

State if Report is sent on the Machinery of the Vessel. yes

Port of Genoa

No. 79628

Date First Survey 28th March 1952 Last Survey 6th October

193

Twin Sc.

M/T Francesco Bibolini (machinery aft)

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

Petroleum Tanker (to new Rules)

State Type of Erections *Pop-Bridge-forecastle*

ONNAGE under } 13581.72
Tonnage Deck ... }

CLASS 100 A-1

State if with freeboard
as condition of Class

Length from fore part of stem to after part of stern } L 564.31
post on summer L.W.L. See Sec. 3 (1a)

Breadth (*greatest moulded*) B **77.76**

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 40.76

1st Longitudinal Number (L × 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

Do. Long Bridge to }
top of keel }

Draught Moulded 30 75

Built at La Spezia

Launched 26th April 1953 Yard No. 1484

Builders *Ansaldo S. A. Cantiere*

Owners Compagnia di Navigazione

Bibbini S.p.A.

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

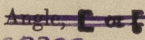
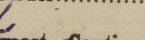
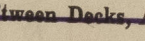

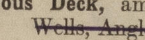
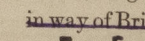

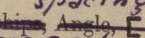
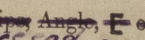
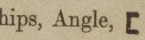
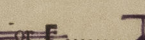


Residence 2/44 via G. D'Annunzio - Genoa

Port of Registry Genoa

If surveyed while building, afloat, or in dry dock

white building

FRAMES, DOUBLE BOTTOM AND BEAMS.

		millimetres INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.			millimetres INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships.....		860	✓	Bracket Floors, Frame		✓	
" " from fwd bulkhead to Collision bulkhead.....		685	✓	" " Reversed Frame.....		✓	
" " in peaks		610	✓	" " Vertical Struts		✓	
SIDE FRAMING.				Centre Girder, depth and thickness amidships		2170 x 15	✓
Frame Amidships, Angle  in Mchly space		260 x 14 260 x 13 upper deck	✓ ✓ ✓	" " top Angles connection		double fitted weld 9mm	✓
" " Extends up to				" " bottom Angles		" " " "	✓
Reversed Frame Amidships, Angle		✓		Side Girders, No. each side and thickness.....		14-2 off 18mm + 14-2 1/2 height off 18mm	✓
Frame in fwd deep tanks		260 x 12	✓	Margin Plate depth (excl. of flange) and thickness		horizontal 16mm	✓
" " Extends up to		3rd Dk latter natively to upper Dk	✓	" " Vertical Angle to Tank side		welded	✓
Depth of Framing Girder.....		✓		" " Bracket abaft 1/4 len. from stem		✓	
Frames in fwd hold, Opposite Continuous 'tween Decks, Angle 		220 x 12 & 260 x 12 alternatively	✓ ✓ ✓	" " Vertical Angle to Tank side		✓	
" " Second 'tween Decks, Angle 		✓		" " Bracket from forward 1/4 len. from stem to Panting Area		✓	
" " Third		✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem.....		✓	
" " from 1/4 len. for'd. to 15% len. from Stem		260 x 12 floors 13, 14, 15 thick welded to shell	✓ ✓ ✓	" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area		✓	
" " in Peaks, Angle or 		260 x 12 welded	✓ ✓	Tank Side Brackets, height above base line at toe of Frame and thickness		3370 x 13	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships		✓		INNER BOTTOM PLATING.			
State if Frame Joggled.....		yes	✓	Breadth and thickness of Middle Line Strake...		2200 x 15.5	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?		yes	✓	Thickness of remainder in Holds		15.5	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?		yes	✓	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	✓
SINGLE BOTTOM.				BEAMS.			
fwd of BRkd 181. - For bottom fr st-180 see Rpt 1* attached				Uppermost Continuous Deck, amidships in		Longitudinal beams	
Floors, Depth and thickness at mid-line in Holds.....		1400 x 12	✓	" " Wells, Angle 		see Rpt 1* attached	
Height of Brackets at side above base line at toe of frame.....		1800	✓	" " in way of Bridge, Angle 		Fore end: 220 x 10 & 200 x 9 aft end: 260 x 12, 220 x 12 220 x 10, 200 x 9, 180 x 9 every frame	✓
Middle Line Keelson, on Floors, Angles 		centre line BRkd	✓	" " Deck at ends		180 x 8 200 x 11 every frame	✓
" " Through Plate on Inter-costal Plate for 181-185		1800 x 12 face flat 250 x 16	✓ ✓	" " Spacing			
" " Foundation Plate on Floors		✓		Second Deck, amidships, Angle 			
" " Flat Plate Keel Angles		double fitted weld	✓	" " at fore end			
Side Keelsons, No. each side.....		2	✓	" " at after end			
" " thickness of Inter-costal Plate.....		11	✓	" " Spacing			
" " Angles face flat		200 x 12	✓	Third Deck, amidships, Angle 		220 x 10 & 200 x 9 220 x 10 & 200 x 11 every frame	✓
DOUBLE BOTTOM (in way of machinery)				" " at fore end			
Solid Floors, thickness and spacing		12 & 14.5 u. Engrs spacing 860 welded	✓ ✓	" " at after end			
" " Are Frame and Reversed Frame joggled?		✓		" " Spacing			
Bracket Floors, breadth and thickness at middle line		✓		Fourth Deck, amidships, Angle 		✓	
" " breadth and thickness at margin plate.....		✓		" " Spacing.....		✓	
				Poop Deck, Angle 		200 x 9 & 200 x 10	✓
				" " Spacing.....		every frame	✓
				Bridge Deck, Angle 		200 x 9	✓
				" " Spacing.....		every frame	✓
				Forecastle Deck, Angle 		200 x 9	✓
				" " Spacing.....		every frame	✓

