

STEEL STEAMER or MOTORSHIP.

Received at London Office

24 DEC 1936

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 *12th December 1936.*Port of *Hamburg.*No. *22128*Survey held at *Kiel*Date First Survey *20th December 1935* Last Survey *5th December 1936.*

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

Steel Twin Sc. Motor vessel "DON ESTEBAN"

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

*Complete Superstructure*State Type of Erections *Shelter and Bridge.*

TONNAGE under Tonnage Deck

*817.42*CLASS ** 100 A1.*

State if with freeboard as condition of Class

yes.

Built at

Kiel

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

7

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

*L 265.0'*Launched *15th Aug. 1936* Yard No. *560.*

Total

7

Breadth (greatest moulded)

*B 37.25'*Builders *Fried. Krupp, Germaniawerft A.G.**The Dela Rama Steamship Co. Inc*Owners *Hijos del Dr. de la Rama y Cia.*

Gross Tonnage

1615.71

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

*D 25.0'**17.50'*

Managers

Do.

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

Register Tonnage

899.83

1st Longitudinal Number (L x D)

*= 6625**4637*

2nd Numeral L x (B + D)

*= 16496**14508*Residence *Iloilo.*

REGISTERED DIMENSIONS.

m:

FEET:

Length

*81.41**267.10*

Breadth

*11.39**37.37*

Depth

*4.39**14.40*

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

*10.60**15.14*

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

Do. Long Bridge to top of keel

Draught Moulded

*4.25 m**13.94'*

If surveyed while building, afloat, or in dry dock

on stocks, afloat & 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>585</i>	<i>✓</i>	Bracket Floors, Frame	<i>✓</i>	<i>✓</i>
" " from $\frac{3}{8}$ length to Collision bulkhead	<i>585</i>	<i>✓</i>	" " Reversed Frame	<i>✓</i>	<i>✓</i>
" " in peaks	<i>585</i>	<i>✓</i>	" " Vertical Struts	<i>✓</i>	<i>✓</i>
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>1100 x 11.5</i>	<i>✓</i>
Frame Amidships, Angle, [or]	<i>150 75 75</i>	<i>✓</i>	" " top Angles	<i>welded</i>	<i>✓</i>
" " Extends up to	<i>Upper deck</i>	<i>✓</i>	" " bottom Angles	<i>welded</i>	<i>✓</i>
Reversed Frame Amidships, Angle	<i>✓</i>	<i>✓</i>	Side Girders, No. each side and thickness	<i>One 9 x 7.5</i>	<i>✓</i>
" " Extends up to	<i>✓</i>	<i>✓</i>	Margin Plate depth (excl. of flange) and thickness	<i>540 x 9</i>	<i>✓</i>
Depth of Framing Girder	<i>150</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<i>welded</i>	<i>✓</i>
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	<i>150 75 75</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	<i>welded</i>	<i>✓</i>
" " Second 'tween Decks, Angle, [or]	<i>✓</i>	<i>✓</i>	" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<i>402 frames 5 Riv 19.</i>	<i>✓</i>
" " Third " " " "	<i>✓</i>	<i>✓</i>	" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<i>✓</i>	<i>✓</i>
Framing in Peaks, Angle or [<i>140 65 7.5</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>1300 x 8</i>	<i>✓</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>19 x 130</i>	<i>✓</i>	INNER BOTTOM PLATING.		
State if Frame Joggled	<i>Ordinary</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>1150 9.5 x 10</i>	<i>✓</i>
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>3 Weld frames 400 x 10 2 Stringers 400 x 10 F.P. Tim of Beam.</i>	<i>✓</i>	Thickness of remainder in Holds	<i>8 x 7.5</i>	<i>✓</i>
