

STEEL STEAMER or MOTORSHIP.

28 MAY 1926

Received at London Office

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 14th May 1926

Port of TRIESTE

No. 7119

Survey held at TRIESTE

Date First Survey 8th January 1925Last Survey 3rd May

1926.

On the (State if Machinery fitted Aft and (if Single, Twin or Triple Screw) Steel Screw Motor Vessel "CELLINA"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) COMPLETE SUPERSTRUCTURE WITH TONNAGE OPENINGS State Type of Erections

TONNAGE under Tonnage Deck 5390.99

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.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 430.00

Breadth (greatest moulded) B 55.25

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 38.208

1st Longitudinal Number (L x D) = 16429

2nd Numeral L x (B + D) = 40187

Framing Depth "d," at middle of length. See Sec. 3 (1d) 16.58

Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.28

Do. Long Bridge to top of keel

Draught Moulded 25.96 ft 25' - 11 1/2"

Launched 14th JULY 1925 Yard No. 746

Builders STABILIMENTO TECNICO TRIESTINO

Owners NAVIGAZIONE LIBERA TRIESTINA S. A.

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

Residence TRIESTE

Port of Registry VENICE

If surveyed while building, afloat, or in dry dock

WHILE BUILDING.

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.
IES, Spacing amidships	28		Bracket Floors, Frame	9 3/2 .55	
" from 1/2 length to Collision bulkhead	27		" " Reversed Frame	9 3 .41	
" in peaks	24		" " Vertical Struts	9 3 .41	
FRAMING. IN DEEP TANK	9 1/8 3 1/2 .61		Centre Girder, depth and thickness amidships	43 5/8 .53	
me Amidships, Angle, [or]	9 1/8 3 1/2 .47		" " top Angles	3 1/2 3 1/2 .51	
" Extends up to	2 nd DECK		" " bottom Angles	4 4 .59	
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	ONE .39	
" Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	39 3/8 .51	
th of Framing Girder	5 7/8 2 3/4 .39	(Captains)	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	3 1/2 3 1/2 .41	
mes in Uppermost Continuous 'tween Decks, Angle, [or]	7 1/8 3 3/8 .43		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	5 1/8 5 1/8 .51	every frame
" Second 'tween Decks, Angle, [or]	7 1/8 3 3/8 .43		" " Gussets, spacing and scantling abaft 1/2 len. from stem	3 1/2 3 1/2 .41	every frame
" Third " " "	✓		" " Gussets, spacing and scantling forward 1/2 len. from stem	3 1/2 3 1/2 .41	
ming in Peaks, Angle or [3 1/2]	7 1/2 3 3/8 .43		Tank Side Brackets, height above base line at toe of Frame and thickness	80 5/8 .43	
meter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 R 7 diam		INNER BOTTOM PLATING.		
te if Frame Joggled	yes		Breadth and thickness of Middle Line Strake	5 1/8 49 7/8 .41	
ING ARRANGEMENTS (Sec. 7), state system and particulars	WEB FRAME ARRANGEMENT WITH FOUR RANTING STRINGERS SOLID FLOORS EVERY FRAME DOUBLE FRAMES - EXTRA FULL DEPTH INTERCOSTALS.		Thickness of remainder in Holds	41 .37	
NGTHENING OF BOTTOM FORWARD. State Particulars	3 STRAKES OF SHELL PLATING NEXT TO KEEL MAINTAIN MIDSHIP THICKNESS TO COLLISION BULKHEAD.		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in B. & E. space and framing in Bunkers and Boiler Room?	yes	
LE BOTTOM.			BEAMS.		
ors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships (SHELTER DECK) in Walls, Angle, [or]	6 1/8 3 3/8 .35 FR 0-15	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [or]	7 1/2 3 3/8 .37 FR 16-70	
dle Line Keelson, on Floors, Angles, [or]			Spacing	7 1/2 3 3/8 .39 FR 71-97	
" Through Plate or Intercostal Plate			Second Deck, amidships, Angle, [or]	7 1/2 3 3/8 .37 FR 98-STEM	
" Foundation Plate on Floors			FORD 1/2 L REVERSE BARS, ANGLE	FORD 1/2 L BRACKETS TO OUTBOARDSIDE OF GIRDER TO EVERY BEAM.	
" Flat Plate Keel Angles			Spacing	EVERY FRAME	
Keelsons, No. each side			Third Deck, amidships, Angle, [or]	7 1/2 3 3/8 .37 FR 100-101	
" thickness of Intercostal Plate			Spacing	EVERY FRAME	
" Angles			Fourth Deck, amidships, Angle, [or]		
LE BOTTOM.			Spacing		
d Floors, thickness and spacing	39 every 3 rd Fr.		Poop Deck, Angle, [or]		
" Are Frame and Reversed Frame joggled?	yes		Spacing		
cket Floors, breadth and thickness at middle line	43 1/2 .39		Bridge Deck, Angle, [or]		
" breadth and thickness at margin plate	41 3/8 .39		Spacing		
			Forecastle Deck, Angle, [or]		
			Spacing		

PILLARS AND DECKS.

