2	40	4	3 1/2	44	6	3 1/2	40	22	132		44 in way of Doubling.	
" 2	8	3 1/2	40	6	3 1/2	40	8	3 1/2	40	6	3 1/2	40	"	"	44 for 6 rivets each side of Trans. Bld.		
" 3	8	3 1/2	40	4	3 1/2	40	8	3 1/2	40	4	3 1/2	40	"	"			
" 4	9	3 1/2	43	4	3 1/2	40	9	3 1/2	43	4	3 1/2	40	"	"		44 in way of Doubling.	
" 5	9	3 1/2	50	A. 8	3 1/2	40	9	3 1/2	50	A. 8	3 1/2	40	"	"		88 in way of doubling.	
" 6	10	3 1/2	45	A. 8	3 1/2	43	10	3 1/2	45	A. 8	3 1/2	43	"	"	88 for 8 rivets each side of Trans. Bld.		
" 7	10	3 1/2	48	A. 9	3 1/2	43	10	3 1/2	48	A. 9	3 1/2	43	"	"	99 for 9 rivets each side of Transverses.		
" 8	11	3 1/2	48	A. 9	3 1/2	43	11	3 1/2	48	A. 9	3 1/2	43	"	"	88 for 8 rivets each side of Transverses.		
" 9	12	3 1/2	50				12	3 1/2	50				"	"	44 for 9 rivets each side of Transverses.	88 in way of doubling.	
" 10																	
" 11				F. 9	3 1/2	43				F. 9	3 1/2	43	"	"	same as No. 10 longitudinal.	88 in way of doubling.	
" 12				F. 9	3 1/2	45	12	3 1/2	50	F. 9	3 1/2	46	"	"	44 for 9 rivets each side of Transverse	do	
" 13	12	3 1/2	50	F. 9	3 1/2	45									do	do	
" 14															do	do	
" 15															do	do	
" 16															do	do	
Spacing of Longitudinal Frames	Amidships			At Ends			Amidships			At Ends							
Double Bottoms	Tank Top Longitudinals																
" L or C	Bottom																
Spacing of Longitudinals	Amidships			At Ends			Amidships			At Ends							
Transverses.				Incast						Incast			Rivets in Lugs to Shell				
In Bridge	Depth and Thickness	460	9.5	600	10		460	9.5	535	9.5							
'tween Decks	Face Angles	45	45	45	45	10	45	45	45	45	10						
	Lugs to Shell*	45	45	45	45	10	45	45	45	45	10	19	95				
In	Depth and Thickness			535	10				535	10							
Upper 'tween Decks.	Face Angles			45	45	10			45	45	10						
	Lugs to Shell*			150	150	11			150	150	11	19	86				
In Hold.	Depth and Thickness	1065	10	460	10		1065	10	460	10							
	Face Angles	150	90	150	90	10	150	90	150	90	10						
	Lugs to Shell*	150	150	150	150	11	150	150	150	150	11	22	99				
	" " Back Bars																
	Brackets																
Spacing of Transverse Frames	2.400			2.400			the same			the same							
* State if joggled or liners.																	
Longitudinal Beams of L, L or C	Bridge Deck	6	3	32	6	3	32	6	3	32	6	3	32	840	250 x 9.5	45 x 45 x 9.5	
	Upper	8	3 1/2	40	6	3	32	8	3 1/2	40	6	3	32	460	840 x 11	150 x 90 x 11	the same
	Second	8	3	44				8	3 1/2	44					380 x 10	150 x 90 x 10	
	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.