PILLARS AND DECKS.

		millimetres INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.		millimetres INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows									
" in 'tween Decks, Size and Spacing									
<u>Longitudinal BRKds in cargo tanks</u>									
in Holds									
" thickness of plating									
" corrugations									
" vertical webs									
Centre Line Bulkhead, in 'tween deep tanks									
Stiffeners and Spacing									
Plating, thickness of									
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wall									
in way of Bridge									
" Bar									
" Angle in Wells									
Thickness of Plating abreast Deck openings									
in way of Wells									
Thickness of Plating abreast Deck openings									
in way of Bridge									
Thickness of Plating within line of openings...									
If Sheathed, material and thickness.....									
Second Deck.									
Stringer Plate, breadth and thickness in Wall									
Poop Deck.									
Stringer Plate, breadth and thickness.....									
Plating, Sheathing, material and thickness									
Bridge Deck.									
Stringer Plate, breadth and thickness.....									
Plating, Sheathing, material and thickness									
Forecastle Deck.									
Stringer Plate, breadth and thickness.....									
Plating, Sheathing, material and thickness.....									

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	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.	
Flat Plate Keel.....	2100	28.5	28.5	28.5	✓	double	25	9.5					
„ Dblg. (if any)	—	—	—	—		✓	—	—					
Bottom Plating, No. of Strakes5.....	211	23	22.5	16	* stealer	welded							
Bilge Plating, No. of Strakes2.....	1670	24	15	*	proper bassing	double	25	9.5					
Side Plating, No. of Strakes5.....	1578	20	17	14	proper bassing	welded							
Upper Deck, Sheer-strake in Wells.....	✓	✓	✓	✓		✓	✓	✓					
Upper Deck, Sheer-strake in Bridge ...	1850	28	21	16	✓	double	25	9.5					
Strake below Sheer-strake in Wells.....	✓	✓	✓	✓		✓	✓	✓					
Strake below Sheer-strake in Bridge ...	included in side plating					✓	✓	✓					
Poop Side Plating.....	✓	✓	✓	12	✓	welded							
Bridge Side Plating.....	✓	12	✓	✓	✓	welded							
Forecastle Side Plating	✓	✓	12	✓	✓	welded							

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— *in accordance with London Letter "M" dated 7th Dec 1949*

Extending to Upper Deck (Sec. 3 c) *14*

„ Deck next below *✓*

As per Rule *9*

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Department Approved Plans to be Noted
KEEL, Bar	✓	✓	✓	✓
STEM	rolled plate from 24 to 15 m			
STERN FRAME	spectacle brackets Propeller Post Rudder post	casting 35 per plans composite 35 per plans forged 35 per plans	SIAC casting parts Protaplan SIAC	✓ ✓ ✓
Speed of Vessel	16 knots			
RUDDER—Type		Simplex semibalanced		
A × D		27.22 m ³		
Diam. of head	forging	4107 m	Terri	
Mainpiece at top pintle	casting	35 per plans	Protaplan	
heel	casting	35 per plans	Protaplan	
how constructed		E.W. streamlined		
double or single plate		double 13 m		
coupling, vertical or horizontal		horizontal		

STIFFENERS.

		STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
		m.m.	m.m.	m.m.	m.m.
MIDSHIP	BULKH'D, in cargo tanks	Upper 'tween decks	11, 13 & 14		
	Second				
	Third				
	Holds				
COLLISION	(in Hold) f.p. 197	7, 7, 8, 8, 160x8	220x12	650	2845
		9, 9, 10, 14	260x12		2845
AFTER PEAK	f.p. 14	95-14	220x12	750	2845

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Martin Siemens process

STEEL. Manufacturers: ILVA (Savona, Bagnoli, Vottri, Marcegara Novi Ligure Trieste), SIAC
and Acciaieria e Fonderia di Bolzaneto. - Material complying with the requirements of
Part 3 of the Rules has been manufactured by SIAC & ILVA SAVONA

Has the Steel been tested as required by the Rules? yes

checked to
Rpt N-19628 dated 2/11/53

PARTICULARS OF LONGITUDINAL FRAMING.