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Boil. Fram. Double 3 Boil. Strake 12.</i>	<i>✓</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>yes</i>	<i>✓</i>
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	<i>✓</i>	<i>✓</i>	Uppermost Continuous Deck, amidships in Wells, Angle, [or]	<i>115 65 8.5-7.5</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame	<i>✓</i>	<i>✓</i>	" " in way of Bridge, Angle, [or]	<i>✓</i>	<i>✓</i>
Middle Line Keelson, on Floors, Angles, [or]	<i>✓</i>	<i>✓</i>	Spacing	<i>585</i>	<i>✓</i>
" " Through Plate or Intercostal Plate	<i>✓</i>	<i>✓</i>	Second Deck, amidships, Angle, [or]	<i>115 65 8-7.5</i>	<i>✓</i>
" " Foundation Plate on Floors	<i>✓</i>	<i>✓</i>	Spacing	<i>585</i>	<i>✓</i>
" " Flat Plate Keel Angles	<i>✓</i>	<i>✓</i>	Third Deck, amidships, Angle, [or]	<i>✓</i>	<i>✓</i>
Side Keelsons, No. each side	<i>✓</i>	<i>✓</i>	Spacing	<i>✓</i>	<i>✓</i>
" " thickness of Intercostal Plate	<i>✓</i>	<i>✓</i>	Fourth Deck, amidships, Angle, [or]	<i>✓</i>	<i>✓</i>
" " Angles	<i>✓</i>	<i>✓</i>	Spacing	<i>✓</i>	<i>✓</i>
DOUBLE BOTTOM.			Poop Deck, Angle, [or]	<i>115 65 6</i>	<i>✓</i>
Solid Floors, thickness and spacing	<i>8-9.5 x 585</i>	<i>✓</i>	Spacing	<i>585</i>	<i>✓</i>
" " Are Frame and Reversed Frame joggled?	<i>Ordinary</i>	<i>✓</i>	Bridge Deck, Angle, [or]	<i>100 65 7.5</i>	<i>✓</i>
Bracket Floors, breadth and thickness at middle line	<i>✓</i>	<i>✓</i>	Spacing	<i>877.5</i>	<i>✓</i>
" " breadth and thickness at margin plate	<i>✓</i>	<i>✓</i>	Forecastle Deck, Angle, [or]	<i>115 65 7.5</i>	<i>✓</i>
			Spacing	<i>585</i>	<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.....	2 widely spaced and Girders.			x					
" in 'tween Decks, Size and Spacing.....	Girders 250 x 11			x					
" " " " " "	Flang. 265-90			x					
" " " " " "	Pillars 0 150 x 9			x					
" " " " " "	to 100 x 8			x					
" in Holds " " " "	spacing 8.35 x 155			x					
" " " " " "	Girders 250 x 11			x					
" " " " " "	Flang. 300-90			x					
Centre Line Bulkhead.	Pillars 0 200 x 10			x					
Stiffeners and Spacing.....	to 150 x 8			x					
Plating, thickness of	x			x					
STRINGERS AND DECKS.	Bridge								
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells	1150 x 10			x					
" " " " in way of Bridge	1150 x 10			x					
" Angle in Wells	welded			x					
Thickness of Plating abreast Deck openings in way of Wells	7			x					
Thickness of Plating abreast Deck openings in way of Bridge	7			x					
Thickness of Plating within line of openings...	6.5			x					
If Sheathed, material and thickness	Oregon 65			x					
Second Deck.									
Stringer Plate, breadth and thickness in Wells...	1150 x 8.5			x					
Stringer Plate, breadth and thickness in way of Bridge	1150 x 8.5			x					
Thickness of Plating within line of openings...	6.5			x					
If Sheathed, material and thickness	Oregon 65			x					
Third Deck.									
Stringer Plate, breadth and thickness	x			x					
If Plated, state thickness.....	x			x					
Fourth Deck.									
Stringer Plate, breadth and thickness	x			x					
If Plated, state thickness	x			x					
Poop Deck.									
Stringer Plate, breadth and thickness	760 x 8.5			x					
Plating, Sheathing, material and thickness ...	6.5 Oregon 65			x					
Bridge Deck.									
Stringer Plate, breadth and thickness	900 x 8			x					
Plating, Sheathing, material and thickness ...	6.5 Oregon 65			x					
Forecastle Deck.									
Stringer Plate, breadth and thickness	1150/760 8.5			x					
Plating, Sheathing, material and thickness ..	6.5 Oregon 65			x					

SHELL PLATING.

