

STEEL ~~STEAMER~~ MOTORSHIP.

Received at London Office 7 DEC 1927

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 *26th November 1927*Port of *Glasgow*No. *47350*Survey held at *Govan (Glasgow)*Date First Survey *19. 10. 26*Last Survey *21. 11. 27* 19On the (State if Machinery Fitted Aft and (if Single, Twin or Triple Screw) *Steel Twin Screw Motorship "PAULA" (Machinery fitted aft)*State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling*State Type of Erections *Pop. Trunk + 4cl*TONNAGE under Tonnage Deck... *1830.54*CLASS *100A1*State if with freeboard as condition of Class *no*Built at *Govan (Glasgow)*Do. of space or spaces between Tonnage Dk. and Upper Dk. *✓*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 305.0*Launched *22nd September 1927* Yard No. *7486*Breadth (greatest moulded) *B 50.0*Builders *Messrs Harland & Wolff Ltd*Total *1830.54*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 15.0*Owners *Curaçaoische Stoomvaart Maatschappij*Gross Tonnage *2740.44*1st Longitudinal Number (L x D) *305 x 15 = 4575*Managers *✓*

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

Register Tonnage *1319.12*2nd Numeral L x (B + D) *305 x (50 + 15) = 19825*Residence *Ullenslød*

REGISTERED DIMENSIONS. FEET.

Framing Depth "d," at middle of length. See Sec. 3 (1d) *See plans*Port of Registry *Ullenslød*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.26*

