

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 1st June 1953 Port of Yokohama No. 1000

Survey held at Shimizu Date First Survey 30<sup>th</sup> April 1952 Last Survey 23<sup>rd</sup> May 1953

On the <sup>date of Machinery fitted Aft and</sup> ~~Single, Twin or Triple Screw~~ Steel Single screw Steamship "LEONIDAS" Machinery aft.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Oil Tanker. State Type of Erections Pools Bridge Forecasts

TONNAGE under }  
Tonnage Deck ... }

Do. of space or spaces  
Tonnage Dk.  
per Dk.

TO BE  
ASSIGNED  
age 13.559 (Free board &  
nnage NET 11.57

TERED DIMENSIONS.  
FEET

553.38

74.00

40.50

CLASS  $\nabla$  100A.1. Carrying Petroleum in bulk, State if with freeboard }  
Longitudinal framing at bottom and deck. Part E.W. as condition of Class } No. FEET

Length from fore part of stem to after part of stern } L 550.  
post on summer L.W.L. See Sec. 3 (1a)

Breadth (greatest moulded) ..... B 74.0

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) ..... } D 40.

1st Longitudinal Number (L x D).....=

2nd Numeral  $L \times (B + D)$  ..... =

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

**Proportions**—*Depth to Length—Uppermost continuous deck to top of keel* ..... } 13.58

Do. Long Bridge to }  
top of keel }

Draught Moulded ..... 31.26

Built at Shimizu.

Launched 19<sup>th</sup> December 1952. Yard No. 151.

Builders Shimizu Shipyard, Nippon Kokan K.K.

Owners Miramonte Compania Naviera S.A.

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

Residence .....

Port of Registry Monrovia, Liberia

*If surveyed while building, afloat, or in dry dock*

During construction. (undock 3/5/53)

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	mm. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		mm. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
IES, Spacing amidships.....	750	/	Bracket Floors, Frame .....	None	/
" from $\frac{1}{2}$ length amidships to Collision bulkhead.....	Fr. 211. 685	/	" " Reversed Frame.....	/	/
" in peaks .....	610	/	" " Vertical Struts .....	/	/
FRAMING.			Centre Girder, depth and thickness <sup>aft</sup> amidships	1550 15	/
me Amidships, Angle, E or F .....	I 250 90 12	/	" " top Angles .....	Welded direct to Keel	/
" Extends up to.....	Upper deck	/	" " bottom Angles.....	and Inner Bottom.	/
Reversed Frame Amidships, Angle .....	/	/	Side Girders, No. each side and thickness.....	4 12	/
" Extends up to ...	/	/	Margin Plate depth (excl. of flange) and thickness .....	Horizontal 155	/
Depth of Framing Girder.....	250	/	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem .....	max 13.50 min 500	/
(in way of deep tank forward top)		/	" " Vertical Angle to Tank side Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem.....	/	/
Spaces in Uppermost Continuous 'tween Decks, Angle, E or F .....	250 90 $\frac{1}{4} \times 5$	/	" " Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area .....	/	/
" Second 'tween Decks, Angle, E or F .....	250 90 12	/	Tank Side Brackets, height above base line at toe of Frame and thickness	2450 0.5"	/
" Third .....	/	/	INNER BOTTOM PLATING. Aft.		/
from $\frac{1}{2}$ len. for'd, to 15% len. from Stem .....	250 90 12	/	Breadth and thickness of Middle Line Strake...	1500 15	/
in Deep tanks, Forward .....	300 90 $\frac{1}{8} \times 5$	/	Thickness of remainder in Holds Mach. Space...	20, 19 & 15	/
in Peaks, Angle or F .....	250 90 12	/	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.	/
Meter and Spacing of Rivets through Frame and Shell Plating amidships .....	Welded	/	BEAMS.		/
If Frame Joggled.....	Joggled at sheer strake	/	Uppermost Continuous Deck, amidships in Wells, Angle, E or F .....	Longitudinal Beam, see attached sheet	/
The scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? .....	Yes	/	" " in way of Bridge, Angle, E or F .....	/	/
The scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? .....	Yes	/	Spacing .....	250 90 $\frac{1}{4} \times 5$	/
LE BOTTOM. in way of Deep tank, Forward.		/	Second Deck, Forward cut from amidships, Angle, E or F .....	200 90 10	/
ors, Depth and thickness at mid-line in Holds.....	1500 12	/	Spacing .....	Every frame	/
Height of Brackets at side above base line at toe of frame.....	2800.	/	Third Deck, amidships, Angle, E or F .....	/	/
the girder the line keelson, on Floors, Angles, E or F .....	centre line Bulkhead.	/	Spacing.....	/	/
" " Through Plate or Inter-costal Plate .....	12	/	Fourth Deck, amidships, Angle, E or F .....	/	/
Top face flat on centre girder Foundation Plate on Floors .....	400 15	/	Spacing.....	/	/
" " Flat Plate Keel Angles	Welded to Keel.	/	Poop Deck, cut from Angle, E or F .....	150 90 9-12	/
Girder Keelsons, No. each side'.....	2 (Fr. 206/220) (Fr. 206/214)	/	Spacing.....	200 90 8/13.5	/
" thickness of Intercostal Plate....	12	/	Bridge Deck, cut from Angle, E or F .....	175 90 8/13.5	/
" Angles Top face flat	200 12	/	Spacing.....	Every frame	/
LE BOTTOM. Aft.	0.5" 14 750	/	Forecastle Deck, cut from Angle, E or F .....	200 90 8/13.5	/
Floors, thickness and spacing .....	/	/	Spacing.....	Every frame	/
" Are Frame and Reversed Frame joggled? .....	Floor welded direct to shell and inner bottom	/			/
cket Floors, breadth and thickness at middle line .....	None	/			/
" breadth and thickness at margin plate.....	None	/			/

