

## STEEL STEAMER OR MOTORSHIP.

State if Report has been sent on the Freeboard of the Vessel NO (ASSIGNED BY REGISTRO ITALIANO NAVALE)State if Report is sent on the Machinery of the Vessel yesDate of completion of report 21st AUGUST, 1954Port of GENOANo. 20175Survey held at GENOA

Date First Survey

Last Survey 26th JULY

1954

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

SINGLE SCREW S/TANKER "GIUSEPPE GIULIETTI"

(MACHINERY AFT)

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

PETROLEUM TANKER (TO NEW RULES)

State Type of Erections Poop, Bridge, Forecastle

Tonnage under  
age Deck ...16139.03CLASS 100 A1

State if with freeboard

as condition of Class

MTS

"Carrying Petroleum in bulk"

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

L 181.265

Breadth (greatest moulded)

B 25.000

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

D 13.176

1st Longitudinal Number (L x D) =

2nd Numeral L x (B + D) =

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

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

L/D 13.75

Do. Long Bridge to top of keel

Draught Moulded 10.025Built at GENOA - SESTRILaunched 20th DECEMBER 1953 Yard No. 1486Builders ANSALDO S.p.A. - CANTIERI NAVALIOwners "GARIBALDI" SOC. COOP. DI NAVIGAZIONE a.r.l.

Managers

(Where necessary to be entered in Reg. Book)

Residence VIA FIESCHI 3 - GENOVAPort of Registry GENOA

If surveyed while building, afloat, or in dry dock

WHILE BUILDING

## REGISTERED DIMENSIONS.

BRITISH RULES FEET

603.882.443.0

AS ASSIGNED BY ITALIAN AUTHORITIES

192.2025.1013.05

## FRAMES, DOUBLE BOTTOM AND BEAMS.

DISCLOSED

SECTION

No. 812A

	mm. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships.....	<u>765</u>	✓
FWD. BKHD. OF FWD. COFFER DAM from 1/2 length amidships to Collision bulkhead.....	<u>685</u>	✓
in peaks.....	<u>610</u>	✓
BOTTOM FRAMES LONGITUDINAL: SEE REPORT 1* ATTACHED.		✓
FRAME AMIDSHIPS, Angle, <u>E or F</u> , BULB. PLATE	<u>260 x 12</u>	WITH 3 STRINGERS AS APPROVED.
Extends up to.....	<u>UPPER DECK</u>	
FRAMES IN MCHY. SPACE.	<u>240 x 13 B.P. TO UPPER DK. WITH</u>	
Reversed Frame Amidships, Angle.....	<u>260 x 12 B.P. STRINGERS &amp; WEB FRG.</u>	AS APPROVED.
Extends up to.....	✓	
Depth of Framing Girder.....	✓	
Frames in Uppermost Continuous 'tween	<u>240 x 12 B.P.</u>	
Decks, Angle, <u>E or F</u> .....	<u>250 x 90 x 12 L</u>	✓
FWD. DEEP TANKS		
Second 'tween Decks, Angle, <u>E or F</u>	<u>300 x 14 B.P.</u>	✓
Third.....	✓	
from 1/2 len. for'd. to 15% len. from Stem.....	<u>260 x 12 B.P.</u>	✓
in Peaks, Angle or <u>E</u> .....	<u>FOR 260 x 12 B.P.</u>	✓
AFT 240 x 12 B.P.		
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships.....	<u>WELDED</u>	
State if Frame Joggled.....	<u>YES</u>	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?.....	<u>YES</u>	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?.....	<u>YES</u>	
SINGLE BOTTOM. FORWARD OF BULKHEAD FR 210 FOR BOTTOM FRG. 60-209 SEE RPT. 1* ATTACHED.		
Floors, Depth and thickness at mid-line in Holds DEEP TANKS FWD.....	<u>1350 x 12.5</u>	✓
Height of Brackets at side above base line at toe of frame.....	<u>2100</u>	✓
Middle Line Keelson, on Floors, Angle, <u>E or F</u> , FRG. 216-228	<u>CENTRELINE BULKHEAD</u>	
Through Plate or Inter- costal Plate FRG. 210-216	<u>1350 x 13</u>	✓
Foundation Plate on Floors.....	<u>FACE FLAT 600 x 15</u>	✓
Flat Plate Keel Angles	<u>DOUBLE FILLET</u>	✓
WELD.		
Side Keelsons, No. each side.....	<u>2</u>	✓
DEPTH	<u>1350 x 11 WITH</u>	
thickness of Intercoastal Plate.....	<u>FACE FLAT</u>	✓
Angles FACE FLAT.....	<u>700 x 11 FLG. 75</u>	✓
150 x 15		
DOUBLE BOTTOM. IN MACHINERY SPACE.		
Solid Floors, thickness and spacing.....	<u>12.5; 11.5 - 765</u>	✓
Are Frame and Reversed Frame joggled?.....	<u>WELDED</u>	✓
Bracket Floors, breadth and thickness at middle line.....	✓	
breadth and thickness at margin plate.....	✓	

