

STEEL STEAMER or MOTORSHIP.

JUL 25 1939

Received at London Office

State if Report has been sent on the Freeboard of the Vessel **YES** N° 12544State if Report is sent on the Machinery of the Vessel **Yes** NOWDate of completion of report **20/7/39**Port of **TRIESTE**Survey held at **MONFALCONE**Date First Survey **7th June 1938**Last Survey **11th July 1939**On the (State if Machinery fitted Aft and of Single, Twin or Triple Screw) **SINGLE SC. M.T. "OLIVIA" (MACHINERY FITTED AFT)**

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

FULL SCANTLINGState Type of Erections **POOP, BRIDGE, POLE.**TONNAGE under Tonnage Deck... **5540.48**CLASS **+100A1**State if with freeboard as condition of Class **NO**Built at **MONFALCONE**

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 425.00**Launched **20th APRIL 1939** Yard No. **1214**Total **5540.48**Breadth (greatest moulded) **B 54.25**Builders **CANTIERI RIUNITI DELL'ADRIATICO**Gross Tonnage **6307**Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 31.00**Owners **N.V. CURAÇAO SCHEEPVAART MAATSCHAPPIJ**Register Tonnage **3600.36**1st Longitudinal Number (L x D) **= 13175**

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

FROM DUTCH TONNAGE CERT. REGISTERED DIMENSIONS. METRES. FEET.

Length **130.49** **428.4**Framing Depth "d" at middle of length. See Sec. 3 (1d) **13.71**Residence **EMMASTAD, CURAÇAO.**Breadth **16.62** **54.52**Proportions—Depth to Length—Uppermost continuous deck to top of keel Do. Long Bridge to top of keel **25'-6 1/4"**Port of Registry **WILLEMSTAD**Depth **9.42** **30.91**Draught Moulded **25'-6 1/4"**

If surveyed while building, afloat, or in dry dock

BUILDING, AFLOAT AND IN DRY DOCK.

FRAMES, DOUBLE BOTTOM AND BEAMS.

