

STEEL STEAMER or MOTORSHIP.

Received at London Office 11 MAY 1934

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 *May 6th 1934* Port of *Cadiz* No. *1421*
Survey held at *CADIZ* Date First Survey *Sept 30th 1932* Last Survey *April 21st 1934*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *STEEL TWIN SCREW M.V. "CAMPECHE" (MACHINERY FIT.)*State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) *Full scantlings Long framing Hellless* State Type of Erections *P.B. & L.*TONNAGE under Tonnage Deck... *5446.91* CLASS *+100A1* State if with freeboard as condition of Class *No* Built at *Maragona, Cadiz*Do. of space or spaces between Tonnage Dk. and Upper Dk. *1* Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 405.0* Launched *20th Oct^r 33* Yard No. *366*Total Breadth (greatest moulded) *B 54.5* Builders *Sociedad Española de Construcción Naval*Gross Tonnage *6381.91* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 30.16* Owners *Compania Mercantil de Maragona S.A.*Register Tonnage *3692.26* 1st Longitudinal Number (L x D) *= 12215* Managers *Maragona, 9.*REGISTERED DIMENSIONS. *Metros FEET. FEET* Residence *Madrid*Length *125.42 412.5* Framing Depth "d," at middle of length. See Sec. 3 (1d) *13.428* Port of Registry *Maragona*Breadth *14.59 54.42* Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.428* If surveyed while building, afloat, or in dry dockDepth *9.192 30.14* Draught Moulded *24.10 73* Building and in dry dock

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 <i>Longitudinal</i>			Bracket Floors, Frame <i>✓</i>		
" " from $\frac{3}{4}$ length to Collision bulkhead <i>24"</i>			" " Reversed Frame <i>✓</i>		
" " in peaks <i>24"</i>			" " Vertical Struts <i>✓</i>		
SIDE FRAMING.			Centre Girder, depth and thickness amidships <i>207 135</i>		
Frame Amidships, Angle, [or [<i>Longitudinal</i>			" " top Angles <i>90 90 12.5</i>		
" " Extends up to <i>✓</i>			" " bottom Angles <i>100 100 13.5</i>		
Reversed Frame Amidships, Angle <i>✓</i>			Side Girders, No. each side and thickness <i>as per app. plan</i>		
" " Extends up to <i>✓</i>			Margin Plate depth (excl. of flange) and thickness <i>13</i>		
Depth of Framing Girder <i>✓</i>			" " Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween Decks, Angle, [or [<i>✓</i>			Bracket abaft $\frac{1}{2}$ len. from stem <i>150 150 11</i>		
" " Second 'tween Decks, Angle, [or [<i>✓</i>			" " Vertical Angle to Tank side		
" " Third " " " " <i>✓</i>			Bracket forward $\frac{1}{2}$ len. from stem <i>✓</i>		
Framing in Peaks, Angle or [<i>200 90 10 ad plate</i>			" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem <i>✓</i>		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships <i>90 90 11. 13mm</i>			" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem <i>✓</i>		
State if Frame Joggled <i>No</i>			Tank Side Brackets, height above base line at toe of Frame and thickness <i>✓</i>		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars <i>Longitudinal framing as per app. profile</i>			INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars <i>3 strakes of bottom plating increased, deep floors & intercostals.</i>			Breadth and thickness of Middle Line Strake <i>25 to 13</i>		
SINGLE BOTTOM.			Thickness of remainder in Holds <i>as per app. plan</i>		
Floors, Depth and thickness at mid-line in Holds <i>10</i>			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? <i>✓</i>		
Height of Brackets at side above base line at toe of frame <i>✓</i>			BEAMS.		
Middle Line Keelson, on Floors, Angles, [or [<i>✓</i>			Uppermost Continuous Deck, amidships in Wells, Angle, [or [<i>Longitudinal</i>		
" " Through Plate or Intercostal Plate <i>10</i>			" " in way of Bridge, Angle, [or [<i>✓</i>		
" " Foundation Plate on Floors <i>✓</i>			Spacing <i>✓</i>		
" " Flat Plate Keel Angles <i>90 90 10.5</i>			Second Deck, amidships, Angle, [or [<i>✓</i>		
Side Keelsons, No. each side <i>one</i>			Spacing <i>✓</i>		
" " thickness of Intercostal Plate <i>10</i>			Third Deck, amidships, Angle, [or [<i>✓</i>		
" " Angles <i>150 45 12.5</i>			Spacing <i>✓</i>		
DOUBLE BOTTOM. ENGINE SPACE.			Fourth Deck, amidships, Angle, [or [<i>✓</i>		
Solid Floors, thickness and spacing <i>12.5 30 30 1/2</i>			Spacing <i>✓</i>		
" " Are Frame and Reversed Frame joggled? <i>No</i>			Poop Deck, Angle, [or [<i>Longitudinal</i>		
Bracket Floors, breadth and thickness at middle line <i>✓</i>			Spacing <i>✓</i>		
" " breadth and thickness at margin plate <i>✓</i>			Bridge Deck, Angle, [or [<i>Longitudinal</i>		
			Spacing <i>✓</i>		
			Forecastle Deck, Angle, [or [<i>Longitudinal</i>		
			Spacing <i>✓</i>		

PILLARS AND DECKS.

