

With or Without
Disconnected Erections.

STEEL STEAMER.

Received at London Office...

Date of completion of report 14th January 1925 Port of Naples No. 2430
Survey held at Naples Date, First Survey 12th September 1924 Last Survey 10th January 1925

On the (State if Single, Twin, or Triple screw) steel sc. Koefia
TONNAGE under 3339.75
Tonnage Deck...
Do. between Tonnage Dk. and 3rd and 4th Dk. 3339.75
Total under Upper Dk. 3339.75
Do. of Poop 69.22
Do. of R.Q.Dk. 242.88
Do. of Bridge House 37.09
Do. of Forecastle 112.01
Do. of Houses of Dk. 22.27
Do. of excess of Hatchways Do. above Crown of Engine Room 3823.22
Gross Tonnage 196.21
Less Crew Space 3027.01
Less above Crown of Engine Room 121.97
TONNAGE FOR FEES 18.56
Less Engine Room 2396.48
Less Navigation Spaces

CLASS 100A1
Breadth (greatest moulded) 13.70
Breadth at middle of length from top of keel to top of upper deck beams at side 8.85
Transverse Number 9.47
Length on deck from fore part of stem to after part of stern post 107
Longitudinal Number 2413
Depth "d," at middle of length (See Secs. 2 & 13) 5.35
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 12.1
" Long Bridge Deck Beam at side to top of keel 10.32

Rig fore and aft
Master
Year of appointment (1) As Master in service of owner of present vessel—19 (2) As Master of this vessel—19
Built at Bremenharzen
When built 1903 Launched
By whom built Rickmers
Owners Achille Lauro
Managers
(Where necessary to be entered in Reg. Book.)
Residence Naples
Port belonging to Naples

Register Tonnage 2396.48 Destined Voyage Karachi If Surveyed while Building, Afloat, or in Dry Dock both

as cut on Beam		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.	
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GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 33 ft., R.Q.D. ☒ ft., Bridge 91 ft., Forecastle 45 (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as should appear in the Register Book) 2 decks steel, 2 tiers of beams

Official No. ☒ ; Signal Letters ✓ State if Machinery is fitted aft no

How are the surfaces preserved from oxidation? Inside by cement and paint Outside by paint and composition

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<u>106</u>	<u>270</u>	Fore peak tank, <u>at present not used for water</u>		<u>105</u>
Double bottom, under Engines and Boilers,	<u>50</u>	<u>110</u>	After peak tank,		<u>35</u>
Double bottom, if under Engines only,	<u>✓</u>	<u>✓</u>	Deep tank, aft,		
Double bottom, if under Boilers only,	<u>✓</u>	<u>✓</u>	Deep tank, forward,		
Double bottom, forward,	<u>127</u>	<u>325</u>	Other tanks, if fitted,		
	Total capacity of double bottom	<u>705</u>	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks. 283

State whether the above have been tested as required by the Rules yes

Order for Special Survey No. ☒

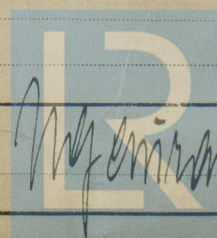
Date ☒

No. ☒ in builder's yard.

Dates of Surveys held while building

1924 - Sept. 12, 22, 23, 24, 25, 26, 30, Oct. 1, 4, 6, 7, 8, 10, 13, 14, 18, 21, 23, 24, 27, 28, 31, Nov. 6, 7, 10, 12, 13, 17, 18, 19, 20, 28, Dec. 4, 6, 11, 13, 15, 18, 22, 24, 29, 30, 31, 1925 - 2, 3, 3, 7, 8, 9, 10 & 10.

Surveyor's Signature



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