| | IN SHIP. | Any Departure from Approved Plans to be Noted. | | IN SHIP. | Any Departure from Approved Plans to be Noted. |
|---|------------------------------|--|--|--|--|
| FRAMES, Spacing amidships | 800 | ✓ | Bracket Floors, Frame | ✓ | |
| " " from 1/2 length amidships to Collision bulkhead | 800 | ✓ | " " Reversed Frame | ✓ | |
| " " in peaks | 610 | ✓ | " " Vertical Struts | ✓ | |
| SIDE FRAMING. | | | Centre Girder, depth and thickness amidships | 1507 12 | ✓ |
| Frame Amidships, Angle, E or [| 230 90 11 | ✓ | " " top Angles | 90 90 12 | ✓ |
| " " Extends up to | UPPER DECK. | ✓ | " " bottom Angles | 100 100 14.5 | ✓ |
| Reversed Frame Amidships, Angle | ✓ | ✓ | Side Girders, No. each side and thickness | TWO UNDER MOTOR AT 256 FRAMES 15 12 | ✓ |
| " " Extends up to | ✓ | ✓ | Margin Plate | 1500 13 | ✓ |
| Depth of Framing Girder | 230 | ✓ | " " HORIZONTAL — WIDTH | 160 160 14 | ✓ |
| Frames in Uppermost Continuous 'tween Decks, Angle, [or [| ✓ | ✓ | " " Vertical Angle to Tank side | ✓ | ✓ |
| " " Second 'tween Decks, Angle, [or [| ✓ | ✓ | " " Bracket abaft 1/2 len. from stem | ✓ | ✓ |
| " " Third " " " " " " | ✓ | ✓ | " " Vertical Angle to Tank side | ✓ | ✓ |
| " " from 1/2 len. for'd. to 15% len. from Stem | ✓ | ✓ | " " Bracket from forward 1/2 len. from stem to Panting Area | ✓ | ✓ |
| " " in Peaks, Angle or [| 200 90 9.5 | ✓ | " " Gussets, spacing and scantling abaft 1/2 len. from stem | ✓ | ✓ |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 22 121 | ✓ | " " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area | ✓ | ✓ |
| State if Frame Joggled | YES | ✓ | Tank Side Brackets, height above base line at toe of Frame and thickness | 2425 11.5 | ✓ |
| Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? | YES | ✓ | INNER BOTTOM PLATING. | | |
| Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? | YES | ✓ | Breadth and thickness of Middle Line Strake | 1804 13 | ✓ |
| SINGLE BOTTOM. | | | Thickness of remainder in Holds MOTOR SPACE | 12.5 13 | ✓ |
| Floors, Depth and thickness at mid-line in Holds | LONGITUDINAL FRAMING. | ✓ | 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? | ✓ | ✓ |
| Height of Brackets at side above base line at toe of frame | 1705 | ✓ | BEAMS. | | |
| Middle Line Keelson, TOP DOUBLE Angles, E or [| 90 90 11 | ✓ | Uppermost Continuous Deck, amidships | 180 75 10 | ✓ |
| " " Through Plate or Intercostal Plate | 1031 10.5 | ✓ | " " in way of Bridge, Angle, [or [| 230 90 10 | ✓ |
| " " Foundation Plate on Floors | ✓ | ✓ | " " Spacing | AT EVERY. | ✓ |
| " " Flat Plate Keel Angles | 110 110 18 | ✓ | Second Deck, amidships, Angle, [or [| ✓ | ✓ |
| Side Keelsons, No. each side | ✓ | ✓ | Spacing | ✓ | ✓ |
| " " thickness of Intercostal Plate | ✓ | ✓ | Third Deck, amidships, Angle, [or [| ✓ | ✓ |
| " " Angles | ✓ | ✓ | Spacing | ✓ | ✓ |
| DOUBLE BOTTOM. IN MOTOR SPACE. | | | Fourth Deck, amidships, Angle, [or [| ✓ | ✓ |
| Solid Floors, thickness and spacing ABFT MOTOR IN WAY OF MOTOR | 10 12 AT EVERY. | ✓ | Spacing | ✓ | ✓ |
| " " Are Frame and Reversed Frame joggled? | YES | ✓ | Poop Deck, Angle, E or [| 180 75 10 | ✓ |
| Bracket Floors, breadth and thickness at middle line | ✓ | ✓ | Spacing | AT EVERY | ✓ |
| " " breadth and thickness at margin plate | ✓ | ✓ | Bridge Deck, Angle, E or [| 200 75 9 | ✓ |
| | | | Spacing | AT EVERY | ✓ |
| | | | Forecastle Deck, Angle, E or [| 230 90 10 | ✓ |
| | | | Spacing | AT EVERY | ✓ |

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PILLARS AND DECKS.

