

STEEL STEAMER or MOTORSHIP.

17 NOV 1939

Received at London Office

State if Report has been sent on the Freeboard of the Vessel *Yes No 12664*State if Report is sent on the Machinery of the Vessel *Yes, here with*Date of completion of report *7th November 1939*Port of **TRIESTE**No. *12712*Survey held at **TRIESTE**Date First Survey *27th August 1938*Last Survey *18th October*19 *39*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

SINGLE SCREW**M.S. "DOÑA AURORA"**

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

COMPLETE SUPERSTRUCTURE WITH TONNAGE OPENINGSState Type of Erections **FORECASTLE**

PROVISIONAL TONNAGE under Tonnage Deck

*4467.46***CLASS * 100 A 1**

State if with freeboard as condition of Class

YES

Built at

TRIESTE

Do. of space or spaces between Tonnage Dk. and Upper Dk.

206.78

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

L 125.237Launched *29. 6. 39*Yard No. *1226*

Total

4674.19

Breadth (greatest moulded)

B 16.920

Builders

CANTIERI RIUNITI DELL'ADRIATICO CANTIERE S. MARCO

Gross Tonnage

5040.57

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

D 11.280

Owners

THE DE LA RAMA S.S. CO. INC.

Register Tonnage

2946.91

1st Longitudinal Number (L x D) METRIC

= 1413

Managers

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

2nd Numeral L x (B + D) METRIC

= 3532

Residence

ILOILO - P.I.

REGISTERED DIMENSIONS. FEET.

Length

413.33

Breadth

55.71

Depth

25.40

Framing Depth "d," at middle of length. See Sec. 3 (1d)

7.74 m

Proportions—Depth to Length—Uppermost continuous deck to top of keel

11.1

Port of Registry

ILOILO - P.I.

If surveyed while building, afloat, or in dry dock

Do. Long Bridge to top of keel

Draught Moulded *25' - 8"***7826 mm****WHILE BUILDING**

FRAMES, DOUBLE BOTTOM AND BEAMS.

	mm. IN SHIP.	Any Departure from Approved Plans to be Noted.		mm. IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	800 ✓		Bracket Floors, Frame	5 240-90-11.5 ✓	
" " from $\frac{1}{2}$ length amidships to Collision bulkhead	685 ✓		" " Reversed Frame	5 220-85-10.5 ✓	
" " in peaks	610 ✓		" " Vertical Struts PLATE	400-10.5 ✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	1100-13.5 IN HOLDS ✓	
Frame Amidships, Angle, E or C	340-180-13 ✓		" " top Angles	1450-13.5 IN H.S.P. ✓	
" " Extends up to	SECOND DECK ✓		" " bottom Angles	90-90-12 ✓	
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	ONE 9.5 ✓	
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	1050-13.5 ✓	
Depth of Framing Girder	✓		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem	160-160-14 ✓	130-130-11
Frames in Uppermost Continuous 'tween Decks, Angle, E or C	170-85-8.5 ✓		" " Vertical Angle to Tank side Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area	" " " " " " " " CONTINUOUS PLATE	
" " Second 'tween Decks, Angle, E or C	130-90-10 ✓	ALTERNATELY ✓	" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	10.5 ✓	
" " Third " " " "	✓		" " Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area	" ✓	
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	340-180-16 ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	1400-11.5 ✓	
" " in Peaks, Angle, E or C	190-85-10.5 ✓		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 @ 145 ✓		Breadth and thickness of Middle Line Strake	1350-13 ✓	
State if Frame Joggled	NO ✓		Thickness of remainder in Holds	11 ✓	
Are the scantlings and arrangements in the Panting Area 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 ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES ✓		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships	200-75-12 ✓	200-75-11.5
Floors, Depth and thickness at mid-line in Holds	✓		" " in Way Angle, E or C	✓	
Height of Brackets at side above base line at toe of frame	✓		" " in way of Bridge, Angle, C or C	✓	
Middle Line Keelson, on Floors, Angles, C or C	✓		Spacing	AT EVERY ✓	
" " " Through Plate or Intercoastal Plate	✓		Second Deck, amidships, Angle, E or C	220-85-10.5 ✓	
" " " Foundation Plate on Floors	✓		Spacing	AT EVERY ✓	
" " " Flat Plate Keel Angles	✓		Third Deck, amidships, Angle, E or C	200-75-9 ✓	
DOUBLE BOTTOM.			Spacing	AT EVERY ✓	
Solid Floors, thickness and spacing	10.5 AT EVERY 3 RD ✓		Fourth Deck, amidships, Angle, C or C	✓	
" " Are Frame and Reversed Frame joggled?	YES ✓		Spacing	✓	
Bracket Floors, breadth and thickness at middle line	950-10.5 ✓		Poop Deck, Angle, C or C	✓	
" " breadth and thickness at margin plate	1000-10.5 ✓		Spacing	✓	
			Bridge Deck, Angle, C or C	✓	
			Spacing	✓	
			Forecastle Deck, Angle, E or C	200-75-10 ✓	
			Spacing	AT EVERY ✓	