Francesco Bibolini

FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.			
		In Ship. mm.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.
		mm.	mm.	mm.	mm.	mm.	mm.	Diam. Ins.	Speng. Ins.	Inches.	Number.	Diameter. Inches.
<p>ing of L, L or E</p> <p>at sides</p> <p>in Bridge tween Decks</p> <p>from Uppermost Continuous Deck</p> <p>bottom frames</p> <p>flanged plate</p> <p>all bottom frames from No 54 to 100</p>		transverse frames										
<p>centre line girder</p>		380x15 fl. 120			framed				Welded: double fillet continuous through bulkheads and welded to same length		brackets	
<p>spacing of longitudinal frames</p> <p>Amidships</p> <p>At Ends</p>		683			683							
<p>Tank Top Longitudinals</p> <p>Bottom</p> <p>Amidships</p> <p>At ends...</p>		In way of E.R. only - Transversely framed - See Rpt 1.										
<p>Transverses.</p> <p>Depth and Thickness</p> <p>Face Angles</p> <p>Lugs to Shell*</p> <p>Depth and Thickness</p> <p>Face Angles</p> <p>Lugs to Shell*</p> <p>Depth and Thickness</p> <p>Face Angles</p> <p>Lugs to Shell*</p> <p>Back Bars</p> <p>Brackets</p> <p>Bottom</p> <p>ing of Transverse Frames...</p> <p>* State if joggled or liners.</p>		<p>1000x11</p> <p>320x20</p> <p>welded</p> <p>1350x12</p> <p>150x12</p> <p>170x12</p> <p>welded</p> <p>thickness 11/16" as per plans</p> <p>2580</p>			<p>Transversely framed</p> <p>see Rpt 1</p>				<p>Welded: double fillet</p> <p>Welded: double fillet</p>			
<p>Longitudinal</p> <p>Bridge Deck</p> <p>Upper</p> <p>Second</p> <p>Third</p>		<p>transverse frames</p> <p>from fr 42 to 180</p> <p>200x11</p> <p>depth & thickness: 1900x11</p> <p>face flat: 250x16</p> <p>brackets & stiffeners as per plans</p>			<p>Transversely framed</p> <p>see Rpt 1</p>				<p>Spacing. mm</p> <p>683</p>		<p>Upper deck Transverse Beams.</p> <p>Plate. 915x11</p> <p>Face Angles: 200x12</p> <p>Centre: 250x12</p>	

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.

011678-011692-0192³

FRIDAY - 4 DEC 1953

ANCHORS.

HAWSERS AND WARPS.

Builder's Signature

011678-011692-01923₃

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.)

These plans have been redrawn and fresh plans are now forwarded together with copies of the following which are forwarded for the first time.

List of plans now forwarded:

1) Midship section, dwg N° AB 1009. - 2) Details of end connection of bottom & deck longitudinals and of B&Hd plating seams, dwg N° AB 1015. - 3) Shell expansion, dwg AB 8° C. - 4) Equipment calculation & details, dwg N°. - 5) Rudder arrangement in way of after cofferdam, dwg N° 2583/25. - 6) General steel plan, superstructures, dwg N° AB 10. - 7) Double bottom & Engine seats, dwg N° AB 1004. - 8) Fwd O.F. bunkers, dwg N° AB 1006/A. - 9) Fore end structure of N° AB 1022/A. - 10) After end structure, dwg N° AB 1018/A. - 11) & 12) Framing, dwg N° AB 1002 & AB 1052. - 13) Shaft spectacle brackets, dwg N° AB 1046. - 14) After cofferdam B&Hds and O.F. bunkers, dwg N° AB 1017. - 15) Rudder head & post, dwg N° AB 1058. - 16) Rudder arrangement & details, dwg N° AB 1028/A. - 17) Stern frame, dwg AB 1011. - 18) Re-inforced frames, pillars & girders fwd, dwg N° AB 1023. - 19) Cofferdam fwd, dwg N° AB 1056. - 20) Rudder main piece, dwg N° AB 1000. - 21) Upper deck, dwg AB 1003. - 22) Deck stringer bar & scuppers, dwg N° AB 1063. - 23) Re-inforced frames in Mch space, dwg N° AB 1019. - 24) New arrang. of cofferdam B&Hd N° 196, dwg N° AB 1065. - 25) O.F. tanks, dwg N° AB 1005. - 26) Pillars & girders of superstructures, dwg N° AB 1016. - 27) Mch casing, dwg N° AB 1026. - 28) Structure of fwd hatchway, dwg N° 1042. - 29) Hatchbeams & covers, dwg N° AB 2000. - 30) Steel hatchcover on forecastle, dwg N° AB 4227. -