| | IN SHIP. | | | | Any Departure from Approved Plans to be Noted. | IN SHIP. | | | | Any Departure from Approved Plans to be Noted. |
|---|-------------------------|-------------------|---------|--------|--|----------|------|------|------|--|
| | MIN. | MAX. | MIN. | MAX. | | MIN. | MAX. | MIN. | MAX. | |
| PILLARS, No. of Rows..... | ✓ | | | | | | | | | |
| in 'tween Decks, Size and Spacing..... | ✓ | | | | | | | | | |
| " " " " " " | ✓ | | | | | | | | | |
| in Holds " " " " | ✓ | | | | | | | | | |
| LONGITUDINAL Bulkheads | ✓ | | | | | | | | | |
| Stiffeners and Spacing..... | 2 | 230 | 90 | 11 | ✓ | | | | | |
| 2 HORIZONTAL GIRDERS LOWER PLATE | 75x105 | FACE 90x90 | 105x105 | SPACED | 60x10 | 11 | ✓ | | | |
| Plating, thickness of | | | | | | | | | | |
| STRINGERS AND DECKS. | | | | | | | | | | |
| Uppermost Continuous Deck. | | | | | | | | | | |
| Stringer Plate, breadth and thickness in Wells | 1900 | 16.5 | 1980x16 | | ✓ | | | | | |
| " " " " in way of Bridge | AT BREAKS | 19.5 | | | ✓ | | | | | |
| " Angle in Wells | 150 | 150 | 17 | | ✓ | | | | | |
| Thickness of Plating abreast Deck openings in way of Wells | 14 | | | | ✓ | | | | | |
| Thickness of Plating abreast Deck openings in way of Bridge | ✓ | | | | | | | | | |
| Thickness of Plating in line of openings | 12 | | | | ✓ | | | | | |
| If Sheathed, material and thickness | NOT SHEATHED | | | | ✓ | | | | | |
| Second Deck. FORWARD IN WAY OF HOLD | | | | | | | | | | |
| Stringer Plate, breadth and thickness in Wells | 1600 | 8.5 | 7.5 | | ✓ | | | | | |
| THICKNESS OF PLATING | | | | | | | | | | |
| Stringer Plate, breadth and thickness | | | | | | | | | | |
| If Plated, state thickness | | | | | | | | | | |
| Fourth Deck. | | | | | | | | | | |
| Stringer Plate, breadth and thickness | | | | | | | | | | |
| If Plated, state thickness | | | | | | | | | | |
| Poop Deck. | | | | | | | | | | |
| Stringer Plate, breadth and thickness | MIN 9/5 | 9 | | | ✓ | | | | | |
| Plating, Sheathing, material and thickness | 7.5 INCHES NOT SHEATHED | 6.5 OREGON P. 65% | | | ✓ | | | | | |
| Bridge Deck. | | | | | | | | | | |
| Stringer Plate, breadth and thickness | 1800 | 10 | | | ✓ | | | | | |
| Plating, Sheathing, material and thickness | 8 NOT SHEATHED | | | | ✓ | | | | | |
| Forecastle Deck. | | | | | | | | | | |
| Stringer Plate, breadth and thickness | MIN 9/5 | 9 | | | ✓ | | | | | |
| Plating, Sheathing, material and thickness | 8.5 OREGON P. 65% | | | | ✓ | | | | | |

SHELL PLATING.

| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | RIVETING. | | | | | |
|-------------------------------------|---------------|------------|------------|------------|--|------------------|----|-----------------------------------|---------|------------------------|-------------------------|
| | AMIDSHIPS. | | FORWARD. | AFT. | | EDGES. | | BUTTS. | | | |
| | Breadth. | Thickness. | Thickness. | Thickness. | | State if jogged? | NO | SINGLE OR DOUBLE. | RIVETS. | No. of Rows of Rivets. | STRAPPED OR LAPPED. |
| FLAT PLATE KEEL | 1820 | 23.5 | 18 | 18 | | | NO | DOUBLE | 25 | 100 | QUINTUPLE 25 100 LAPPED |
| " DBLG. (if any) | | | | | | | | | | | |
| BOTTOM PLATING, No. of Strakes | 2220 | 16 | 12 | 12 | | | | DOUBLE | 22 | 90 | QUADRUPLE 22 90 LAPPED |
| BILGE PLATING, No. of Strakes | 12350 | 16 | 12 | 12 | | | | DOUBLE | 22 | 90 | QUADRUPLE 22 90 LAPPED |
| SIDE PLATING, No. of Strakes | 2550 | 16 | 11.5 | 11.5 | | | | DOUBLE | 22 | 90 | TREBLE 22 77 LAPPED |
| UPPER DECK, Sheer-strake in Wells | 1600 | 23.5 | 11.5 | 11.5 | 1530 x 23 | | | DOUBLE | 25 | 100 | QUINTUPLE 25 125 LAPPED |
| UPPER DECK, Sheer-strake at Bridge | 1600 | 28 | - | - | | | | DOUBLE | 25 | 100 | QUINTUPLE 25 125 LAPPED |
| STRAKE BELOW Sheer-strake in Wells | 2200 | 18 | 11.5 | 11.5 | 1530 x 18.8 | | | DOUBLE | 22 | 90 | QUADRUPLE 22 90 LAPPED |
| STRAKE BELOW Sheer-strake in Bridge | 2200 | 18 | - | - | 1530 x 18.8 | | | DOUBLE | 22 | 90 | QUADRUPLE 22 90 LAPPED |
| POOP SIDE PLATING | - | - | - | 9.5 | | | | SINGLE | 19 | 76 | DOUBLE 19 67 LAPPED |
| BRIDGE SIDE PLATING | - | 10.5 | - | - | | | | DOUBLE TO UPPER DECK SHEER STRAKE | 22 | 98 | DOUBLE 19 67 LAPPED |
| FORECASTLE SIDE PLATING | - | - | 10.5 | - | | | | SINGLE | 19 | 85 | SINGLE 19 67 LAPPED |