	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....		✓			Stringer Plate, breadth and thickness in way of Bridge	✓		
" in 'tween Decks, Size and Spacing.....		✓			Thickness of Plating abreast Deck openings in way of Wells	✓		
" " " " " "		✓			Thickness of Plating abreast Deck openings in way of Bridge	✓		
" in Holds " "		✓			Thickness of Plating within line of openings...	✓		
" " " " "		✓			If Sheathed, material and thickness	✓		
Centre Line Bulkhead.					Third Deck.	✓		
Stiffeners and Spacing.....	5	12 3/4	64 To 7 x 3 = 41	Spaced as per app. plan.	Stringer Plate, breadth and thickness.....	✓		
Plating, thickness of		12.5 To 9.5			If Plated, state thickness.....	✓		
STRINGERS AND DECKS.					Fourth Deck.	✓		
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....	✓		
Stringer Plate, breadth and thickness in Wells			16		If Plated, state thickness	✓		
" " " " in way of Bridge			20		Poop Deck.			
" Angle in Wells	150	150	14		Stringer Plate, breadth and thickness	1300	9	
Thickness of Plating abreast Deck openings in way of Wells			16		Plating, Sheathing, material and thickness ...	15.8	5.4	Wood 2 1/2"
Thickness of Plating abreast Deck openings in way of Bridge			✓		Bridge Deck.			
Thickness of Plating within line of openings...			13		Stringer Plate, breadth and thickness.....	1220	10.5	
If Sheathed, material and thickness		NOT			Plating, Sheathing, material and thickness ...	15.8	5.4	Cement
Second Deck.					Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells...		✓			Stringer Plate, breadth and thickness.....		9	
					Plating, Sheathing, material and thickness ...		85	Wood

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>NO</i>	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	<i>1270</i>	<i>23</i>	<i>18.5</i>	<i>18.5</i>	<i>1</i>	<i>DOUBLE</i>	<i>25</i>	<i>100</i>	<i>D.S.T.R.</i>	<i>25</i>	<i>95</i>	<i>D.S.</i>	
" DBLG. (if any)	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
BOTTOM PLATING, No. of of Strakes	<i>1 @ 15</i>	<i>✓</i>	<i>12</i>	<i>✓</i>	<i>✓</i>	<i>DOUBLE</i>	<i>22</i>	<i>85</i>	<i>4</i>	<i>22</i>	<i>80</i>	<i>LAPPED</i>	
BILGE PLATING, No. of Strakes	<i>3 @ 15.5</i>	<i>13.5</i>	<i>15+14</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>75.5</i>	<i>✓</i>	
SIDE PLATING, No. of Strakes	<i>15.5+16</i>	<i>13</i>	<i>15</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>3</i>	<i>✓</i>	<i>75</i>	<i>✓</i>	
UPPER DECK, Sheer- strake in Wells.....	<i>14.5</i>	<i>12</i>	<i>15</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>25</i>	<i>100</i>	<i>5</i>	<i>25</i>	<i>112</i>	<i>✓</i>	
UPPER DECK, Sheer- strake in Bridge ...	<i>22</i>	<i>11.5</i>	<i>11.5</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
STRAKE BELOW Sheer- strake in Wells.....	<i>25.5</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
STRAKE BELOW Sheer- strake in Bridge ...	<i>18.5</i>	<i>11.5</i>	<i>12</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>22</i>	<i>85</i>	<i>4</i>	<i>22</i>	<i>85</i>	<i>✓</i>	
POOP SIDE PLATING	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
BRIDGE SIDE PLATING ...	<i>10.5-12.5</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
FOREC'TLE SIDE PLATING	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) 14

" Deck next below ✓

As per Rule 14 APPROVED.

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks			✓		✓
" " Second "			✓		✓
" " Third "			✓		✓
" " Holds		12.5-9.5	WEBS AS PER PLAN	292 x 89 = 12 B.a.	
COLLISION (in Hold)		12.5-7.0	as per plan	305 x 89 = 15 B.a.	
AFTER PEAK		12-10.5	12.5 x 55 as per plan	305 x 89 = 12.5 B.a.	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		FLAT PLATE.		
STEM	SH forg.	245 x 65	S.B.C.N. REINOSA.	
STERN FRAME { Propeller Post				
Rudder	SH Cast.	265 x 155	S.B.C.N. REINOSA.	
RUDDER—A x D.....		1582		
Speed of Vessel.....		12 K.N.		
RUDDER mainpiece at head ...	SH forg.	305	S.B.C.N. REINOSA.	
heel ...		230		
how constructed		2 pieces.		
double or single plate coupling, vertical or horizontal.....		26.5		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens-Martin & Co.*
Ac. Sid. del Mar. Sagunto. Duro Felguera. Alcañiz. Llanos. Carrizosa. S.H.C. Colindale. Consett. Reinosa.
Peace & Pott. Cargo Fleet. Dorman Long. Rame & Co. Harrington
 Has the Steel been tested as required by the Rules? *Yes.*

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.)