REGION

8935

01595-01602-0209 1/3

175 90  $\frac{8}{13.5}$

every frame  
90 8/35  
every frame



	Inch Squares IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any De- Approval be
PILLARS, No. of Rows .....	<i>In accordance</i>			
" " in 'tween Decks, Size and Spacing .....	<i>with the</i>			
" " " " "	<i>Approved Plans.</i> ✓			
" " in Holds " " "				
O.T. Longitudinal (In cargo oil tank) Centre Line Bulkhead. Stiffeners and Spacing ... <i>Finger plate</i>	230 250 260	100 100 100	11 11 11	<i>Every frame</i>
Plating, thickness of .....	11, 12,	0.5"	14 & 14.5	✓
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	1980	24	✓	
" " " " in way of Bridge	1980	24	✓	
" Angle in Wells .....	200	200	25-20	✓
Thickness of Plating abreast Deck openings in way of Wells ... <i>Amidships</i>	24	& 20	✓	
Thickness of Plating abreast Deck openings in way of Bridge.....}	✓			
Thickness of Plating within line of openings...	✓			
If Sheathed, material and thickness.....	<i>No sheathing</i>			✓
Second Deck.				
Stringer Plate, breadth and thickness in Wells	✓			
Stringer Plate, breadth and thickness in way of Bridge .....	<i>Stringer Plate, breadth and thickness in way of Bridge .....</i>			
Thickness of Plating within line of openings...	<i>Thickness of Plating within line of openings...</i>			
If Sheathed, material and thickness.....	<i>If Sheathed, material and thickness.....</i>			
Third Deck.				
Stringer Plate, breadth and thickness.....	<i>Stringer Plate, breadth and thickness.....</i>			
If Plated, state thickness .....	<i>If Plated, state thickness .....</i>			
Fourth Deck.				
Stringer Plate, breadth and thickness.....	<i>Stringer Plate, breadth and thickness.....</i>			
If Plated, state thickness.....	<i>If Plated, state thickness.....</i>			
Poop Deck.				
Stringer Plate, breadth and thickness.....	Panel	9	10 x 10	✓
Plating, Sheathing, material and thickness ...	9	<i>No sheathing</i>		✓
Bridge Deck.				
Stringer Plate, breadth and thickness.....	1400	10	✓	
Plating, Sheathing, material and thickness ...	9	<i>No sheathing</i>		✓
Forecastle Deck.				
Stringer Plate, breadth and thickness.....	Panel	9	✓	
Plating, Sheathing, material and thickness...	9	<i>No sheathing</i>		✓

[illegible]

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c).....15

„ Deck next below.....-

As per Rule.....Rule no. of Bulkheads.