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

| | |
|---------------------------------------|---------|
| Total No. of W.T. BULKHEADS in Vessel | SIXTEEN |
| Extending to Upper Deck (Sec. 3 c) | ✓ |
| " Deck next below | ✓ |
| As per Rule | SEVEN |

| | Casting or Forging. | Scantlings. | Maker's Name. | Any Departure from Approved Plans to be Noted. |
|-------------|---------------------|-------------|---------------|--|
| KEEL, Bar | PLATE KEEL | | | |
| STEM | FORGING 250x65 | | | |
| STERN FRAME | Propeller Post | CASTING | AS PER PLAN | |
| | Rudder | FORGING | 250 | |

| | Plating Thickness. | STIFFENERS. | | | |
|-------------------------------------|--------------------|-------------|----------|-------------|----------|
| | | VERTICAL. | | HORIZONTAL. | |
| | | Scantlings. | Spacing. | Scantlings. | Spacing. |
| MIDSHIP BULKHEAD, Upper tween decks | ✓ | ✓ | | ✓ | |
| " " Second | ✓ | ✓ | | ✓ | |
| " " Third | ✓ | ✓ | | ✓ | |
| " " Holds | 125-10.5 | 230x90x11 | 825 | 2510 | |
| COLLISION " (in Hold) | 12-8 | 230x90x11 | 610 | 1820 | |
| AFTER PEAK " | 12-7.5 | 130x75x11 | 610 | 1820 | |

| | |
|------------------------------------|--|
| Speed of Vessel | 12 KNOTS. |
| RUDDER-Type | SIMPLEX |
| " A x D | SEE PLAN |
| " Diam. of head | FORGING 280 |
| " Mainpiece at top pintle | |
| " " heel | |
| " how constructed | QUILT UP CASTINGS, ROLLED PLATES, ELEC. WELDED |
| " double or single plate | DOUBLE |
| " 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) | OPEN HEARTH PROCESS |
| | WITKOWITZ BERG-BAU-UND EISENHÜTTEN-GENESCHAFT; DORTMUND-HOERDER HÜTTENVEREIN, OESTERREICHISCH ALP-MONTANGESSELLSCHAFT | |
| | Has the Steel been tested as required by the Rules? | YES |

No. 1
the So
Engine
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Rpt. 1*.

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'OLIVIA'

