

STEEL STEAMER or MOTORSHIP.

Received at London Office 26 MAR 1927

State if Report has been sent on the Freeboard of the Vessel *Yes 107420*State if Report is sent on the Machinery of the Vessel *Yes*Date of completion of report *21st March 1927*Port of *Trieste*No. *7466*Survey held at *SAN ROCCO Y TRIESTE*Date First Survey *10th September 1925*Last Survey *5th March*

1927

On the (State if Machinery fitted and if Single, Twin or Triple Screw) *SINGLE SCREW MOTOR VESSEL HILDA*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *COMPLETE SUPERSTRUCTURE WITHOUT* State Type of Erections *FLUSH*2nd TONNAGE under Tonnage Deck... *4217.87*CLASS *100 A-1*State if with freeboard as condition of Class *Yes*Built at *SAN ROCCO*Total *5808.19*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 404.86*Launched *12/5/26* Yard No. *752*Breadth (greatest moulded) *B 53.97*Builders *Cant. San Rocco S.A.*Depth at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 35.1*Owners *Soc. Anon. di Nav. a Vap. Lussino*1st Longitudinal Number (L x D) = *14210*

Managers

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

2nd Numeral L x (B + D) = *36063*

Residence

Framing Depth "d," at middle of length. See Sec. 3 (1d) *23.5*Proportions—Depth to Length—Uppermost continuous deck to top of keel *11.5*Port of Registry *Lussino Piccolo*

If surveyed while building, afloat, or in dry dock

Do. Long Bridge to top of keel *24-3 1/2*Draught Moulded *24-2**Building afloat and in dry dock*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	m/m INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		m/m INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	775	/	Bracket Floors, Frame	250 x 90 x 13	/
" " from 1/2 length to Collision bulkhead.....}	685	/	" " Reversed Frame	250 x 90 x 12	/
" " in peaks.....	610	/	" " Vertical Struts	250 x 90 x 12	/
SIDE FRAMING. at 3 rd deck L (ajp) in panting region	230 90 11 300 x 100 x 100 x 11.5	/	Centre Girder, depth and thickness amidships	1080 x 14	/
Frame Amidships, Angle, [or] in deep tank [280 x 95 x 95 x 11.5 300 x 100 x 100 x 11.5	/	" " top Angles double	90 x 90 x 13.5	/
" " Extends up to	2 nd D ^{amp} 3 rd D ^{amp} 1 st Hold upper D ^{amp} - motor space	/	" " bottom Angles double	100 x 100 x 15	/
Reversed Frame Amidships, Angle		/	Side Girders, No. each side and thickness	one 10.5	/
" " Extends up to...	✓	/	Margin Plate depth (excl. of flange) and thickness	960 x 13.5	/
Depth of Framing Girder	300 280	/	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem in way of 2 nd D ^{amp}	150 150 12	/
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	200 85 10.5 170 85 10	/	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem in way of 3 rd deck	90 90 11	/
" " Second 'tween Decks, Angle, [or]	200 85 10.5	/	" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	90 x 90 x 11 every	/
" " Third " " " "	✓	/	" " Gussets, spacing and scantling forward 1/2 len. from stem.....	90 x 90 x 11 every	/
Framing in Peaks, Angle or [.....	180 85 10	/	Tank Side Brackets, height above base line at toe of Frame and thickness)	2070 x 12	/
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	7/8" 6 1/4"	/	INNER BOTTOM PLATING.		
State if Frame Joggled	Yes	/	Breadth and thickness of Middle Line Strake ...	1330 x 13	/
PANTING ARRANGEMENTS (Sec. 7), state system and particulars)	deep frames 5 th stringer + 3 rd deck.	/	Thickness of remainder in Holds	11 to 10	/
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	double frames extra girder midship thickness at ends of shell	/	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bankers and Boiler Room ?.....	Yes	/
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	✓	/	Uppermost Continuous Deck, amidships in Wells, Angle, [or]	190 85 9.5	/
Height of Brackets at side above base line at toe of frame	✓	/	" " in way of Bridge, Angle, [or]	190 85 11.5	/
Middle Line Keelson, on Floors, Angles, [or]	✓	/	Spacing	445 685	/
" " Through Plate or Intercoastal Plate....	✓	/	Second Deck, amidships, Angle, [or]	180 x 70 x 70 x 8 1/2	/
" " Foundation Plate on Floors	✓	/	Spacing.....	775 685	/
" " Flat Plate Keel Angles	✓	/	Third Deck, amidships, Angle, [or]	220 x 80 x 80 x 9 1/4	/
Side Keelsons, No. each side	✓	/	IN 1 st Hold.		/
" " thickness of Intercoastal Plate...	✓	/	Spacing.....	685	/
" " Angles	✓	/	Fourth Deck, amidships, Angle, [or]	✓	/
DOUBLE BOTTOM.			Spacing.....	✓	/
Solid Floors, thickness and spacing	10.5 every 3 rd	/	Poop Deck, Angle, [or]	✓	/
" " Are Frame and Reversed Frame joggled ?.....	Yes	/	Spacing.....	✓	/
Bracket Floors, breadth and thickness at middle line.....	940 x 10.5	/	Bridge Deck, Angle, [or]	✓	/
" " breadth and thickness at margin plate.....	880 x 10.5	/	Spacing.....	✓	/
			Forecastle Deck, Angle, [or]	✓	/
			Spacing	✓	/