SCANTLINGS.						RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>Not</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	1150	10.5	13	13	/	Y.	Double	22	88	83	Y.	Y.	Y.	Welded
" DBLG. (if any)	X	X	X	X		Y.	X	Y			Y.	X	Y.	"
BOTTOM PLATING, No. } of Strakes2.....}	X	12	12	9.5	/	X	Double	19	76	76	X	Y.	Y.	"
BILGE PLATING, No. of } Strakes2.....}	X	10.5	9.5	9.5	/	X	Double	19	76		X	Y.	Y.	"
SIDE PLATING, No. of } Strakes2.....}	X	10.5	9.5	9.5	/	Y.	Single	19	76		Y.	Y.	Y.	"
UPPER DECK, Sheer- } strake in Wells.....}	1650	11.5	9.5	9.5	/	X	Single	19	76		Y.	Y.	Y.	"
UPPER DECK, Sheer- } strake in Bridge ...}	1650	11.5	X	X	/	X	Single	19	76	73	Y.	Y.	Y.	"
STRAKE BELOW Sheer- } strake in Wells.....}	X	11.0	9.5	9.5	/	X	Single	19	76		X	Y.	Y.	"
STRAKE BELOW Sheer- } strake in Bridge ...}	X	11.0	X	X	/	X	Single	19	76		Y.	Y.	Y.	"
POOP SIDE PLATING	X	X	X	9.5	/	X	Single	19	76		Y.	Y.	Y.	"
BRIDGE SIDE PLATING ...	X	7.0	X	X		X	Single	19	76		Y.	Y.	Y.	"
FORE'C'TLE SIDE PLATING	X	X	9.5	X	/	X	Single	19	76		Y.	Y.	Y.	"

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	6 Bulkheads
Freeboard Deck next below	7 W.T. Bulkheads.
As per Rule	yes! as approved.

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD , Upper tween decks	5-6.5	460-40-5	700	x	x
" " Second "	x	x	x	x	x
" " Third "	x	x	x	x	x
" " Holds	6.5-7.5	490-60-6	640	x	x
COLLISION " (in Hold)	6.5-10	x	x	4100-50-6	600
AFTER PEAK " "	6-11	460-40-6	600	x	x

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL , Bar	Flat Plate Keel			x
STEM Built plates 15-10	Forg. 190-60		Krupp	x
STERN FRAME { Propeller Base	Cast. 100-370		Gussstahlw. Waggonf.	
{ Rudder	Cast. 400-350		Schichau-Elbing.	
Speed of Vessel	18 kn			
RUDDER—Type	Simplex Balance			
" A x D	6.75 x 0.42			
" Diam. of head	Forg. 185 dia.		Klöckner	
" Mainpiece at top pintle	Forg. 168 dia.		Werke AG.	
" Shaft heel ...	Forg. 168 dia		Osnabrück	
" how constructed	Built plates Electric welded.			
" double or single plate coupling, vertical or horizontal	Double Plates 10			
	Horizontal 6 Bolts 5.5			

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) S. M. open hearted Process.
	Henrichshütte-Hattingen; Aug. Thyssen-Hütte-Mülheim; Mannesmann Röhrenwerke-Gelsenkirchen & Huckingen; Hoerder Verein-Hörde; Dillinger-Hüttenwerke; Mitteld. Stahl-Brandenburg; Gießerei-Hattingen; Borsig-Hattingen; Has the Steel been tested as required by the Rules? yes, by the Society's Surveyors / Friedr. Alfred Hütte; A. Stanzberg-Saal.