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. | Diam. | Spang. | Ins. | Ins. | Number. | Diameter. |
| Framing of L, C or C | | | | | | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | | | | | |
| Spacing of Longitudinal Frames | | Amidships | | | At Ends | | | | | | | | | | | | | | |
| Double Bottoms | | Tank Top Longitudinals | | | Bottom LONGITUDINALS | | | Amidships | | | At Ends... | | | | | | | BRACKETS FITTED HORIZONTALLY | |
| | | 400 | 110 | 15/18 | ✓ | | | 430 | 100 | 12/13 | ✓ | | | 22 | 130 | 11R22SP 77/2 | 18 | 22 | |
| Spacing of Longitudinals | | 825 | | | | | | (17" 4 1/4" 50/68) | 825 | | | | | | | | | | |
| BOTTOM Transverses. | | | | | | | | | | | | | | Rivets in Lugs to Shell Diam. Spang. | | | | | |
| In Bridge | | Depth and Thickness | | | | | | | | | | | | | | | | | |
| 'tween Decks | | Face Angles | | | | | | | | | | | | | | | | | |
| | | Lugs to Shell | | | | | | | | | | | | | | | | | |
| In Upper 'tween Decks. | | Depth and Thickness | | | 10/5 11 | | | 10/5 11 | | | | | | | | | | | |
| CENTRE TANKS | | Face Angles | | | 150 90 12 | | | 150 90 12 | | | | | | | | | | | |
| BACK BAYS 2 SPACES | | Lugs to Shell | | | 150 150 11 | | | 150 150 11 | | | | | | 22 100 | | | | | |
| | | Depth and Thickness | | | 90 90 11 | | | 90 90 11 | | | | | | | | | | | |
| In Hold. | | Face Angles | | | 130 90 10 | | | 130 90 10 | | | | | | | | | | | |
| WING TANKS | | Lugs to Shell | | | 150 150 10.5 | | | 150 150 10.5 | | | | | | 22 100 | | | | | |
| | | Brackets | | | | | | | | | | | | | | | | | |
| Spacing of Transverse Frames | | 3224 | | | ✓ | | | 3224 | | | ✓ | | | | | | | | |
| * State if joggled or liners. | | | | | | | | | | | | | | | | | | | |
| Longitudinal Beams of L, C or C | | Bridge Deck ... | | | | | | | | | | | | Spacing. | | In Ships. | | As approved. | |
| | | Upper | | | 200 90 13 | | | 200 90 12 | | | ✓ | | | 825 | | Plate. Angles. Plate. Angles. | | Plate. Angles. | |
| | | Second | | | | | | | | | | | | | | SINGLE DA. 685x105/130x90/10-5 | | 30x10-5 | |
| | | 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.

| EQUIPMENT No 37766 | | | | | | | | | | LETTER at | | ANCHORS. | |
|------------------------|--------------------|-------------------|------|------|-----------------|------|------|------------------------|-------|-----------|------------------------|--------------------------------------|---|
| Number of Certificate. | Anchors. | WEIGHT, EX. STOCK | | | WEIGHT OF STOCK | | | TEST, PER CERTIFICATE. | | | Description of Anchor. | Makers. | Where and when tested and Superintendent. |
| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons. | cwts. | qrs. | | | |
| 2373 | 1st Bower | 68 | 3 | 4 | ✓ | ✓ | ✓ | 53 | 5 | ✓ | 68-0-0 | DOETMUND- HOERDER HUTTENVEREIN | DOETMUND 27/2/39 |
| 2374 | 2nd " | 66 | 1 | 8 | ✓ | ✓ | ✓ | 51 | 16 | 1 | 68-0-0 | " | J. QUAST DOETMUND 27/2/39 |
| 2372 | 3rd " | 65 | 3 | 20 | ✓ | ✓ | ✓ | 51 | 10 | ✓ | 58 1/2 | " | J. QUAST DOETMUND 27/2/39 |
| | Collective weight. | 201 | 0 | 4 | ✓ | ✓ | ✓ | | | | 194 1/2 CWTs. | " | J. QUAST |
| 2375 | Stream | 19 | 1 | 9 | 5 | 0 | 22 | 20 | 4 | 7 | 19 CWTs. EX. STOCK | " | DOETMUND 27/2/39 J. QUAST |