Bracket Floors, Frame.....	✓	
Reversed Frame.....	✓	
Vertical Struts.....	✓	
Centre Girder, depth and thickness amidships IN WAY OF ENGINE.....	<u>2170 x 13</u>	✓
top Angles CONNECTION.....	<u>1700 x 14</u>	✓
bottom Angles.....	<u>DOUBLE FILLET</u>	✓
WELD: 8 MM.		
Side Girders, No. each side and thickness.....	<u>2 @ 12.5</u>	✓
Margin Plate depth (excl. of flange) and thickness.....	<u>HORIZONTAL 15.5</u>	✓
Vertical Angle to Tank side		
Bracket abft 1/2 len. from stem.....	<u>WELDED</u>	✓
Vertical Angle to Tank side		
Bracket from forward 1/2 len. from stem to Panting Area	✓	
Gussets, spacing and scantling abft 1/2 len. from stem.....	✓	
Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area.....	✓	
Tank Side Brackets, height above base line at toe of Frame and thickness.....	<u>2935</u>	12.5 FLG. 90 ✓
2465		
INNER BOTTOM PLATING.		
Breadth and thickness of Middle Line Strake.....	<u>500 x 15.5</u>	✓
Thickness of remainder in Holds.....	<u>15.5</u>	✓
Are Rule requirements complied with regard- ing increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?.....	<u>YES</u>	✓
BEAMS.		
Uppermost Continuous Deck, amidships in Wells, Angle, <u>E or F</u> .....	<u>LONGITUDINAL</u>	✓
in way of Bridge, Angle, <u>E or F</u> AT ENDS.....	<u>SEE REPORT 1* ATTACHED</u>	✓
Spacing.....	<u>FORE END: 180 x 8 T</u>	✓
EVERY FRAME	<u>AFTER END: 240 x 11; 220 x 12; T</u>	✓
180 x 10.		
Second Deck, amidships, Angle, <u>E or F</u> , FRG. 210-228: LONG BEAMS (RPT. 1*)	<u>FORE END: 180 x 8 T</u>	✓
Spacing.....	<u>AFTER END: 200 x 9 &amp; 200 x 11</u>	✓
EVERY FRAME		
Third Deck, amidships, Angle, <u>E or F</u> , IN WAY OF MACHINERY SPACE	<u>200 x 9 &amp;</u>	✓
Spacing.....	<u>180 x 9</u>	✓
EVERY FRAME		
Fourth Deck, amidships, Angle, <u>E or F</u> .....	✓	
Spacing.....	✓	
Poop Deck, Angle, <u>E or F</u> .....	<u>200 x 9; 180 x 8 &amp;</u>	✓
Spacing.....	<u>180 x 9</u>	✓
EVERY FRAME		
Bridge Deck, Angle, <u>E or F</u> .....	<u>200 x 90 x 10</u>	✓
Spacing.....	<u>EVERY FRAME</u>	✓
Forecastle Deck, Angle, <u>E or F</u> .....	<u>220 x 10; 200 x 11;</u>	✓
Spacing.....	<u>200 x 10 &amp; 200 x 9</u>	✓
EVERY FRAME		