PILLARS AND DECKS.

	m/m INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		m/m INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS , No. of Rows.....	3 rows	✓	Stringer Plate, breadth and thickness in way of Bridge	✓	
" in 'tween Decks, Size and Spacing.....	wide spaced Quarter pillars + girders as per approved plan	✓	Thickness of Plating abreast Deck openings in way of Wells <i>amidships</i>	10 8-5	✓
" " " " "			Thickness of Plating abreast Deck openings in way of Bridge	✓	
" in Holds " "	wide spaced Quarter pillars and girders as per app. plan	✓	Thickness of Plating within line of openings...	8-5	✓
" " " " "			If Sheathed, material and thickness	none	✓
Centre Line Bulkhead.			Third Deck. No 1 Hold		
Stiffeners and Spacing <i>amid</i> [260 x 90 x 90 + 105 / 155 at 1550 + 1370 fore and aft	✓	Stringer Plate, breadth and thickness.....	1200 x 9-5	
Plating, thickness of	7-5	✓	If Plated, state thickness.....	8-5, 8, 10	✓
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck. <i>amid</i>			Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells	1500 x 14-5	✓	If Plated, state thickness	✓	
" " " " in way of Bridge	-		Poop Deck.		
" Angle in Wells	150 150 15	✓	Stringer Plate, breadth and thickness	✓	
Thickness of Plating abreast Deck openings in way of Wells <i>amid</i>	13-5, 11-5	✓	Plating, Sheathing, material and thickness ...	✓	
Thickness of Plating abreast Deck openings in way of Bridge	✓		Bridge Deck.		
Thickness of Plating within line of openings...	9-5	✓	Stringer Plate, breadth and thickness.....	✓	
If Sheathed, material and thickness	none	✓	Plating, Sheathing, material and thickness ...	✓	
Second Deck. <i>amid</i>			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	1200 x 10-5	✓	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. State if joggled? <i>not joggled</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.	
	<i>inches m/m</i>	<i>inches m/m</i>	<i>inches m/m</i>	<i>inches m/m</i>			<i>inches.</i>	<i>inches.</i>		<i>inches.</i>	<i>inches.</i>	
FLAT PLATE KEEL	<i>1300</i>	<i>20.5</i>	<i>18.5</i>	<i>18.5</i>	<i>app 19.5-17</i>	<i>double</i>	<i>1</i>	<i>3.8</i>	<i>four</i>	<i>1</i>	<i>4</i>	<i>lapped</i>
„ DBLG. (if any)	—	—	—	—								
BOTTOM PLATING, No. of Strakes <i>4</i>		<i>15.5</i>	<i>13.5</i>	<i>12.5</i>	<i>app 15^m</i>	<i>double</i>	<i>7/8</i>	<i>3.4</i>	<i>three</i>	<i>7/8</i>	<i>3 1/8</i>	<i>lapped</i>
BILGE PLATING, No. of Strakes <i>1</i>		<i>15.5</i>	<i>12.5</i>	<i>12.5</i>		<i>double</i>	<i>7/8</i>	<i>3.4</i>	<i>three</i>	<i>7/8</i>	<i>3 1/8</i>	<i>lapped</i>
SIDE PLATING, No. of Strakes <i>4</i>		<i>15.5</i>	<i>11.5</i>	<i>11.5</i>		<i>double</i>	<i>7/8</i>	<i>3.4</i>	<i>three</i>	<i>7/8</i>	<i>3 1/8</i>	<i>lapped</i>
UPPER DECK, Sheer- strake in Wells..... <i>amid</i>	<i>1270</i>	<i>17</i>	<i>11.5</i>	<i>11.5</i>		<i>double</i>	<i>7/8</i>	<i>3.4</i>	<i>four</i>	<i>7/8</i>	<i>3 1/8</i>	<i>lapped</i>
UPPER DECK, Sheer- strake in Bridge ...	—	—	—	—								
STRAKE BELOW Sheer- strake in Wells..... <i>amid</i>	<i>1270</i>	<i>16</i>	<i>11.5</i>	<i>11.5</i>		<i>double</i>	<i>7/8</i>	<i>3.4</i>	<i>four</i>	<i>7/8</i>	<i>3 1/2</i>	<i>lapped</i>
STRAKE BELOW Sheer- strake in Bridge ...	—	—	—	—								
POOP SIDE PLATING	—	—	—	—								
BRIDGE SIDE PLATING ...	—	—	—	—								
FOREC'TLE SIDE PLATING	—	—	—	—								