Also Midship Section, dwg N° AB 1009/A, General steel plan (profile upper D&K side girders), dwg N° AB 9/A, and General steel plan (superstructures), dwg N° AB 10/A showing the ship "AS BUILT". -

The following parts are of steel which has been specially approved under P 403 of the Rules: plates over 1" thick in sheerstrake, keel, upper deck. - Mill sheets for these items are attached and the marks, positions on relative plans are indicated on these sheets. - The workmanship is good. The whole of the DB tanks, tanks fore & after peak tanks, air bunkers & cargo tanks also weather decks have been tested as per Rules. The steering gear and windlass have been tested in working condition. - Freeboards, assigned by the R.I. verified (verification attached). - O.F. (Port point above 150°) is carried in the bunkers fr 181-196 fr 47-53, & 16-23 also in DB tanks fr 43-53. - Petroleum as cargo can be carried in the cargo tanks fr 54-180 please see also capacity plan attached. - The ship was seen in dry dock on the 2nd Oct 1953. - Test certificates of propeller brackets, stern frame, rudder main piece, rudder post, rudder head & tiller, also steering gear (10 certificates in total) are enclosed.

PARTICULARS OF ELECTRIC WELDING (if employed) Ship completely electrically welded with exception of the following connections: sheerstrake & keel seams and three seams each side of bilge shell plating, seams of upper deck central panels, connection of weather decks stringer angle to shell and a few items of minor importance.

The electric welding has been carried out by experienced operators and the electrodes used were of the approved types: OK 48 & OK 49 of "ESAB", Citomara Citobasico of "Industria Nacional", Ductilend R of "Arcor".

SPECIAL NOTATIONS: - Either as part of the vessel's class or for record in the Register Book. cruiser stern, Simplex type rudder, Longitudinal framing at bottom and at deck, notation regarding electric welding, Lloyd's A, CP, DF, ESD, GYC, Radar, Carrying Petroleum in Bulk.

Particulars of Drop Test of Cast Steel Anchors, viz.: - Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	66 cwt	Anchor head	29 ft	22 lbs	- A.G. - 3915 - 13.2.53
	2nd "	66 "	"	2 "	14 "	- A.G. - 3942 - 20.2.53
	3rd "	64 "	"	2 "	6 "	- A.G. - 3471 - 2.9.52

PARTICULARS FOR RECORD in the REGISTER BOOK. - Length of Poop 133.8 ft., R.Q.D. ✓ ft., Bridge 40.5 ft., Forecastle 71.1 ft.

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

Official No. 2977 Signal Letters ✓ Extreme Breadth over Belting 78.1 Over-all Length 615.7
(Circ. 1611) (Circ. 1703)

No. and Material of Decks One deck. 2nd & 3rd D&K fwd of cargo tanks & aft of E.R.

Parts of Bottom of Vessel coated with cement or approved composition Fore & after peak tanks, F.W. double bottom tanks (fr 16-33) and F.W. tweendeck tanks (fr 0-5) cemented. - Chain locker and refrigerated spaces coated with bitumastic enamel

Particulars of composition (if fitted) and of approval bitumastic enamel

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.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,	32	28.4
Double bottom, under Engines and Boilers fr 16-53	104.4	144 *	After peak tank,	24	79.5
Double bottom, under Engines only fr 34-42 is used for lubricating oil			Deep tank, aft, fr 47-53	16.9	0.7
Double bottom, under Boilers only fr 43-53 is used for O.F.			Deep tank, forward, fr 181-196	33.7	0.7
Double bottom, forward, Cargo tanks fr 54-180	355.5	292.00	Other tanks, if fitted, fr 1-5	19.4	9.5
Total length (if continuous) and Capacity		tons of salt water		8	34.3 *

* The tanks having this capacity, in tons of salt water, are used for fresh water only

Order for Special Survey No. ✓
Date 9th Oct. 1952
Dates of Surveys held while building
1952: March 28. - June 13. - Dec 1, 5, 12, 17, 22. - 1953: January 9, 12, 14, 19, 22, 28. - February 10, 18, 24, 26. - March 2, 5, 9, 17, 20, 24, 27. - April 1, 10, 14, 17, 21, 24, 26. - June 17. - July 2, 7, 28, 31. - August 21, 25, 28. - September 1, 16, 22, 29. - October 2, 3, 6

Total No. of Visits 47