If surveyed while building, afloat, or in dry dock

Do. Long Bridge to top of keel *✓*Draught Moulded *13.64**Special Survey*

## 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>25 1/2 in bil</i>		Bracket Floors, Frame <i>✓</i>	
" " from 1/4 length to Collision bulkhead <i>30 in Motor Room</i>		" " Reversed Frame <i>✓</i>	
" " in peaks <i>23 1/2 in</i>		" " Vertical Struts <i>✓</i>	
DE FRAMING. <i>In Motor Room B.A.</i>		Centre Girder, depth and thickness amidships <i>36 x 40 ft 33 x 36 ft</i>	
Frame Amidships, Angle <i>E or C In Bil</i>		" " top Angles <i>40 x 40 ft 36 x 36 ft</i>	
" " <i>In Fore Hold B.A.</i>		" " bottom Angles <i>90 90 10 1/2 3 1/2 x 3 1/2 x 40</i>	
" " Extends up to <i>Pop Deck, Upper Deck + Forecastle Deck</i>		Side Girders, No. each side and thickness <i>6 in 40 ft Tank One 1/2 in 1/2 height 40 ft</i>	
Reversed Frame Amidships, Angle <i>South Angle frame</i>		Margin Plate depth (excl. of flange) and thickness <i>40 ft 40 ft</i>	
" " Extends up to <i>✓</i>		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem <i>Level Tank top</i>	
Depth of Framing Girder <i>6 and 7</i>		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem <i>✓</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, [ or ] <i>✓</i>		" " Gussets, spacing and scantling abaft 1/4 len. from stem <i>✓</i>	
" " Second 'tween Decks, Angle, [ or ] <i>✓</i>		" " Gussets, spacing and scantling forward 1/4 len. from stem <i>✓</i>	
" " Third " " " " <i>✓</i>		Tank Side Brackets, height above base line at toe of Frame and thickness <i>5.0 x 40 ft 4.6 x 32 ft</i>	
Framing in Peaks, Angle or [ <i>150 70 8 1/2 5 1/2 x 3 1/2</i>		INNER BOTTOM PLATING.	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships <i>3/4 rivets 4 1/2 apart</i>		Breadth and thickness of Middle Line Strake <i>30 x 40 ft 42 x 40 ft</i>	
State if Frame Joggled <i>yes</i>		Thickness of remainder in Holds <i>40 x 75 under Red plate</i>	
FRAME ARRANGEMENTS (Sec. 7), state system and particulars <i>Side Stringer + 1st frame 1/2 height and full height interspersed in Fore B.B. Tank + 5.5 x 40 ft. Longitudinals on flat bottom from 1/2 height back to shell. 3 stringers Bottom shell plating has midships thickness</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>	
LENGTHENING OF BOTTOM FORWARD. State Particulars <i>✓</i>		BEAMS.	
DOUBLE BOTTOM.		Uppermost Continuous Deck, amidships <i>In Bil</i>	
Floors, Depth and thickness at mid-line in Holds <i>✓</i>		" " in Walls, Angle, E or [ <i>150 70 8 1/2 5 1/2 x 3 1/2</i>	
Height of Brackets at side above base line at toe of frame <i>✓</i>		" " in way of Bridge, Angle, E or [ <i>180 75 9 1/2 7 x 3 1/2</i>	
Middle Line Keelson, on Floors, Angles, [ or ] <i>In Motor Room B.A.</i>		" " Spacing <i>230 90 12 1/2 9 x 3 1/2</i>	
" " Through Plate or Intercoastal Plate <i>✓</i>		Second Deck, amidships, Angle, [ or ] <i>✓</i>	
" " Foundation Plate on Floors <i>✓</i>		Spacing <i>✓</i>	
" " Flat Plate Keel Angles <i>✓</i>		Third Deck, amidships, Angle, [ or ] <i>✓</i>	
Keelsons, No. each side <i>✓</i>		Spacing <i>✓</i>	
" thickness of Intercoastal Plate <i>✓</i>		Fourth Deck, amidships, Angle, [ or ] <i>✓</i>	
" Angles <i>✓</i>		Spacing <i>✓</i>	
DOUBLE BOTTOM.		Pop Deck, Angle, E or [ <i>170 75 9 1/2 6 1/2 x 3 1/2</i>	
Mid Floors, thickness and spacing <i>On every frame 40 in Motor Room 33 for B.B. Tank</i>		Spacing <i>On every frame</i>	
" Are Frame and Reversed Frame joggled? <i>yes</i>		Bridge Deck, Angle, [ or ] <i>✓</i>	
Bracket Floors, breadth and thickness at middle line <i>✓</i>		Spacing <i>✓</i>	
" breadth and thickness at margin plate <i>✓</i>		Forecastle Deck, Angle, E or [ <i>130 90 10 1/2 9 x 3 1/2</i>	
		Spacing <i>On alternate frames</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.
<b>PILLARS, No. of Rows.....</b>	✓		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 <i>On oil tanks double channels spaced 8" apart</i>	150-95-85-85-75-60-50-40-35-27.5		Thickness of Plating within line of openings...	✓	
" " <i>Waste plate in trunk</i>	5-6-30 7-11-12 6-3-40A		If Sheathed, material and thickness .....	✓	
<b>Centre Line Bulkheads in Oil</b>			<b>Third Deck.</b>		
Stiffeners and Spacing <i>main deck transverse keels stiffeners between 28" apart</i>	260-20-90-90-47 10-40-2-22-57.5 150-70-9-5 6-3-34-6.8		Stringer Plate, breadth and thickness.....	✓	
Plating, thickness of .....	41-32 Trunk sides 4-11 <i>Horizontal stiffeners in wing tanks 7-8 inch keel</i> 18-40		If Plated, state thickness.....	✓	
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells	90-44, 56 at Angle of Propeller		If Plated, state thickness .....	✓	
" " " " in way of Bridge <i>Trunk top</i>	Cut & splice 36 remains 58		<b>Poop Deck.</b>		
" Angle in Wells .....	150-180-13-5 6-6-50		Stringer Plate, breadth and thickness .....	✓	
Thickness of Plating abreast Deck openings } in way of Wells .....	✓		Plating, Sheathing, material and thickness ...	✓	
Thickness of Plating abreast Deck openings } in way of Bridge .....	✓		<b>Bridge Deck.</b>		
Thickness of Plating within line of openings...	✓		Stringer Plate, breadth and thickness.....	✓	
If Sheathed, material and thickness .....	✓		Plating, Sheathing, material and thickness ...	✓	
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells...	✓		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. State if jogged? <i>no</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		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.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL .....	<i>49</i>	<i>64</i>	<i>56</i>	<i>54</i>	<i>49x64-52</i>	<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4-2</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Lapped</i>
„ Dble. (if any) <i>✓</i>												
BOTTOM PLATING, No. of Strakes <i>2</i> .....		<i>46</i>	<i>46</i>	<i>40</i>	<i>46-38</i>	<i>.</i>	<i>3/4</i>	<i>2 5/8</i>	<i>3-2</i>	<i>3/4</i>	<i>2 5/8</i>	<i>„</i>
BILGE PLATING, No. of Strakes <i>2</i> .....		<i>46</i>	<i>39</i>	<i>56x39</i>	<i>„</i>	<i>„</i>	<i>.</i>	<i>.</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>
SIDE PLATING, No. of Strakes <i>2</i> .....		<i>44</i>	<i>39</i>	<i>39</i>	<i>44-38</i>	<i>„</i>	<i>„</i>	<i>.</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>
UPPER DECK, Sheer-strake in Wells.....		<i>44</i>	<i>39</i>	<i>39</i>	<i>„</i>				<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>
UPPER DECK, Sheer-strake in Bridge ...	<i>✓</i>				<i>Upper Deck Sheerstrake at Break of Poop 68 and 56 at Break of Forecastle, in line of doubling.</i>							
STRAKE BELOW Sheer-strake in Wells.....	<i>✓</i>											
STRAKE BELOW Sheer-strake in Bridge ...	<i>✓</i>											
POOP SIDE PLATING .....				<i>30-39</i>		<i>Single &amp; Double</i>	<i>3/4</i>	<i>3</i>	<i>2</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>
BRIDGE SIDE PLATING ...	<i>✓</i>											
FORECASTLE SIDE PLATING			<i>37</i>			<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>2</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>