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—						Casting or Forging.		Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c) <i>one</i>										
,, Deck next below <i>seven</i>										
As per Rule <i>seven</i>										
		Plating Thickness.	STIFFENERS.				Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
			VERTICAL.		HORIZONTAL.					
			Scantlings.	Spacing.	Scantlings.	Spacing.				
MIDSHIP BULK'D, Upper tween decks		-	-	-	-	-				
,, Second ,,		-	-	-	-	-				
,, Third ,,		-	-	-	-	-				
,, Holds		11-5 10-6-5	260-95195 10-5/15-5	760	-	-				
COLLISION (in Hold)		12-5-7-5	180-70 170-85	562	two semi brace beams					
AFTER PEAK ,,		20-7-5	120-8-10-5	800	flat S beam					
KEEL, Bar										
STEM <i>top bottom</i>								<i>forged cast steel</i>	240 x 64	WITKOWITZ
STERN FRAME { Propeller Post									265 x 205	WITKOWITZ
{ Rudder ,,									230 x 200	
RUDDER—A x D x 100 = 2041										
Speed of Vessel <i>10.5</i>										
RUDDER mainpiece at head <i>forged</i>								294	WITKOWITZ.	
,, ,, heel								219		
,, how constructed								Built		
,, double or single plate coupling, vertical or horizontal								single Vertical		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) open hearth steel

WITKOWITZ, Donawitz,

Has the Steel been tested as required by the Rules? *Yes*

Vertical

Lloyd's Register
Foundation

EQUIPMENT NO. 3384 metric.										LETTER Z		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.				
286	1st Bower ...	70	1	25	stockless			54	10	0	0	63 3/4	Halls Patent	The Skoda L ^d	Polen 18/2/26. C.R. Hughes
285	2nd " ...	70	0	24	"			54	10	0	0	63 3/4	"	"	" 18/2/26 "
289	3rd " ...	60	2	23	"			48	15	0	0	54 1/2	"	"	" 25/2/26 "
	Collective weight.	201	1	16								182			
297	Stream	20	1	21	5	0	15	21	4	0	0	17 1/2	Admiralty	The Skoda Ltd	" 25/2/26 "

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.	Statutory.	Breaking.	Supplied.		Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
215	270	2 1/4	9 3/20	27 1/10	70 - 2 - 74		68 2 1/4		270	2 1/16	Steel link	Carl Schlieper	Grune 10-3-26 Quast	TOWLINE ...	130	14	Hemp	130	14
Iron Stream Chain or Steel Wire	90	1 3/4	47						90	1 3/4				HAWSERS & WARPS	90	2 3/4	15 1/2	90	2 3/4
															90	2 3/4	15 1/2	90	2 3/4
															90	7	Hemp	90	7
															90	7	Hemp	90	7

Steering Gear, Steam *electric efficient* Steering Gear, Hand *efficient*

Boats *two* Steering Chains, Size and Test *garnet direct* Windlass *electric efficient*

Ceiling in Holds, thickness and material *W.P. 2 1/2" on battens* Cargo Battens, thickness, material and spacing *W.P. 2" @ 9"*

Cargo Hatchways.—(Upper Deck) *sides .44" ends .44"* Thickness of Hatches *2 1/2*

Size of No. 1 Hatchway (Forward) *22'6" x 23'7"* No. 2 *25'5" x 23'7"* No. 3 *20'4" x 23'7"* No. 4 *15'3" x 23'7"* No. 5 *22'10" x 23'7"* No. 6 *22'10" x 23'7"*

Number of Shifting Beams and/or Fore and Afters *N^o 1 4, N^o 2 4, 3, 2, 4, 4*
no fore and afters.