PILLARS, No. of Rows.	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
	Upper	Lower			
Stringer Plate, breadth and thickness in way of Bridge	36	33			
Thickness of Plating abreast Deck openings in way of Wells	35	31			
Thickness of Plating abreast Deck openings in way of Bridge	33				
Thickness of Plating within line of openings	33				
If Sheathed, material and thickness	4 1/2	3 7/8			
Third Deck.					
Stringer Plate, breadth and thickness	36	33			
If Plated, state thickness	37	29			
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					

SHELL PLATING.

SCANTLINGS.					RIVETING.									
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.						
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	NO	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	50	1.06	.87	.87	✓	DOUBLE	1	4	4R - 3R	1 1/8-1	4 1/2-4	LAPPED		
„ DELG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓		
BOTTOM PLATING, No. of Strakes4.....	73	.61	.47	.47	✓	DOUBLE	7/8	3 1/2	4R - 3R	7/8	3 1/2-3 1/2	LAPPED		
BILGE PLATING, No. of Strakes7.....	73	.61	.47	.47	✓	DOUBLE	7/8	3 1/2	4R - 3R	7/8	3 1/2-3 1/2	LAPPED		
SIDE PLATING, No. of Strakes3.....	53	.61	.45	.45	✓	DOUBLE	7/8	3 1/2	3R - 3R	7/8-3/4	3 1/2-2 1/2	LAPPED		
UPPER DECK, Sheer- strake in Wells.....	✓	.63	.41	.35	✓	✓	✓	✓	4R - 2R	7/8-3/4	3 1/2-2 1/2	LAPPED		
UPPER DECK, Sheer- strake in Bridge ...	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓		
STRAKE BELOW Sheer- strake in Wells.....	52	.63	.41	.35	✓	DOUBLE	7/8	3 1/2	4R - 2R	7/8-3/4	3 1/2-2 1/2	LAPPED		
STRAKE BELOW Sheer- strake in Bridge ...)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓		
POOP SIDE PLATING														
BRIDGE SIDE PLATING ...														
FORECASTLE SIDE PLATING														

WATERTIGHT BULKHEADS.

WATERTIGHT BULKHEADS.				FORGINGS and CASTINGS.			
Total No. of W.T. BULKHEADS in Vessel	Extending to Upper Deck (Sec. 3 c)	Deck next below	As per Rule	KEEL, Bar	STEM	STERN FRAME	RUDDER-A&D
ONE	SIX	SIX	SIX	70 1/2	SOLE	CAST ST. 8 1/2 x 10 1/2	CAST ST. 8 1/2 x 9
MIDSHIP BULK'D, Upper tween decks	27	27	27	10 1/2	10 1/2	10 1/2	10 1/2
" " Second	27	27	27	10 1/2	10 1/2	10 1/2	10 1/2
" " Third	27	27	27	10 1/2	10 1/2	10 1/2	10 1/2
" " Holds	27	27	27	10 1/2	10 1/2	10 1/2	10 1/2
COLLISION (in Hold)	27	27	27	10 1/2	10 1/2	10 1/2	10 1/2
AFTER PEAK	27	27	27	10 1/2	10 1/2	10 1/2	10 1/2

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	SIEMENS - MARTIN - PROCESS
	Has the Steel been tested as required by the Rules?	YES

EQUIPMENT No. 40688

LETTER 87

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT, EX. STOCK	WEIGHT OF STOCK	TEST, PER CERTIFICATE	WEIGHT REQUIRED BY TABLE 53	Description of Anchor.	Makers.	Where and when tested and Superintendent.
237	1st Bower	73	3	15	72 1/4	Hall's Hooked	Admiralty	Plate 1-5-25
236	2nd "	73	1	15	72 1/4	"	"	"
174	3rd "	69	1	15	68	"	"	"
177	Stream	21	2	8	20 1/4	"	"	"

CHAIN CABLES.

HAWRSERS 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.
263	330	5 1/2	76 1/2	320	2 1/2	Admiralty	"	"	2 1/2	8	2 1/2
120	5	59	120	5	5	"	"	"	5	5	5

Steering Gear, Steam ELECT. ATLAS WERKE BREMEN

Steering Gear, Hand ATLAS WERKE BREMEN

Boats 1 MOTOR BOAT 29'6" x 5'11"

Steering Chains, Size and Test TELE MOTOR GEAR

Windlass ATLAS WERKE BREMEN

Ceiling in Holds, thickness and material 2 1/2 PINE

Cargo Battens, thickness, material and spacing 2" PINE 9"

Cargo Hatchways, (Upper Deck) THICKNESS OF CARGOWAYS

Thickness of Hatches 2 1/2"

Size of No. 1 Hatchway (Forward) 24'9" x 20'0" No. 2 25'7" x 20'0" No. 3 25'7" x 20'0" No. 4 16'4" x 20'0" No. 5 25'7" x 20'0" No. 6 25'7" x 20'0"