| CHAIN CABLES. | | | | | | | | | | HAWSERS AND WARPS. | | | | | | | | | |
|---------------------------------|---------------------------|--------|-----------------------|-------------|------------------------|-----------|---------|-------------------------------|----------|--------------------|-------------------|---|----------------------------|---------------------------|-------|------------------------------|-------------------------------|------|---------|
| Number of Certificate. | 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. | | |
| | Length. | Diam. | Statu- tory. | Break- ing. | Supplied. | Per Rule. | Length. | Diam. | Length. | | | | | Ins. | Tons. | | Length. | Ins. | Length. |
| | Fathoms. | Ins. | Tons. | Tons. | Cwts. | qrs. | lbs. | Cwts. | Fathoms. | Ins. | | | | Fathoms. | Ins. | Tons. | Fathoms. | Ins. | |
| 4344 | 270 | 2 5/16 | 96 1/4 | 134 3/4 | 772 | 2 | 18 | 720 3/4 | 270 | 2 5/16 | STUD LINK. | KONINKLIJKE NEDERLANDSCHE GROEPENDEBIJ N.V. | LEIDEN 10/7/39 A.C. BUIJZE | TOWLINE... | 130 | 5 1/4 | 77.5 | 120 | 4 3/4 |
| | | | | | | | | | | | | | | HAWSERS & WARPS | 2x90 | 3 1/4 | 21.7 | 2x90 | 2 3/4 |
| | | | | | | | | | | | | | | " | 2x90 | 3" | 18.6 | 2x90 | 2 1/2 |
| Iron Stream Chain or Steel Wire | 90 | 5" | | 52.8 | | | | | 90 | 5" | 6x12 F.S.W.R. | | | | | | | | |

Steering Gear, Type (Power or hand) **STEAM-HYDRAULIC. J. HASTIE & CO.** Alternative Means of Steering **BLOCKS AND TACKLES**

Steering Chains (Size and Test) **✓** Windlass **STEAM. EMERSON, WALKER** Boats & Lifeboats **1 / DINGHY.**

Ceiling in Holds, thickness and material **✓** Cargo Battens, thickness, material and spacing **✓**

Cargo Hatchways.—(Upper Deck) **31'x40' ✓** **FOCLE DECK 28'x44' ✓** Thickness of Hatches **O.T. STEEL COVERS 50" THICK. ✓**

Size of Hatchways No. 1 (Fwd.) **9'-0" x 9'-11" No. 2** **24 OFF 4'-0" x 3'-0" ON UPPER DECK.** No. 3 **✓** No. 4 **✓** No. 5 **✓** No. 6 **✓**

Number of Shifting Beams and/or Fore and Afters **NOAE.**

Builder's Signature

CANTIERI RIUNITI DELL'ADRIATICO
Cantiere Monfalcone
Costantini

GENERAL 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 **MOTORSHIP**

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo **OIL TANKER.** 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 vessel has been built in accordance with the Rules, and approved plans.

The materials have been tested to Rule requirements by the Society's surveyors and the quality of the workmanship is good.

The whole of the cargo tanks, cofferdams, oil fuel bunkers, fore and after peak tanks, Deep tanks, double bottom tanks, weather decks, and bulkheads have been tested in accordance with the Rule Requirements with satisfactory results.

The scantlings and arrangements of the fore and after ends, clear of oil tanks, are in accordance with the approved plans.

The freeboard markings have been cut, on the vessel's sides and verified.

The amount of Entry Fee **£925.-** Fees applied for, **22/7/39** (Special notations, where part of class, to be stated.)

Special Survey Fee **£496.28-** Received by me, **1/8 19.39**

Travelling Expenses, if any **£39.42-**

I am of opinion the Vessel should be Classed **+ 100 A1**
CARRYING PETROLEUM IN BULK.

State whether the Vessel has been built under Special Survey **YES** **MR 3/8**

Signature **For M. Tricali: Self. S.B. Lumden**
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to **THIS OFFICE.** Date of issue **19/8/39**

Committee's Minute

Character assigned

TUE 1 AUG 1939

+ 100 A1

Carrying Petroleum in bulk

Lloyd's Assoc

+ dmt. 7.39

S.B. 180th



Lloyd's Register
Foundation

W1153-01413/3

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.)