# PILLARS AND DECKS.

	mm Inches IN SHIP.	Any Departure from Approved Plans to be Noted.	mm Inches IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows .....				
" in 'tween Decks, Size and Spacing .....	AS PER PLANS			
CENTRELINE DECK GIRDER { DEPTH & THICKNESS	2000 x 11			
" " " " { FACE BAR	300 x 14			
SIDE DECK GIRDER (1215) { DEPTH & THICKNESS	1020 x 11			
" " " " { FACE BAR	300 x 12			
LONGITUDINAL BULKHEADS IN CARGO TANKS				
STIFFENERS AND SPACING VERTICAL	260 x 12; 765			
PLATING, THICKNESS OF (FROM TOP)	13; 11; 12; 13; 14.5			
WEBS	1100 x 11; FACE FLAT 250 x 18			
Centre Line Bulkhead, IN FWD DEEP TANKS				
Stiffeners and Spacing	240 x 13 - 685			
	220 x 10			
Plating, thickness of	13 to 8			
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness	2200 x 28			
" " " " AT BREAKS				
" " " " in way of Bridge	2200 x 34			
" " " " AT POOP FRONT	" x 35			
" Angle in Wells	200 x 200 x 28			
Thickness of Plating abreast Deck openings	28			
in way of Wells	28			
Thickness of Plating abreast Deck openings	28			
in way of Bridge	28			
Thickness of Plating within line of openings	20			
If Sheathed, material and thickness				
Second Deck.				
Stringer Plate, breadth and thickness				
Stringer Plate, breadth and thickness in way of Bridge				
Thickness of Plating abreast Deck openings	10			
Thickness of Plating abreast Deck openings	8			
Thickness of Plating within line of openings				
If Sheathed, material and thickness				
Third Deck.				
Stringer Plate, breadth and thickness				
If Plated, state thickness	12 & 10			
Fourth Deck.				
Stringer Plate, breadth and thickness				
If Plated, state thickness				
Poop Deck.				
Stringer Plate, breadth and thickness	1600 x 12 ÷ 9			
Plating, Sheathing, material and thickness	9.5 ÷ 8			
Bridge Deck.				
Stringer Plate, breadth and thickness	2000 x 10			
Plating, Sheathing, material and thickness	9.5			
Forecastle Deck.				
Stringer Plate, breadth and thickness	1600 x 10			
Plating, Sheathing, material and thickness	9.5			

# SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <u>NO</u>	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.	
	Inches. mm.	Inches. mm.	Inches. mm.	Inches. mm.			Inches. mm.	Inches. mm.		Inches.	Inches.		
Flat Plate Keel.....	2028	30	30	30		DOUBLE	28	112					
„ Dblg. (if any)	/	/	/	/	* STEALER	/	/	/					
Bottom Plating, No. of Strakes <u>A-B-C-D-E</u>		25.5	25.5 23 * 15	15		WELDED							
Bilge Plating, No. of Strakes <u>F-G</u>		25.5	15 *	*		DOUBLE	28	112					
Side Plating, No. of Strakes <u>H-I-L-M</u>		20	15	H } 15 I } L } 14 M }		WELDED							
Upper Deck, Sheer- strake in <u>Wells O</u>		30	14	15		DOUBLE	28	112					
Upper Deck, Sheer- strake in Bridge ...	IN BRIDGE AT BREAKS	30 35	/	/		"	"	"					
Strake below Sheer- strake in <u>Wells N</u>		25	15	15		WELDED							
Strake below Sheer- strake in Bridge ...		25	/	/		"							
Poop Side Plating.....		/	/	12.5 ÷ 11		WELDED							
Bridge Side Plating.....		12.5	/	/		WELDED							
Forecastle Side Plating		/	12.5	/		WELDED							

WATERTIGHT BULKHEADS.					FORGINGS AND CASTINGS.				
Total No. of W.T. BULKHEADS in Vessel—					Casting or Forging.				
Extending to Upper Deck (Sec. 3 c)					SCANTLINGS.				
Deck next below					MAKER'S NAME.				
As per Rule					Any Departure from Approved Plans to be Noted.				
STIFFENERS.					KEEL, Bar				
MIDSHIP BULKHEAD, Upper 'tween decks					STEM				
Second					STERN				
Third					FRAME				
Holds					Speed of Vessel				
COLLISION					RUDDER—Type				
AFTER PEAK					A x D				
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)					Diam. of head				
MANUFACTURERS: SOCIETA' ITALIANA ACCIAIERIE CORNIGLIANO, ILVA (STABILIMENTI DI BAGNOLI, MARGHERA, NOVI LIGURE, SAVONA					Mainpiece at top pintle				
L TRIESTE), ACCIAIERIA E FERRIERA DI BOLZANETO, JAPAN STEEL WORKS, LTD. MUKORAN WORKS, HOKKAIDO.					heel				
MATERIAL COMPLYING WITH THE REQUIREMENTS OF P. 403 OF THE RULES MANUFACTURED BY SOCIETA' ITALIANA ACCIAIERIE CORNIGLIANO.					how constructed				
Has the Steel been tested as required by the Rules? YES					double or single plate				
ILVA (STAB. DI SAVONA) & JAPAN STEEL WORKS, LTD. MUKORAN WORKS, HOKKAIDO.					coupling, vertical or				
					horizontal				

Rpt. 1\*.