	Cast or Forging.	Scantlings.	Maker's Name.	At plant
KEEL, Bar		None		
STEM	X	C.S.	as approved	Kawasaki Steel Corp.
STERN FRAME	X	C.S.	do.	do.
Propeller Post				
Rudder	"	None		
Speed of Vessel		15.25 knots		
RUDDER—Type	X	Balanced	Reaction	
Total area		22.8165	sq. meters	
"		F.S.	36 <sup>mm</sup>	Kawasaki Steel Corp.
" Diam. of head	X	C.S.	approved	do.
" Mainpiece at top pintle		C.S.	do.	do.
" " heel				
" how constructed		Welded		
" double or single plate		Double	15 <sup>mm</sup> & 13 <sup>mm</sup>	
" coupling, vertical or		Horizontal		
" horizontal				

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Basis Open Heart  
Isumi works & Kawasaki works, Nippon Kokan K.K.  
Yawata Steel & Iron works.  
Has the Steel been tested as required by the Rules? yes.

FRAMING.			AMIDSHIPS.			FORE ENDS. (No. 1 Cargo oil tank) In Ship.			Any Departure from Approved Plans to be Noted.			RIVETING.					
In Ship.			In Ship.			In Ship.						Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverse and Bulkheads		Rivets in Brackets to Bulkheads.	
												Diam. Ins. Spang. Ins.		Inches.		Number. Diameter Inches.	
L E or E Plated Plate																	
Bridge 'tween Decks																	
Bottom between oil																	
Upper and lower																	
Side and centre No. 1																	
Ship.																	
" 2																	
" 3																	
" 4																	
" 5																	
" 6																	
" 7																	
" 8																	
" 9																	
" 10																	
" 11																	
" 12																	
" 13																	
" 14																	
" 15																	
" 16																	
Amidships																	
At Ends																	
Tank Top Longitudinals																	
Bottom																	
Longitudinals																	
Amidships																	
At Ends																	
Transverses.																	
Cargo oil tank)																	
Depth and Thickness																	
Face Angles																	
Lugs to Shell*																	
Depth and Thickness																	
Face Angles																	
Lugs to Shell*																	
Depth and Thickness																	
Face Angles																	
Lugs to Shell*																	
" " Back Bars																	
Brackets																	
Transverse Frames																	
Plated or lined.																	
Bridge Deck																	
Upper																	
Do. in way of No. 1																	
+ 35 Cargo oil tank																	
alternatively																	
Third																	
The																	

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.

+100A1 Carrying Petroleum in bulk.  
5,53 Shimizu Fitted for oil fuel 5,53 FP above 150°F  
Lland's A4CR

FD CL

2 WT8 470 lb (SP. 427 lb)

Note for S.R.F.



EQUIPMENT No. 65,031

LETTER jt

ANCHORS.

No. of ate.	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.				
30	1st Bower ...	109	2	12	Stockless			72	6	0	0	109	Hall's Type	Sokyo Steel Casting Co. Ltd.	Sokyo 14-9-53 J. Nomura.	
31	2nd „ ...	109	3	6	do			72	6	0	0	do	do	do	do	
32	3rd „ ...	109	0	2	do			70	16	0	0	do	do	do	do	
	Collective weight	328	1	20								311				
33	Stream .....	33	2	17	8	2	18	31	12	0	0	32½	Admiralty Pattern	do	do	