Enclosed herewith are Plans as built of Midship Section and Profile & Decks, and approved plans of,
1. Midship section, 2. Profile and Decks, 3. Scantlings of oil tanks,
4. Amended Rivetting in Transverses, 5. Aft end framing, 6. Fore end framing,
7. Stemframe, 7a. Rudder, 8. Stem,
9. Oil fuel bunkers, 10. Cofferdams,

Certificates for Stemframe and Rudder frame castings, Rudder head, Stem, Demick supports, Posts and masts.

Sister vessel M.T. OMALA C.R.D.A. NO/202. TRIESTE. REPORT NO/2109.

PARTICULARS OF ELECTRIC WELDING (if employed)

Electric welding employed in items of secondary structural importance only, but a larger use was made of same in various internal and deck fittings.
welding carried out by experienced operators. The electrodes were of the approved type - eg. CRESTA* and CITOMAR.

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

LONGITUDINAL FRAMING AT BOTTOM AND DECK. CRUISER STERN.

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

| | | | | |
|-----------|-------------------------------|---------------|-------------------------------|---------------|
| 1st Bower | <u>HEAD-42-2-26 J.Q. 1295</u> | <u>9.2.39</u> | <u>SHANK 23-0-6 J.Q. 1298</u> | <u>9.2.39</u> |
| 2nd " | <u>43-0-19 J.Q. 1296</u> | <u>9.2.39</u> | <u>23-0-17 J.Q. 1300</u> | <u>9.2.39</u> |
| 3rd " | <u>42-2-9 J.Q. 1294</u> | <u>9.2.39</u> | <u>23-1-11 J.Q. 1299</u> | <u>9.2.39</u> |

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 86.75 ft., R.Q.D. ft., Bridge 46.9 ft., Forecastle 48.3 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 6009 Signal Letters P.J.C.Q. Extreme Breadth over Belting ✓ Over-all Length 446.3
(Circ. 1611) (Circ. 1708)
No. and Material of Decks 1 DECK STEEL 2ND DECK STEEL. CLEAR OF CARGO TANKS.
Parts of Bottom of Vessel coated with cement or approved composition CEMENT OR BITUMASTIC CLEAR OF CARGO TANKS. bk cur, bk asp.
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 included.)

| Where Fitted. | Length. Feet. | Water Capacity. Tons. | Where Fitted. | Length. Feet. | Water Capacity. Tons. |
|---|------------------|--------------------------|--|------------------|--------------------------|
| Double bottom, aft, | ✓ | ✓ | Fore peak tank, | <u>23</u> | <u>106</u> |
| Double bottom, under Engines and Boilers, | ✓ | ✓ | After peak tank, | <u>16</u> | <u>56</u> |
| Double bottom, if under Engines only, | <u>61</u> | <u>87</u> | Deep tank, aft, | - | - |
| Double bottom, if under Boilers only, | ✓ | ✓ | Deep tank, forward, | <u>25</u> | <u>259</u> |
| Double bottom, forward, | ✓ | ✓ | Other tanks, if fitted, <u>FORE COFFERDAM AFTER</u> | <u>3</u> | <u>120</u> |
| Total length (if continuous) and Capacity | | <u>87.</u> | (If necessary, furnish further information by sketch.) | | <u>129</u> |

Order for Special Survey No. 179

Date

2/12/1937

Dates of Surveys held while building

1938 June 7, July 1. 9. 14. 16. 20. Aug 1. 17. 22. 25. Sep 2. 10. 15. 21. 22. 30. Oct 11. 20. 25.
Nov 9. 23. 25. 28. 29. Dec 2. 7. 12. 15. 17. 19. 20. 21. 27. 30. 1939 Jan 2. 16. 18. 26. 30. Feb 3. 7. 10. 15.
16. 20. 22. 23. 27. 28. Mar 1. 3. 6. 8. 15. 16. 17. 20. 21. 22. 23. 24. 25. 27. 28. 29. 30. 31. Apr 1. 3. 4. 6. 7. 8.
11. 13. 15. 20. May 3. 4. 11. 22. 25. 26. June 5. 7. 16. 22. 30. July 3. 6. 8. 11.

Lloyd's Register
Foundation
Total No. of Visits 92