Number of Shifting Beams and for Fore and Afters 121 FOUR, 122 FOUR, 123 FOUR, 124 THREE, 125 FOUR, 126 FOUR

NO FORE AND AFTERS

Stabilimento Tecnico Triestino

Builder's Signature

Signature

GENERAL DECLARATION This vessel has been built in accordance with the Rules and the approved plans, which have been already forwarded to London together with the 1st Entry Report No. 7074 for the sister vessel "FELLA". Approved plans of: Strengthening of Motor Gear, Modification of Bulkheads above Treadle, Modification in way of Refrigerating Gear, will be forwarded to London with the 1st Entry Report in the sister ship 757. The material has been tested as required by the Rules and the workmanship is good. Tabular pillars have been tested by Surveyors of the Germanischer Lloyd, which test has been accepted by this Society (see Letter N. 27-3-1925). Helix davits statically tested and found satisfactory. The builders proposal, to supply this vessel with 330 fms 2 1/2 chain cable approved (see Letter 18-8-24). The foreward has been verified and the marks "cut in" on the vessel's notes. All double bottom fore peak, after peak and deep tank, meater deck, bulkheads and turnmels have been tested as per Rule with satisfactory results. Oil fuel F.P. above 150° F is carried in the double bottom.

P.T.O.

The amount of Entry Fee £1210:-	Fees applied for, May 25 1926	I am of opinion the Vessel should be Classed 100 A 1
Special Survey Fee.... £45.581:-	Received by me, 5.7.26	WITH FREEBOARD
Travelling Expenses, if any £115:-	Consular Survey Consular fee (790.- + 589.60) app. for £5.26, £21.5.26	Signature S. Majew
State whether the Vessel has been built under Special Survey Yes	Certificate to be sent to this Office Date of issue 1/6/26	Surveyor to Lloyd's Register of Shipping.

Committee's Minute	TUES. 1 JUN 1926
Character assigned	100 A.1. with Freeboard

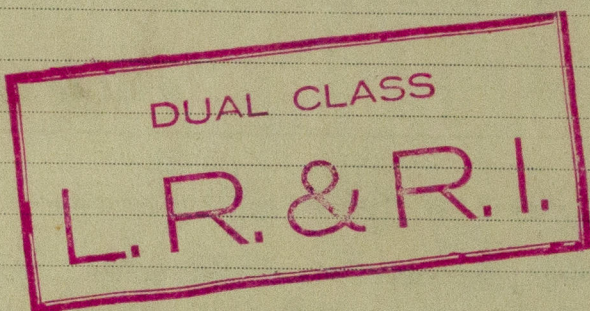
Lloyd's A.C.P. + L.M.C. 5.26 C.L. Oil Engines

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 Dt. 4 the Plans should be embodied.)

and deep tank and the requirements of Section 35 of the Rules, where applicable, have been complied with.

This vessel is the 2nd of the four Sister vessels built at San Marco /
Slab. Tee. Trussings nos 745, 746, 750, 751.

2 Certificates of test of forgings & castings are enclosed.



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

1st Bower	47 Cwt 2 qrs 4 lbs	C.R.H.	585	13.1.25
2nd	46 2 24	C.R.H.	583	13.1.25
3rd	A. HEAD 45 3 25	M.B.	146	6.9.17
	A. SHANK 23 1 8	M.B.	147	6.9.17

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ 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) 3 DKS (Steel) DEEP FRAMING
ELECTRIC LIGHT WIRELESS LLOYD'S A&OP F.H.

Official No. : Signal Letters Is bottom of Vessel coated with cement BILGES ONLY, if not particulars of composition.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	OIL CAPACITY.	*Length.	Water Capacity.	Where Fitted.	OIL CAPACITY	*Length.	Water C
		Feet.	Tons.			Feet.	T
Double bottom, aft,	371.4	135	423.0	Fore peak tank,	-	22	12
Double bottom, under Engines and Boilers,	-	-	-	After peak tank,	-	12	40
Double bottom, if under Engines only,	40.9	16.3	18.8	Deep tank, aft,	861.1	42	980
Double bottom, if under Boilers only,	-	-	-	Deep tank, forward,	-	-	-
Double bottom, forward,	705.5	226	803.5	Other tanks, if fitted,	-	-	-
	1117.8	Total capacity of double bottom	1245.3	(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. 1114

Date

27th March 1924

Dates of Surveys held while building

1925 Jan 8, 19, 28, 31, Feb 5, 23, Mar 11, 28, Apr 20, May 6, 7, 8, 9, 19, 20, June 15, 17, 20, 27, July 1, 4, 6, 9, 11, Aug 10, Sep 21, Oct 27, 1926 Jan 19, 28, Feb 9, 12, Mar 17, 19, 24, 25, 27, 30, 30, 31, Apr 12, 14, 15, 15, 20, 23, 28, May 3,