## CHAIN CABLES.

## HAWSERS AND WARPS.

No. of Cables.	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.	
	Fathoms.	Ins.	Tons.	Break-ing.	Supplied.	Per Rule.		Fathoms.	Ins.					Fathoms.	Ins.		Fathoms.	Ins.
38	335.8	2 1/2	157 5/16	220 5/16	114 1/2 - 1 - 14	1378.		330	2 1/16	C.S. Stud Link	Komatsu Mfg. Co. Ltd. Komatsu	Komatsu 29-10-52 } H. Ikeda 7-21-11-52 }	Cert. No. M-8718 TOWLINE	137	6 1/2	119.0	130	6 1/2
						(wrought iron)								230M	65mm		120	8
														230M	65mm dia	Manila	120	8
														230M	65mm dia	Rope	120	8
														230M	65mm dia		120	8
	129	5 1/2	90.6					120	5 1/2	F.S.W.R.	Fukoku Sangyo Co. Ltd.	Kaizuka, Osaka 31-7-52 M. Matsumoto						

Eng Gear, Type (Power or hand) Electro Hydraulic. ("Heli-show Type 20 H.P.")

Alternative Means of Steering

Hand Pump

Eng Chains (Size and Test) None

Windlass 12" x 14" Steam

Boats 1-Steel motor life boat 7.32 x 2.431 x 1.05 30P.

Eng in Holds, thickness and material 65mm wood with 12mm grounds

Cargo Batches, thickness, material and spacing 50mm wood 150mm

Hatchways. (Upper Deck) Cargo tank steel hatch 12mm thick welded to deck

O.T. Hatch - steel 14mm hinged with toggle

Hatchways No. 1 (Fwd.) Cargo oil tank 1200mm dia

Dry cargo hatch - steel 12mm hinged with toggle (wrt. &amp; file dks.)

Hatchways No. 2 (Fwd.) Dry cargo hatch (file) 2665 x 3000

No. 3 2665 x 3000 No. 4 No. 5 No. 6

No. of Shifting Beams } Nil.

Builder's Signature

S. Shimokobe  
Chief, Design Dept.  
Shimizu Shipyard,  
Nippon Kokan K.K.

**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. ✓ 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. Cantlings and arrangements of the ship are as given in the report and as shown and amended on the revised plans now forwarded. All modifications or additions to the original approved arrangements made during construction have been indicated on the plans and have been approved as being in accordance with, or by standard valent to the Rule requirements. The plans of Midship Section and Profile and Decks showing the ship as built forwarded herewith, have been checked with the approved arrangements and found in order. The quality of materials and craftsmanship is good. The ship designed to carry dry cargo in the forward hold, fuel oil in deep tanks at forward and aftward in room and double bottom tanks in engine space, and water ballast in forepeak and forward deep tanks. All deep, peaks and double bottom tanks have been pressure tested and decks, bulkheads, w.T. doors and steel covers have been hose tested in accordance with the Rules, steering gears and windlass have been tested under running condition and found satisfactory. The free board has been verified and the marks cut in and painted on vessels' sides.

Amount of Entry Fee.....	¥ 3,880,000.-	Fees applied for,	
and	100,000.-	19-6-1953	
test	10,000.-		
Special Survey Fee. Tonnage.....	£200,000.-	Received by me,	
Telegraphy	20,000.-	19	
Cert.	£08,000.-		
Travelling Expenses, if any .....	£30,000.-		
Age & other			

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

We are

of opinion the Vessel should be Classed **100A1** carrying Petroleum in bulk, longitudinal panning at bottom & deck. Part electrically welded.

Signature

Surveyors to Lloyd's Register of Shipping.

Whether the Vessel has been built under Special Survey Yes

in triplicate

to be sent to

Committee's Minute

Factor assigned

FRIDAY 24 JUL 1953

+100A1 Carrying Petroleum in bulk.

5,53 Shimizu

Lloyd's A.C.P.

Fitted for oil fuel 5,53 FP above 150°F

+LMC 5,53

FD CL

2 WTB 470 lb (Spt. 427 lb)

Note for S.R.L.

CLASSIFICATION CERTIFICATES WRITTEN

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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 the Plans should be embodied.)