S/TANKER "GIUSEPPE GIULIETTI"

ANSALDO YARD No. 1486

## PARTICULARS OF LONGITUDINAL FRAMING.

GENOA FIRST ENTRY REPORT No 20175

FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.				
		In Ship. mms.			In Ship. mms.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.
		Lvs.	Lvs.	Lvs.	Lvs.	Lvs.	Lvs.	Diam. Ins.	Speng. Ins.	Inches.	Number.	Diameter. Inches.	
Framing of L, L or C		SIDE FRAMES TRANSVERSE.											
Frames in Bridge 'tween Decks ...		BOTTOM FRAMES LONGITUDINAL IN WAY OF CARGO TANKS (FRS. 68-209)											
Frames from Uppermost Continuous Deck		& CARGO PUMP ROOM AFT (FRS. 60-67) BETWEEN LONG. BKHS.											
No. 1		FLANGED PLATE 460 x 14,3 FL. 115 ✓											
2		FRS. 60-67-173											
3		FRS. 68-209											
4		WELDED SCALLOPED FRAMES WITH DOUBLE FILLET WELDS 7.5 mm. IN WAY OF BKHS: 9 mm. TRANSV: 7.5											
5		WELDED DOUBLE CONTINUOUS FILLET WELDS 9 mm. TRANSV: 7.5											
6		WELDED THROUGH BRACKETS WELDED TO BULKHEADS											
7		WELDED 9 mm. SPACING 382.5 SCALLOPS 150x75											
8		DOUBLE FILLET WELDS: 10 mm											
9		WELDED SCALLOPED PLATES WITH DOUBLE FILLET WELDS 8 mm. SPACING: 255; SCALLOPS 150x75											
10		WELDED SCALLOPED PLATES WITH DOUBLE FILLET WELDS 8 mm. SPACING: 255; SCALLOPS 150x75											
CENTRELINE GIRDER IN CARGO TANKS		WEB PLATE: 2170x13 FACE PLATE: 500x25 ✓											
11		WEB PLATE: 1600x11 FACE PLATE: 300x14 ✓											
SIDE BOTTOM GIRDERS IN CENTRE TANKS		WEB PLATE: 1200x11 FACE PLATE: 300x14 ✓											
12		WEB PLATE: 1200x11 FACE PLATE: 300x14 ✓											
13		WEB PLATE: 1200x11 FACE PLATE: 300x14 ✓											
14		WEB PLATE: 1200x11 FACE PLATE: 300x14 ✓											
15		WEB PLATE: 1200x11 FACE PLATE: 300x14 ✓											
16		WEB PLATE: 1200x11 FACE PLATE: 300x14 ✓											
Spacing of Longitudinal Frames		Amidships 780 ✓ At Ends 780 ✓											
Double Bottoms L or C		Tank Top Longitudinals											
Bottom		TRANSVERSE FRAMING											
Spacing of Longitudinals		Amidships At ends...											
Transverses.		Side (in Hold)											
Depth and Thickness		✓											
Face Angles		✓											
Lugs to Shell*		✓											
Depth and Thickness		1100 x 11 ✓											
Face Angles		250 x 18 ✓											
Lugs to Shell*		WELDED											
Depth and Thickness		WING 1200x12 CENTRE 1600x12 ✓											
Face Angles		250x18 280x15 ✓											
Lugs to Shell*		BILGE: 100x100x12 (DOUBLE) REMAINDER: WELDED WELDED ✓											
Back Bars		12 mm WITH 250x18 FACE FLAT 12 mm WITH 280x15 FACE FLAT AS APPROVED ✓											
Brackets		INTERMEDIATE BOTTOM TRANSVERSES											
Spacing of Transverse Frames...		FITTED IN No 1 CARGO TANK (CENTRE); WEB 460 x 12.5 WITH 150 x 90 x 12 L FACE ANGLE. ✓											
Longitudinal Beams of L or E		Bridge Deck ...											
Upper		FRAMES 34-209 250x12 B.P. ✓ FWD. OF FORE COFFERDAM (FR. 210) 220x11 B.P. ✓											
Second		FRAMES 210-228 180x10 B.P. ✓											
Third		780 780											
Plate.		WING 820x11 200x12 ✓											
Face Angle.		CENTRE 1020x11 300x12 ✓											
Any departure from Approved Plans to be Noted.		UPPER DECK Transverse Beams.											