EQUIPMENT No 16386												LETTER 9	ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
1992	1st Bower ...	32	1	15	X			30	10	0	0		Union-Stockless	Dortmund	Dis 27.8.36 J. Laogan.
1993	2nd " ...	32	2	2	X			30	11	3	14	33	" "	Harzer	" " "
1994	3rd " ...	32	1	17	X			30	10	0	0		" "	Hüttenwerin	" " "
	Collective weight.	97	1	6	X							94		Dortmund	
1995	Stream	8	2	9	X			10	15	0	0	8½	Union-Stockless	"	" " "

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.	Cir.		Fathoms.	Ins.	Tons.	Fathoms.	Ins.
					Owts.	qrs. lbs.	Owts.	Fathoms.														
1328	240	1 1/16	51 1/4	71 3/4	371	1	21	344	3/4	240	1 1/16	58 link Grüne	Dis. 16.9.36 J. Bussf.	TOWLINE...	90	3 1/2	33.1	90	3 1/2			
x	x	x	x	x	x			x	x	x	x	x	x	HAWSERS & WARPS	180	6	4.6	180	6			
														"	180	5	8.25	180	5			
														"								
														"								
														"								
														"								
														"								
														"								
Iron Stream Chain or Steel Wire	75	4	x	42 1/2	x			x	75	4	58 Wire Gumpel, Langenich	Dis. 15.7.36		"	x	x	x	x	x			

Steering Gear, Steam *Direct driven Electr. R.E.G. Type, good.* Steering Gear, Hand *Hand gear and Reel Tackle, good.*

Boats *4 Life Boats 26'5" x 9'9" x 3'45"* Steering Chains, Size and Test *No Chains.* Windlass *Direct driven Electr. good.*

Ceiling in Holds, thickness and material *To Bilges 2 1/2" Pine.* Cargo Battens, thickness, material and spacing *Pine 6 x 2" by 9" space.*

Cargo Hatchways.-(Upper Deck) *Built steel plates & angles, good.* Thickness of Hatches *Pine 2 3/4" good.*

Size of No. 1 Hatchway (Forward) *11.50 x 11.15'* No. 2 *17.27 x 11.15'* No. 3 *5.76 x 6.56* No. 4 *11.48 x 11.15* No. 5 *X* No. 6 *X*

Number of Shifting Beams and/or Fore and Afters *Shelter deck No 1 = 3; Main deck No 1 = 1; No 2 = 2; No 3 = 0; No 4 = 1 Shift Beams.*

Builder's Signature **FRIEDRICH KRUPP GERMANIAWERFT**

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 *No Oil Cargo.* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the approved and amended plans, the requirements embodied in the Secretary's letters, and in all other respects in conformity with the Rules and Society's Requirements. -

The workmanship is throughout of the best description, all parts conforming well with each other without use of any packing, and efficiently riveted together. - The electrically weldings are throughout carried out to the Rule requirements with the approved Electrodes "Elin EX 42" and "EX Maximum", and to my satisfaction. - The Peak tanks, double bottom tanks and deep tanks have been filled and tested as required by the Rules, and the Bulkheads and weather-decks by water-hose, and were found perfectly tight. - Air & sounding pipes of all Tanks comply with the Rules. - The Pumping arrangements and strengthening of bottom forward have been carried out as approved. -

The amount of Entry Fee *DKs: 100.-* Fees applied for, *21 Dec. 1936* (Special notations, where part of class, to be stated.)

Special Survey Fee.... *DKs: 3116.-* Received by me, *22.1.1937* I am of opinion the Vessel should be Classed ** 100 A1 "with Freeb."*

Travelling Expenses, if any *DKs: 414.-* State whether the Vessel has been built under Special Survey *yes, special survey.* Signature *L. Kiess.*

Freeboard *DKs: 220.-* Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Builders.* Date of issue *18/1/37*

Committee's Minute **FRI. JAN 8 1937**

Character assigned **+ 100 A1**

with freeboard

Lloyd's A & C + Linc 12, 36 : Oil Eng: OG

Part electrically welded including decks & bulk of sheer plating. Rudder electrically welded

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.)