Following plans forwarded herewith:

"As built"

"As approved"

Midship Section (2)	Framing - aft Part (2)	Midship Section
Construction Profile & Deck plan (2)	Fore peak tank	Construction Profile and Deck plan
Shell expansion	Aft Peak tank	
Double bottom in Engine room	Longitudinal bulkhead in cargo oil tank	
Stem	Transverse bulkhead in cargo oil tank (5)	
Stem frame	Peak tank bulkhead	
Rudder construction	Fore peak tank shd.	
Cargo oil tank bottom construction	Deep tank bulkhead in engine room	
Side framing in Cargo Tank	Deep tank bulkhead in boiler room	
Side framing in Fore T.D. & Beam knee	Erection end bulkhead & Pump room casing	
Framing and bottom construction in Fore Deck tanks	Capacity Plan	
Bottom construction in aft Pump room and Fuel oil tank	General arrangement	

Following casting and forging certificate copies accompany this report.

Stem

Rudder stock

Tiller

Stem frame

Rudder frame

The following parts of the vessel have been constructed of materials in accordance with P403 of the Rules:-  
Keel plates throughout; Bottom shell plates "C", Bilge strake "G" & side shell plate "H" in way of shell openings and sheer strakes at Poop break; Upper deck stringer plates in way of bridge & at Poop break; upper deck centre strake and deck plate at Poop break and in way of SK.

The vessel was dry docked on 25/4/53 and side shell damage stated cause unknown was repaired as indicated Damage report attached hereto. The vessel finally undocked on 3/5/53.

PARTICULARS OF ELECTRIC WELDING (if employed) All parts welded except:-

Upper deck stringer plate and angle, upper deck centre strake & one strake (3rd strake from ship side), Seam of keel, bottom shell (C-D, & E-F), Bilge strake, sheer strake, all side framings outwith cargo tanks, Deck houses to decks, casing to deck, Superstructure deck to shell plating except fore-castle deck, curtain plates etc. where all rivet.

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

Cruiser stern, Part electrically welded, Longitudinal framing at bottom and deck, E.S.D., D.F., Gyro Lloyd's A & Co., Radar, Fitted Oil fuel F.P. above 150°F 5/53.

RADAR Equipment (State if fitted) Yes.

State Type or Pattern No. 12" Marine Rad

State Name of Supplier Decca (Gurness's suppl

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

1st Bower	69 lbs	39	23	K.N.	Y-4026	10.9.52.
2nd "	69	3	23	K.N.	Y-4027	10.9.52.
3rd "	69	2	7	K.N.	Y-4028	10.9.52.
Stream	33	2	17	K.N.	Y-4029	10.9.52.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 131.4 ft., R.Q.D. - ft., Bridge 44.6 ft., Fore-castle 6

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

Official No. 282 Signal Letters H L H E Extreme Breadth over Belting No Belting Over-all Length 579.0 (Circ. 1611) (Circ. 1703)

No. and Material of Decks One, Steel

Parts of Bottom of Vessel coated with cement or approved composition Fore and after peak tanks (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 in

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water
	Feet.	Tons.		Feet.	
Double bottom, aft,			Fore peak tank, W.B.		
Double bottom, under Engines and Boilers,			After peak tank, F.W. or W.B.		
Double bottom, if under Engines only, Fr. 19-56 OF W.B.	91.0	183.4	Deep tank, aft, Fr. 49-60 OF (C) OF or W.B. (PPE)	27.1	10
Double bottom, if under Boilers only, F.W.		8	Deep tank, forward, Fr. 204-220 OF or W.B.	337	
Double bottom, forward,		F.W.	Other tanks, if fitted, Fr. 10-16 F.W. only	12.0	
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No.

Date

Dates of Surveys held while building

PWM:- 1952-Apr. 30; May. 9, 10, 15, 19, 30; Jun. 14, 24; Jul. 9; Aug. 7, 12, 13; Sept. 15, 20, 23, 26, 27; Oct. 3, 6, 7, Nov. 1, 2, 7, 15, 16, 21, 22, 23, 26, 27; Dec. 11, 15, 19; 1953-Jan. 17, 20, 26; Feb. 20, 26; Mar. 3, 31; Apr. 13, 22, 23, 26, 29; May. 2, 4, 8, 9, 21, 23  
K.N.:- 1952-Aug. 31; Oct. 10, 11, 17, 18, 20, 24, 25; 1953-Apr. 14, 15, 29; May. 11; 19

Total No. of Visits

No S.S.O.F. available.