## WATERTIGHT BULKHEADS.

## FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c) <i>11 Oil tight + 1 Watertight</i>					
Deck next below <i>12 to Upper deck</i>					
As per Rule ✓					
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
<i>On Oil</i> MIDSHIP BULKH'D, Upper two decks <i>57</i>		<i>11.40-32-32-57 1/2 spaced 30</i>			
" " Second "		<i>Sheel at line girth post 23-40</i>			
" " Third "		<i>Flare angle 6-32-54</i>			
" " Holds .....					
COLLISION <i>Oil tight</i> (in Hold) .....	<i>42-30</i>	<i>9-3-38-1</i>	<i>1-5-30-24</i>	<i>11-7-Flat</i>	
AFTER PEAK " " .....	<i>50-30</i>	<i>9-3-38-1</i>	<i>1-5-30-24</i>	<i>Engineers Flat</i>	
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <i>(Open Hearth) Daniel, Alvirre &amp; Sons</i> <i>William Beardmore &amp; Co. Ltd. Dorman Long &amp; Co. Ltd. The Steel Company of Scotland Ltd. Smith &amp; Co. Leam Ltd. Mannesmann-Werke-Aktiengesellschaft</i> <i>Gutehoffnungshütte, Oberhausen, Burbach-Eich-Dudelingen, Abteilung Burbach (Melf)</i> Has the Steel been tested as required by the Rules? <i>Yes</i>					



## ANCHORS.

## HAWSERS AND WARPS.

**Managing Director**

This vessel is sister ship to the same Builders M. V. "Petronella" Glasgow Report No 47155

Longitudinal Framing at Bottom & at Deck



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.)

### List of Approved Plans

- 1 - Midship Section
  - 2 - Profile and Deck Plans
  - 3 - Fore end arrangement
  - 4 - Aft end "
  - 5 - Stem Post and Shaft Brackets
  - 6 - Rudder plan
  - 7 - Amended scantlings in Motor Room
  - 8 - Keel, Centre Girder and Centre Wash plate
  - 9 - Fore end floors
  - 10 - Aft "
  - 11 - Oil tight Bulkheads
  - 12 - Chain Locker
  - 13 - Motor Casing
  - 14 - Pillars Girders & Pump Room
  - 15 - Lubricating oil tanks
  - 16 - Oil tight Hatches
  - 17 - Longitudinal Bulkheads
  - 18 - Engine Seating
  - 19 - Pumping Arrangements (2 plans)
  - 20 - Oil tight and W. S. Bulkheads (After Body)
  - 21 - Midship Section of Vessel as built (forwarded 20/1/27)
  - 22 - Profile and Decks of Vessel as built
- 6 Forging Reports