Stabilimento Tecnico Triestino

Builder's Signature *M. Bannay*

GENERAL DECLARATION *This vessel has been built in accordance with the approved plans and with the Rules*

The workmanship is good

The freeboard has been verified and the marks cut in on the vessel's side

All double bottom and peak tanks have been satisfactorily tested under pressure

The weather decks, bulkheads and tunnel have been hose tested with satisfactory results

The requirements of Sect 35 of the Rules where applicable have been complied with.

The amount of Entry Fee *Lire 1106-*

Special Survey Fee... *Lire 38.877-*

Travelling Expenses, if any... *Lire 1450-*

Freeboard... *Lire 243*

Fees applied for, *23/3 1927*

Received by me, *11-5-27*

We are of opinion the Vessel should be Classed *+ 100 A.1 with freeboard*

State whether the Vessel has been built under Special Survey *Yes*

Signature *Wm Balfour* *Gmajew*

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Trieste office* Date of issue *1/4/27*

Committee's Minute *FRI. 1 APR 1927*

Character assigned *100 A.1. With Freeboard*

Lloyd's A.C.P. + L.M.C. 3.27 C.L.

Oil engines

SB 100lb.

Mitchells 2/11/27

Inty

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W45-0079/212

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.)

List of plans.

(1) Midship Sect. App: N°2 Deck plan app (3) Profile app; N°4 Deep tank
N°5 Construction fore; N°6 construction aft; N°7 Stem frame & Rudder (8) W.T Bulkheads
N°9 Deck girders; N°10-11. Main motor seating; N°12 Strengthening of DB under motors
N°13 Strengthening a motor space; N°14. Seating for electric generator; 15. Heads & heels of pillars
N°16 Pillar & for 146. N°17 framing.

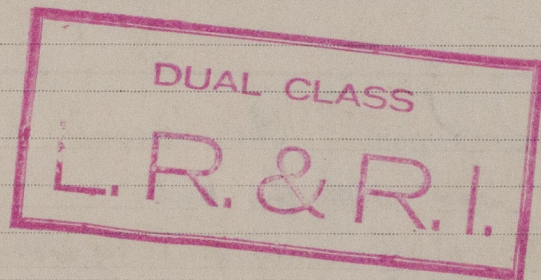
The above plans, kindly return, for dealing with Sister Vessel N°753.

The following 'as fitted' plans are forwarded, to be retained for filing with this report.
N°18 Midship Section; N°19 Decks; N°20 Profile.

The following plans are forwarded for cancellation, as chain sawel was not
made & placed on board.

N°s 21, 22, 23, 24. Chain Sawel.

4 forging reports forwarded.



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

1st Bower	Anchor Head	43.1.0	C.R.H.	661	12.1.75	Shank	22.2.4	C.R.H.	663	4.12.75
2nd "	"	43.0.18	C.R.H.	662	12.1.76	"	22.1.10	C.R.H.	664	4.12.75
3rd "	"	38.1.11	C.R.H.	665	27.11.75	"	18.1.6	C.R.H.	666	30.10.75

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒
(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) *two decks steel 3rd deck steel forward*

Official No. ; Signal Letters Is bottom of Vessel coated with cement *Yes (clean for fuel)* if no particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water
Double bottom, aft, <input checked="" type="checkbox"/>	107	309	Fore peak tank,	20	2
Double bottom, under Engines and Boilers,	—	—	After peak tank,	21	1
Double bottom, if under Engines only, <input checked="" type="checkbox"/>	59	244	Deep tank, aft,	33	10
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	—	—
Double bottom, forward, <input checked="" type="checkbox"/>	175	600	Other tanks, if fitted,	—	—
Total capacity of double bottom		1153	(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. 128

Date

15/7/1925

Dates of Surveys
held while building

1925 Sep 10, 10, 24 Oct 2, 2, Nov 23, 30, Dec 2, 12, 14, 23, 28, 1926 Jan 4, 11, 28,
Feb 11, 19, 20, Mar 2, 16, 22, 26, 31, Apr 2, 2, 12, 15, 20, 27, 29, May 6, 7, 10, 11, 12, 20, 26, 2
June 15, July 7, 22, 28, Sep 2, 9, 9, 30, 30, Oct 6, 26, Nov 18, 25, Dec 16, 20, 21,
1927 Jan 3, 8, 17, 24, 28, 28, 29, 29, Feb 10, 16, 17, 19, 23, 26, 28, Mar 2, 5

Total No. of Visits