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., 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, &c., on the first page.

GENERAL REMARKS (CONTINUATION)

Mill sheets for plates specially approved under P403 of the Rules are attached together with plans of shell plating and upper deck plating; the marks and positions of these plates are indicated on the mill sheets which also includes details of chemical analysis of the material.

The workmanship is good. The whole of double bottom tanks, deep tanks, fore and after peak tanks, O.F. bunkers, cargo tanks, cofferdams, also weather decks have been satisfactorily tested as per Rules. The steering gear and the windlass have been satisfactorily tried in working condition. The freeboard has been assigned by the Registro Italiano Navale and verified (verification form attached.)

O.F. (flash point above 150°F.) is carried in the bunkers frs 52-63, in deep tanks frs 210-226, also in double bottom tanks frs 52-60. Petroleum as cargo can be carried in the tanks frs. 53-209.

The ship was seen in dry dock at Genoa on the 24th June 1954.

(9) Test certificates of sternframe (upper part, propeller boss and lower part - 3 certificates), rudder stock, rudder post & nut, top rudder casting, bottom rudder casting, tiller and steering gear are attached hereto.

Interim Certificate issued - copy attached hereto.

Montani



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Lloyd's Register  
Foundation

EQUIPMENT No. 7130.94 (METRIC UNITS)									
LETTER <i>m</i>									
ANCHORS.									
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK. KGS.		WEIGHT OF STOCK. KGS.		TEST, PER CERTIFICATE. KGS.		WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.
405	1st Bower	6000	lbs.	-	lbs.	75300	lbs.		"ANSALDO'S"
411	2nd "	5995		-		75200			CAST STEEL STOCKLESS
410	3rd "	5990		-		75200			ANCHOR.
	Collective weight	17985		-				17730	
412	Stream	2020		505		36360		1895 (ex stock)	"ADMIRALTY" CAST STEEL
									SOC. ITAL. ACC. GENOVA-CORNIGLIANO

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.
848	Length.	Diam.	Stat.	Break.	Supplied.	Per Rule.	Length.	Diam.	
	605	68	18740	2550	68250	60500	605	775	SPECIAL QUALITY STEEL STUD LINK
					INCLUDING 2 STUD LINK ATTACHMENT PIECES & 22 LUGLESS SHACKLES FOR 68 MM. CABLE COVERED BY THE SAME CERTIFICATE)				
									A. VEILLEZ & CIE. LE HAVRE
									LE HAVRE 11-53
									LESLIE S. SIMS
									TOWLINE
									3x220 214 MANILA 3x220 203
									2x220 214 MANILA 2x220 203
									144 WIRES
									7 FIBRE
									40966

Steering Gear, Type (Power or hand) JOHN HASTIE & CO. LTD. (ELECTRO-HYDRAULIC) Alternative Means of Steering TWO INDEPENDENT ELECTRO-PUMPS

Steering Chains (Size and Test) TELE MOTOR CONTROLLED Windlass MAKERS ATLAS WERKE A.G. BREMEN Boats 4 ALUMINIUM HAND-PROPELLED LIFEBOATS. ONE WOOD SERVICE BOAT. ONE WOOD SERVICE MOTOR BOAT. 150x50 WHITE PINE CLEAR SPACE: 210.

g in Holds, thickness and material FORE HOLD: WHITE PINE 85 mm. Cargo Battens, thickness, material and spacing WHITE PINE 125 mm

Hatchways.-(Upper Deck) CARGO TANKS: STEEL COAMINGS 760 mm. HIGH. FORWARD HOLD (WITHIN FORECASTLE): STEEL COAMING, 520 HIGH. Thickness of Hatches FORM. HOLD: STEEL COVER 10 mm. WITH 3 LONG & 3 TRANSV. WEBS.