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

1st Bower Weight <sup>date</sup> 23-1-12 Including pin <sup>date</sup> 25-3-7 M.R. 554, 28<sup>th</sup> March & 7<sup>th</sup> April 1927  
2nd " " 23-1-0 " 25-2-21 M.R. 577, 4<sup>th</sup> and 12<sup>th</sup> August 1927  
3rd " " 20-3-6 " 25-0-0 M.R. 563, 16<sup>th</sup> and 23<sup>rd</sup> May 1927

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 86.31 ft., R.Q.D. ☒ ft., Bridge 1 ft., Forecastle 50.81 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) 10<sup>th</sup> (S.L.)

Official No. ☒

Signal Letters ☒

Is bottom of Vessel coated with cement ☒ yes, ☐ no, if not give

Particulars of composition Fore Peak tank, Forward Double Bottom tank, Pump room, Feed water tank and After Peak tank.

### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, including oil fuel tank, Lubricating oil tank, Cofferdams and feed water tank.	55	139	Fore peak tank,	16.0	38
Double bottom, under Engines and Boilers,	✓		After peak tank,	13.7	88
Double bottom, if under Engines only,	✓		Deep tank, aft,	✓	
Double bottom, if under Boilers only,	✓		Deep tank, forward,	✓	
Double bottom, forward,	19.6	20.4	Other tanks, if fitted,	✓	

Total capacity of double bottom 19.6 + 20.4 = 40.0  
(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. 5776

Date 5.7.26

Dates of Surveys held while building

1926 Oct 19-25-28-29 Nov 2-4-12-18-24-26-30 Dec 7-15-21 (1927) Jan 10-17-19-31 Feb 14-24 Mar 1-3-15-28 Apr 4-21-22 May 5-23-24-26-30 Jun 10-15-27 July 6-12-17 Aug 19-24-26-29-30 Sep 1-2-6-9-12-13-14-15-16-19-20 21-23 Oct 4-18-19-24-25 Nov 7-8-9-16-18-21

Total No. of Visits 68



Rpt. 1\*.

Proportions—Depth to Length—Uppermost con—

13.26

Port of Registry *Ullensaker*

# GLASGOW REPORT No. 47350 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.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.	Number.	Diameter.
<i>Bottom Longitudinals</i>																			
Framing of L, [ or E Channels		360-10-90-90-14 7/8			260-10-90-90-14 7/8			10-40-32-32-57 1/2			10-40-32-32-57 1/2			3/4	4 1/2	3 1/2 for 9 rivets		12	7/8
Frames in Bridge 'tween Decks ...																			
Frames from Uppermost Continuous Deck																			
No. 1																			
" 2																			
" 3																			
" 4																			
" 5																			
" 6																			
" 7																			
" 8																			
" 9																			
" 10																			
" 11																			
" 12																			
" 13																			
" 14																			
" 15																			
" 16																			
of } Amidships .....		30			30			30			30								
nal } At Ends .....		30			30			30			30								
Tank Top Longitudinals																			
Bottom																			
Longitudinals { Amidships																			
At Ends...																			
		Scantlings given as in ship are Continental Sections of equivalent ribs approved by the local Surveyors.																	
Transverses.																			
Depth and Thickness																			
Face Angles																			
Lugs to Shell*																			
Depth and Thickness																			
Face Angles																			
Lugs to Shell*																			
Depth and Thickness		4-8 x 4-6 for + aft in Centre Tanks																	
Face Angles		24 x 40																	
Lugs to Shell		75 x 75 x 10 7/8																	
Brackets		4-6 in Centre Tanks																	
Transverse Frames		8-6 apart																	
ate if joggled or liners.																			
Longitudinal																			
Beams of																			
L, [ or [																			
Upper																			
Second																			
Third																			
Trunk Deck																			
Bridge Deck																			
Upper																			
Second																			
Third																			
Transverse																			
Beams.																			
In Ships.																			
As approved.																			

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.