PILLARS

Centre
Stiffer

Platin

STRING
Upper
String

Thick
in v

Thick
in v

Thick

If She

Second
String

STR

PLAT PLAT

BOTTOM P
of Strake

WIDGE PLAT
Strakes

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strake in

TRAKE BE
strake in

OP SIDE

IDGE SH

REC'TLE

tal No.

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

1st Bower 2220 KAMS. G.D. N° 196 H. 1. 33.
2nd „ 2240 „ G.D. N° 194 H. 1. 33.
3rd „ 1820 „ G.D. N° 195 H. 1. 33.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 102.2 ft., R.Q.D. ✓ ft., Bridge 26.0 ft., Forecastle 35.3 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated **NOT**

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

Official No. ; Signal Letters **E.A.C.R.** 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,	✓	✓	Fore peak tank,	20.5	110
Double bottom, under Engines and Boilers,	SEE PLAN HERE	✓	After peak tank,	20.0	236
Double bottom, if under Engines only,	WITH	✓	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	✓	✓
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 5-12-31

Dates of Surveys
held while building

1932. Sept. 3, 21, 22, 29, Oct. 2, 7, 22, 24, 25, 26, 27, 28, Nov. 1, 2, 3, 4, 5, 6, 9, 10, 13, 22, 24, 25, 26, Dec. 1, 3, 5, 12, 13, 19, 21, 22, 25, 28; 1933. Jan. 4, 5, 7, 9, 10, 11, 12, 17, 18, 23, 24, 28, 31, Feb. 2, 7, 9, 13, 21, 22, 25, 27, 28, Mar. 1, 2, 3, 4, 5, 6, 9, 10, 13, 22, 24, 25, 26, Apr. 1, 3, 5, 12, 13, 19, 21, 22, 25, 28; May 2, 3, 4, 11, 12, 16, 18, 19, 22, 29; June 2, 6, 7, 8, 12, 13, 15, 19, 20, 21, July 2, 6, 12, 14, 22, 25, 27, 28; Aug. 2, 4, 8, 9, 11, Sep. 4, 14, 16, 18, 23, 26, 27, 29, Oct. 2, 6, 7, 9, 10, 18; Nov. 4, 6, 13, 22, Dec. 8, 9, 18, 22; 1934. Jan. 2, 4, 11, 15, 14, 19, 23, 24, 26, Feb. 3, 12, 19, Mar. 2, 5, 14, 16, 19, 24, 26, 28, 29, 31, Apr. 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 14, 19, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, May 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, June 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, July 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Aug. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Sept. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Oct. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Nov. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Dec. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

Total No. of Visits 152

11 MAY 1934

ft. 1*.

"CAMPECHE" S.E.C.N. No 9/66.

11 MAY 1934

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. Diam. Speng.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads. Number. Diameter. Inches.
	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.			
ning of L, C or C															
mes in Bridge 'tween Decks ...															
mes from Uppermost Continuous Deck															
No. 1	152	89	10				152	89	10				22	132	74 FOR 6 AT B. HAND 33 AT OTHER
" 2	190	89	10	165	89	9.5	190	-	-	1					
" 3				165											
" 4	216	-	10.5	198	-		216	-	10.5						
" 5	228	-	11	178	-	10.5	228	-	11						33 AT OTHER
" 6	241	-	11.5	178	-	12.5	241	-	11.5						
" 7	254	-	12	191	-	10.5	250	-	12						
" 8	267	-		191	-	11.5	265	-	12						
" 9	279	-		203	-	10.5	279	-							99 FOR 9 AT TR
" 10	292	-	12.5	203	-	12.5	290	-	(2.5)						58 AT OTHER
" 11	305	-		241	-	11.5	300	-							99 FOR 9 AT TR
" 12	381	12.5					380	12.5	100						
" 13															
" 14															
" 15															
" 16															
acing of longitudinal Frames															
Amidships	18-20						380	12.5	102						
At Ends															
able															
ttoms															
L or C															
acing of Longitudinals															
Amidships															
At Ends															
Transverses.															
n Bridge															
een Decks															
In															
per 'tween Decks.															
In Hold.															
acing of Transverse Frames															
* State if joggled or liners.															
ongitudinal															
Beams of															
L or C															
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.

11.24.—T.

0219 3/3

* If of Iron, state whether scrap or puddled Iron. If of Steel, state whether made on the Open Hearth process.

5m.3.29. T.