Hatchways No. 1 (Fwd. HOLD 2630x4000 No. 2 CARGO & BALLAST TANKS 28 OFF @: 950x750 No. 3 No. 4 No. 5 No. 6

er of Shifting Beams }  
for Fore and Afters }

Builder's Signature

ANSALDO & CANTIERI TAV. S. Directors

*[Signature]*

RAL 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 OIL 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 in conformity with the Society's Rules and Regulations and Secretary's letters. The scantlings and arrangements of the ship are as given in the Report and as shown and amended in the approved plans, some of which have already been sent to London, the remainder being now forwarded enclosed herewith (please, see list below). Modifications or additions to the original approved arrangements, made during construction, have been indicated on the plans (in green ink) and have been approved as being in accordance with or by standard equivalent to the Rule requirements. The plans of Midship Section, Profile Decks, showing the ship as built have been checked with the approved arrangements and found in order.

List of plans forwarded to London at time of approval:

- midship Section (dwg No P423-C/12); - Longitudinal Section (dwg No 1486/0511); - Shell expansion (dwg No 1486/0531); - Upper and superstructure decks (dwg No 1486/0512); - Framing and general

FIRST ENTRY FEE: 4/6. 6.85H. 172 = 4/6 15% =  
The amount of Entry Fee..... 4/6 5.826.042 =  
CAR FUND..... 1/2 115.520 =  
Special Survey Fee..... £ : :  
Received by me,

(Special notations, where part of class, to be stated.)

Travelling Expenses, if any..... 4/6 425.833 =  
LATE & SUNDAY FEE..... 1/6 19.000 =  
REV. TAX..... 4/6 183.122 =  
State whether the Vessel has been built under Special Survey..... YES

I am of opinion the Vessel should be Classed +100 A1  
CARRYING PETROLEUM IN BULK

FOR M. MICALI & SELF

Signature *[Signature]*  
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to (THIS OFFICE) *Gen.* Date of issue 3/11/54

Committee's Minute

Character assigned

6.54 Gen.  
Lloyds A & CR.

FRIDAY 1 OCT 1954  
+100 A1 Carrying Petroleum in Bulk.  
Fitted for oil fuel 7.54 F.P. above 150°F.

+LMC 7.54 (with Torsional Endorsement)  
3 WTG 675 lb. (Spt. 633 cl)  
CL.

Lloyd's Register Foundation

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.)

structure in machinery spaces (dwg. No. 1486/0513). The alterations to arrangements or scantlings shown on the above approved plans have been encircled in green ink on the "as built" plans now forwarded (see list below).

List of approved plans now forwarded:

- ① Stern frame (dwg. No. 1486/1011), ② Rudder (dwg. No. 1486/1031), ③ Calculation of equipment numbers (dwg. No. 1486/0621), ④ after end structure (dwg. No. 1486/1081), ⑤ Cofferdam and deep tanks forward (dwg. No. 1486/0522), ⑥ Fore end structure (dwg. No. 1486/1092), ⑦ Steel covers to fore hold hatchways on forecastle and upper deck (dwg. No. 1480/4257), ⑧ Boiler Room flat (dwg. No. 1486/0514), ⑨ Cofferdam and deep tanks frs. 52-68 (centre) (dwg. No. 1486/1106), ⑩ Cofferdam and deep tanks frs. 52-68 (wings) (dwg. No. 1486/1107), ⑪ Turbine and condenser seatings (dwg. No. 1486/1221), ⑫ Cargo tank hatchways (dwg. No. 1486/4251), ⑬-⑬A-⑬B-⑬C-⑬D Openings on upper deck and their compensation (dwgs. Nos. 1486/6012-6013-6071-6142-6058), ⑭ Alteration to shell plating at forward end (dwg. No. 1486/0532), ⑮ Strengthening of shell in way of anchors (dwg. No. 1486/10514), ⑯ Gratings at fore end of poop deck (dwg. No. 1486/4195)

List of "as built" plans now forwarded:

- ⑰ Midship Section (dwg. No. 1486/0501), ⑱ Longitudinal Section (dwg. No. 1486/0511), ⑲ Upper and superstructure decks (dwg. No. 1486/0512), ⑳ Shell expansion (dwg. No. 1486/0531), ㉑ Double bottom (dwg. No. 1486/1071), ㉒ Capacity plan (dwg. No. P423-c/30).

The following parts are of steel which has been specially approved under P403 of the Rules: plates over 1" thick in shell and upper deck plating. The makers of this material and the process of manufacture are as follows:

- Società Italiana Acciaierie Cornigliano: hot rolled, basic open hearth or electric furnace process, killed and normalized;
- "ILVA", Stabilimento di Saronno: hot rolled, basic open hearth process, killed and normalized;
- Japan Steel Works Ltd, Murooran Works, Hokkaido: hot rolled, basic open hearth, fully killed, gas cut.

