

## STEEL STEAMER or MOTORSHIP.

Received at London Office

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 *5<sup>th</sup> of April 1924* Port of *Rotterdam* No. *16309*Survey held at *Bolnes* Date First Survey *6<sup>th</sup> of October 1926* Last Survey *25<sup>th</sup> of March 1927*On the *(State if Machinery Fitted Aft and of Single, Twin or Triple Screw)* *Steel single screw motor oil tanker "SHAZA"*State Type *(Full scantling, Complete Superstructure with or without Tonnage Openings)*  *tanker* State Type of Erections *Raised decks for and aft*TONNAGE under *187.95* CLASS *100A1* State if with freeboard *Without* Built at *Bolnes*  
Tonnage Deck *187.95* "Carrying Petroleum in Bulk" as condition of Class *Without*Do. of space or spaces *100* Length from fore part of stem to after part of stern *L 120.0* Launched *9<sup>th</sup> of March 1924* Yard No. *157*  
between Tonnage Dk. and Upper Dk.Total *234.43* Breadth (greatest moulded) *B 24.0* Builders *N.C. Boele's Scheepswerven en Machinefabriek*Gross Tonnage *234.43* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 9.0* Owners *Shell Company of East Africa Ltd.*Register Tonnage *85.81* 1st Longitudinal Number (L x D) *= 1080* Managers *(Where necessary to be entered in Reg. Book.)*REGISTERED DIMENSIONS. FEET. 2nd Numeral L x (B + D) *= 3960* Residence *London*Length *120.5* Framing Depth "d" at middle of length. See Sec. 3 (1d) *8.0* Port of Registry *London*Breadth *24.2* Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.3* If surveyed while building, afloat, or in dry dockDepth *8.5* Draught Moulded *7'8"* Building

## 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	20		Bracket Floors, Frame		
" " from 1/4 length to Collision bulkhead	20		" " Reversed Frame		
" " in peaks	20		" " Vertical Struts		
from No. 15 to 35 frames	18		Centre Girder, depth and thickness amidships		
SIDE FRAMING.			" " top Angles		
Frame Amidships, Angle, E or F	4 1/2 2 1/2 36		" " bottom Angles		
" " Extends up to	deck		Side Girders, No. each side and thickness		
Reversed Frame Amidships, Angle	2 3/8 2 3/8 28		Margin Plate depth (excl. of flange) and thickness		
" " Extends up to	on floors only		" " Vertical Angle to Tank side		
Depth of Framing Girder	4		Bracket abaft 1/4 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, E or F			" " Vertical Angle to Tank side		
" " Second 'tween Decks, Angle, E or F			Bracket forward 1/4 len. from stem		
" " Third " " " "			" " Gussets, spacing and scantling		
Framing in Peaks, Angle or E	4 2 1/2 28		abaft 1/4 len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	5/8 5 1/2 74		" " Gussets, spacing and scantling		
State if Frame Joggled	Not joggled		forward 1/4 len. from stem		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	W. T. Paardekoop forward of collision bulkhead. side stringer and deck plank flat abaft coll. bulkhead.		Tank Side Brackets, height above base line at toe of Frame and thickness		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Deep floors in peak to further strengthen on account of design		INNER BOTTOM PLATING.		
SINGLE BOTTOM.			Breadth and thickness of Middle Line Strake		
Floors, Depth and thickness at mid-line in Holds	12 18		Thickness of remainder in Holds		
Height of Brackets at side above base line at toe of frame	24		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?		
Middle Line Keelson, on Floors, Angles, forward of oil compartment E or F	4 2 1/2 32		BEAMS.		
" " Through Plate or Intercoastal Plate	28		Uppermost Continuous Deck, amidships in Wells, Angle, E or F	4 1/2 2 1/2 36	
" " Foundation Plate on Floors			" " in way of Bridge, Angle, E or F		
" " Flat Plate Keel Angles	2 1/2 2 1/2 32		Spacing	20	
Side Keelsons, No. each side in oil comp.	one		Second Deck, amidships, Angle, E or F		
" " thickness of Intercoastal Plate	32		Spacing		
" " Angles	4 1/2 2 1/2 36		Third Deck, amidships, Angle, E or F		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing			Fourth Deck, amidships, Angle, E or F		
" " Are Frame and Reversed Frame joggled?			Spacing		
Bracket Floors, breadth and thickness at middle line			Raised aft		
" " breadth and thickness at margin plate			Peep Deck, Angle, E or F	4 2 1/2 32	
			Spacing	20	
			Bridge Deck, Angle, E or F		
			Spacing		
			Raised forward		
			Forecastle Deck, Angle, E or F	4 2 1/2 32	
			Spacing	20	







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.)

The following plans have been approved for this vessel, copies of same are being retained in the London Office for record.—

Midship Section.—

Profile and Decks.—

Stem and Rudder.—

Motn Seating.—

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

1st Bower *all forged.*

2nd „ *all forged.*

3rd „ *The stream anchor being 14 lb short in weight is, on account of the extra weight of stock, respectfully submitted for approval.—*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of <sup>Raised deck aft</sup> Poop *37.1* ft., R.Q.D. ☒ ft., Bridge ☒ ft., <sup>Raised deck forward</sup> Forecastle *11.2* ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *One steel Dk.*

Official No. *149793* ; Signal Letters *K.V.R.N*

Is bottom of Vessel coated with cement ☒ if not ☒

particulars of composition *uncoated.*

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank, <i>open peak</i>	<i>8.8</i>	<i>7.1</i>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	<i>6.7</i>	<i>11.2</i>
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. *718*

Date *20. 9. 1926.*

Dates of Surveys held while building

*6/10; 27/10; 11. 22/11; 3. 9. 17. 23. 29/12. 1926;  
4. 10. 11. 14. 20. 26/1; 1. 2. 3. 7. 10. 15. 21. 22. 24/2; 1. 4. 8. 10. 23. 25/3. 1927*

Total No. of Visits *30.*