The masts, Rigging and cargo-gear satisfactory in every respect. -
All steel material used in the construction of this vessel has been made at works approved and tested by the Society's Surveyors in accordance with the Rules. -
The Anchors and Chain-cables examined, compared with certificates and found in good order. Steering-gear and connections, Handgear and windlass examined in working condition found satisfactory. - general Equipment throughout in order. The Freeboard approved by the Committee have been marked on the vessel's sides, verified and cut in. - The draught corresponding to the assigned Summer Freeboard is 14'-0" as given on the Builders Deadweight & Displacement Scale attached.

Attached:

- 12 approved Plans. Nos. 1-12.
- 1 section as built.
1. Cargo-plan with Displacement Scale.
5. Test certificates.
- 1 Interim Hull Certificate.
- 1 Provisional Freeboard certificate.

J. P. Price

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book *100A1 with a Freeboard corresponding to a summer moulded draught of 4.25 m with the notation "Part Electrically welded." Rudder elect. welded; Cruiser Stern; Two steel decks; Passenger Certificate; Wireless fitted; Direction Finding Apparatus fitted. -

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

1st Bower Head 19: W=21.2.20, 12 feet; Shank 1803: W=10.2.23, 15 feet. Dns. 17.8.36 F. Schnett.
2nd " Head 20: W=21.2.18, 12 feet; Shank 1805: W=10.2.16, 15 feet. Dns. 17.8.36 F. Schnett.
3rd " Head 21: W=21.3.5, 12 feet; Shank 1804: W=10.2.12, 15 feet. Dns. 17.8.36 F. Schnett.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 22.05 ft., ^{Shelter} E.Q.D. 242.9 ft., Bridge 119.70 ft., Forecastle x. ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated Poop & Shelter-deck joined. -

Bridge on Shelter-deck. x.

No. and Material of Decks Two Steel Decks. x.

Official No. : Signal Letters K.Z.D.R. Is bottom of vessel coated with cement yes Cement if not give

particulars of composition all other parts Paint. - Oil tanks not coated. -

PARTICULARS OF WATER BALLAST.—

Where Fitted.		*Length.	Water Capacity.	Where Fitted.		*Length.	Water Capacity.
		Feet.	Tons.			Feet.	Tons.
D.T.A.							
Double bottom, aft,	Fr. 11-28	32.64	46.60	Fore peak tank,		18.37	9.90
Double bottom, under Engines and Boilers	Fr. 35-55	38.38	26.80	After peak tank,		21.13	56.00
Double bottom, * under Engines only,	Fr. 64-78	26.87	30.80	Deep tank, aft, MT. Fr. 26-45 and WT. Fr. 28-51		44.15	113.96
Double bottom, * under Boilers only,	Fr. 86-108	42.22	44.70	Deep tank, forward, Oil Tanker Fr. 78-86		15.35	90.40
Double bottom, forward,	Fr. 108-128	38.38	21.90	Other tanks, if fitted, Wing Tanks Fr. 71-78		12.97	63.50
		Total capacity of double bottom	170.80	(If necessary, furnish further information by sketch.)			

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 174

Date 29.1.1936

Dates of Surveys held while building

1935: December 20.27. -
1936: Jan. 14.17.28; Feb. 5.14; March 6.13.19.23; April 3.14.17.21.24.28; May 5.8.12.15.18.20.22.26.29; June 3.5.9.12.16.19.23.26.30; July 3.7.10.13.15.16.21.23.27.29. -
Aug. 5.7.12.15.18.24.26.28; Sept. 1.4.8.10.11.14.16.18.21.23.25.29; Oct. 1.5.9.13.15.16.20.23.27.30; Nov. 6.10.17.20; December 1.5. -
Total No. of Visits 81.