PLEASE, SEE CONTINUATION SHEET.

PARTICULARS OF ELECTRIC WELDING (if employed) Ship completely electrically welded with the exception of:

SHELL PLATING: seams of keel, sheerstrake and two strakes at bilge on each side, also connection of frames to bilge strakes. UPPER DECK PLATING: one seam on each side and stringer angle to deck and shell.

The electric welding has been carried out by experienced operators manually and automatically (Union-melt process). The electrodes used were of the following approved types: OK48 & OK49 of "ESAB", Citobasico & Citomar of "Siderotermica", Atlantico 50 of "I.S.S.A.-Viola", FL.50 of "Elchisa".

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book.

CRUISER STERN - MCHY. AFT - LONGITUDINAL FRAMING AT BOTTOM & AT DECK -

- PT. ELECTRICALLY WELDED - CARRYING PETROLEUM IN BULK - LLOYD'S A & CP -

1 DK, 2ND DK CLEAR OF CARGO TANKS, 3RD DECK IN WAY OF MCHY. SPACES - E.S.D. - D.F. - GYC.

RADAR Equipment (State if fitted) YES

State Type or Pattern No. DECCA MARINE TYPE 12

State Motor

Name and/or

of Supplier F.A.C.E. - MILAN

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

1st Bower	HEAD 3660 KGS. SHANK 1760 "	G. MAGGI 386 G. MAGGI 386/BIS	13-2-54 4-1-54
2nd "	HEAD 3655 " SHANK 1760 "	G. MAGGI 399 G. MAGGI 399/BIS	27-2-54 13-2-54
3rd "	HEAD 3655 " SHANK 1755 "	G. MAGGI 398 G. MAGGI 398/BIS	13-2-54 10-3-54

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 14.6 ft., R.Q.D. ft., Bridge 50.2 ft., Forecastle 78.0 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 3003

Signal Letters 1844

Extreme Breadth over Belting 82.4

Over-all Length 630.5

No. and Material of Decks ONE DECK (STEEL), 2ND DECK (STEEL) CLEAR OF CARGO TANKS, 3RD DECK (STEEL) IN WAY OF MCHY. SPACES

Parts of Bottom of Vessel coated with cement or approved composition FORE PEAK TANK, D.B. TANK FRs. 14-27 & BALLAST WING TANKS (FRs. 149-161)

COATED WITH BITUMASTIC ENAMEL. D.B. TANK FRs. 34-51, AFTER PEAK TANK & F.W. TANKS ABOVE APT. COATED WITH CEMENT.

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft,	Feet.	S.W. Tons.	Fore peak tank,	Feet.	S.W. Tons.
Double bottom, under Engines and Boilers, { FR 14-51 F.W. LUB. OIL	115.45	372	After peak tank,	38.0	469
Double bottom, if under Engines only, { FR 52-60 O.F.		O.F.	Deep tank, aft, { WING BUNKERS FRs. 52-63 (P&S) CENTRE " " " " " "	51.83	442
Double bottom, if under Boilers only,			Deep tank, forward, { UPPER SETTLING TANKS FRs. 52-58 (P&S) FRs. 210-226 O.F. OR W.B.	27.6	O.F.
Double bottom, forward,			Other tanks, if fitted, BALLAST WING TANKS FRs. 149-161 (P&S) T.W. TANKS (P&S) ABOVE AFTER PEAK TANK.	15.06	1230
Total length (if continuous) and Capacity FRs. 14-60	115.45	372	(If necessary furnish further information by sketch.)	30.01	1540
				16.0	93.5

Order for Special Survey No.

Date 9/8/52

Dates of Surveys held while building

1953. JAN. 3-16-17-30 FEB. 9 MAR. 14-30 MAY 12-31 JUNE 1-5-8-9-11-15-17-19-22-23-25-30 JUL. 6-8-9-14-16-21-21-25 SEPT. 18-22-25 OCT. 1-5-9-12-16-19-21-23-28-30 NOV. 2-6-9-11-13-14-18-20-23-25-27-30 DEC. 1-2-4-4-6-7-9-10-12-13-14-20-30 1954. JAN. 8-13-14-16-29 FEB. 19-23-26 MAR. 1-12-16-26 30 APR. 2-7-12-15-26-29 MAY 4 JUNE 1-21-22-24 JULY 2-26

Total No. of Visits 94