	TH-1A, STEELHULL IN SHIP.	TH-1B, WOODENHULL IN SHIP.	Any Departure from Approved Plans to be Noted.	TH-1C, STEELHULL IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows..... <i>TWO WIDELY SPACED PILLARS ✓</i>					
" in 'tween Decks, Size and Spacing.....	<i>AS PER PLAN ✓</i>				
" " " " "					
" in Holds " "	<i>AS PER PLAN ✓</i>				
" " " " " ✓					
Centre Line Bulkhead.					
Stiffeners and Spacing.....	<i>5</i>	<i>220 × 75 × 12 ✓</i>		<i>1500 × 8.5 ✓</i>	
Plating, thickness of		<i>7.5 ✓</i>		<i>7.5 ✓</i>	
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wall		<i>1920 × 145 ✓</i>			
" " " " , in way of Bridge		<i>✓</i>			
" Angle in Wall		<i>150 × 150 × 145 ✓</i>			
Thickness of Plating abreast Deck openings (in way of Walls))		<i>11.5 ✓</i>			
Thickness of Plating abreast Deck openings (in way of Bridge <i>MOTOR CASING</i>))		<i>11 ✓</i>			
Thickness of Plating within line of openings...		<i>9.5 ✓</i>			
If Sheathed, material and thickness		<i>✓</i>			
Second Deck.					
Stringer Plate, breadth and thickness in Wall ...		<i>1220 × 10 ✓</i>			
Stringer Plate, breadth and thickness in way of Bridge					
Plating, Sheathing, material and thickness ...					
Third Deck. IN HOLD NO 1					
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					
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 ...					

RIVETING.

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

STEEL.

EQUIPMENT No 3613 METRIC

LETTER

ANCHORS.

CHAIN CABLES.

HAWSERS AND WARPS.

Steering Gear, Type (Power or hand) DEUTSCHE WERKE - ELECTRIC Alternative Means of Steering DEUTSCHE WERKE HAND GEAR
AND BLOCKS + TACKLE ✓

Steering Chains (Size and Test) STEERING GEAR AFT ✓ Windlass TH. B. THRIGE - ELECTRIC ✓ Boats 2 LIFEBOATS; 1 MOTOR BOAT

Ceiling in Holds, thickness and material *WHITE PINE 65mm* Cargo Battens, thickness, material and spacing *50mm W.P. CLEAR SP. 230*

Cargo Hatchways.—(Upper Deck) HEIGHT 825mm. THICKNESS 11mm. Thickness of Hatches W.P. 60mm.

Size of Hatchways No. 1 (Fwd.) 102 7/8 x 6100 No. 2 10400 x 6100 No. 3 8800 x 6100 No. 4 10400 x 6100 No. 5 9600 x 6100 No. 6

Number of **Shifting Beams** and/or **Fore and Afters** *SEVEN* Cantieri Riuniti Dell'Adriatico

Builder's Signature CANTIERE SAN MARCO

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**
YES - IN A DEEP TANK 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 apper

= red plant. The materials have been secured to make vegetation.

222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034 1035 1036 1037 1038 1039 1040 1041 1042 1043 1044 1045 1046 1047 1048 1049 1050 1051 1052 1053 1054 1055 1056 1057 1058 1059 1060 1061 1062 1063 1064 1065 1066 1067 1068 1069 1070 1071 1072 1073 1074 1075 1076 1077 1078 1079 1080 1081 1082 1083 1084 1085 1086 1087 1088 1089 1090 1091 1092 1093 1094 1095 1096 1097 1098 1099 1100 1101 1102 1103 1104 1105 1106 1107 1108 1109 1110 1111 1112 1113 1114 1115 1116 1117 1118 1119 1120 1121 1122 1123 1124 1125 1126 1127 1128 1129 1130 1131 1132 1133 1134 1135 1136 1137 1138 1139 1140 1141 1142 1143 1144 1145 1146 1147 1148 1149 1150 1151 1152 1153 1154 1155 1156 1157 1158 1159 1160 1161 1162 1163 1164 1165 1166 1167 1168 1169 1170 1171 1172 1173 1174 1175 1176 1177 1178 1179 1180 1181 1182 1183 1184 1185 1186 1187 1188 1189 1190 1191 1192 1193 1194 1195 11

* Mr. Lloyd says weather decks and bulkheads have been tested to

Pulse Boerivormers with satisfactory results. The scoutings and ar.

- payments of the fore and after ends are in accordance with

the approved plans.

The freeboard markings have been cut on the vessel sides and

verified.

Fuel or vegetable oil having a flash point above 150°F . may be carried

in twin deep tanks aft (FRS 35~57) + fuel oil in the double bottom pump: N-4, 2, 5, 1 +

1	622	Fees applied for,	(Special notations, where part of class, to be stated.)
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The amount of Entry Fee 30000

Special Survey Fee... 1480 -
forward
Received by me, 28th 30 1914
I am of opinion the Vessel should be Classed "WITH FREEBOARD"

Travelling Expenses, if any *Nil* 12/3-1954

Tom. Measurements, etc *Nil* 10671-1954

B. J.

State whether the Vessel has been built under Special Survey. YES Signature [Signature]
Inspector Surveyor to Lloyd's Register Shipping.

Certificate to be sent to THIS OFFICE Date of issue 28/11/59

Committee's Minute

2. Character assigned +100H

Carmin Carlo oil 7. above 150°F

in Banks at sides of tunnel

14 1/2 - Lloyd arch. MS. B. 106.4 C.

Wm Lloyd Garrison

Foundati

