

STEEL STEAMER or MOTORSHIP.

Received at London Office -3 MAR 1937

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

26th FEBRUARY 1934 Port of **GREENOCK**

No. 20318

Survey held at **PORT GLASGOW**

Date First Survey 1st APRIL 1936

Last Survey 25th FEBRUARY 1934

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

SINGLE SCREW MOTORSHIP "SAN CALISTO" MACHINERY AFT.

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

FULL SCANTLING

State Type of Erections **POOP, BRIDGE, FORECASTLE**

TONNAGE under Tonnage Deck 7238.23

CLASS 100 A.I.

State if with freeboard

No

Built at **PORT GLASGOW**

No. 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 460

Launched **DEC. 15th 1936** Yard No. **892**

Total

Breadth (greatest moulded)

B 61

Builders **LITHGOWS LIMITED**

Gross Tonnage 8010.20

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

D 33.25

Owners **EAGLE OIL & SHIPPING CO. LTD.**

Register Tonnage 4807.43

1st Longitudinal Number (L x D) = 15295

Managers

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

2nd Numeral L x (B + D) = 43355

Residence **16 FINSBURY CIRCUS, LONDON.**

REGISTERED DIMENSIONS.

FEET.

Length 462.8

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

13.83

Port of Registry **LONDON.**

Breadth 61.25

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

Do. Long Bridge to top of keel

If surveyed while building, afloat, or in dry dock

Depth 33.1

Draught Moulded 26'-10 1/2"

BUILDING A FLOAT

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	30"	✓	Bracket Floors, Frame		
FOR COPPERDAM					
from 1/2 length to Collision bulkhead	26"	✓	Reversed Frame		
IN ENGINE SPACE	30 3/4"	✓	Vertical Struts		
in peaks	24"	✓			
LONGITUDINAL FRAMING ON BOTTOM AS PER PAGE 4.			Centre Girder, depth and thickness amidships	60 x .57	✓
SIDE FRAMING.			top Angles	4 3/2 .50	✓
Frame Amidships, Angle, E or F	N.B.S. 9 3 1/2 .51	✓	bottom Angles	4 4 .59	✓
Extends up to TOP OF BILGE TO UPPER DECK	15 x 4 x 4 x .57 CHANNEL AT CR OF TANK.	✓	Side Girders, No. each side and thickness	2 { 1 @ .42 1 @ .50	✓
WITH 2 SIDE STRINGERS IN DEPTH	TOP STRINGER 28 x .42 PLANS 5"	✓	TANK TOP STRAIGHT ACROSS		
Reversed Frame Amidships, Angle	BOTTOM STRINGER 32 x .44 " 5"	✓	Margin Plate depth (excl. of flange) and thickness	.54	✓
Extends up to			Vertical Angle to Tank side	SINGLE 6 6 .45	✓
SIDE FRAMING IN ENGINE SPACE	BA 10 3 1/2 .40 TO 2 nd DK.	✓	Bracket abaft 1/2 len. from stem Angle, E or F	DOUBLE AT WEB FRAMES	✓
Depth of Framing Girder	BA 8 3 .36 EVERY FRAME.	✓	Vertical Angle to Tank side		
Frames in Uppermost Continuous	WITH INTERMEDIATE FRAMES IN POOP 5 x 3 x .40 ANGLE SCARFED.	✓	Bracket forward 1/2 len. from stem		
SIDE FRAMING IN WAY OF CARGO HOLD FORWARD	5 x 3 1/2 x .40 BA WITH TWO STRINGERS	✓	Gussets, spacing and scantling abaft 1/2 len. from stem		
Second			Gussets, spacing and scantling forward 1/2 len. from stem		
Third			Tank Side Brackets, height above base line at toe of Frame and thickness	96 x .45	✓
WEB FRAMES & SIDE STRINGERS IN ENGINE ROOM & CARGO HOLD FOR AS PER APP PLAN.			INNER BOTTOM PLATING, ENGINE SPACE ONLY.		
Framing in Peaks, Angle	B 8 3 1/2 .46	✓	Breadth and thickness of Middle Line Strake	1/8" PLATING UNDER SEATING.	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/8" @ 5 1/4"	✓	Thickness of remainder in Holds	52 ELSEWHERE	✓
State if Frame Joggled	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?		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	BA TRANSVERSE FRAMES SPACED 26" WITH WEB FRAMES & SIDE STRINGERS AS PER APP PLAN.	✓			
STRENGTHENING OF BOTTOM FORWARD. State Particulars	SOLID FLOORS SPACED 26" APART. FRAME ANGLES 6 x 6 x .44. RIVETING 2 ROWS SPACED 5" DIAS INTERCOSTAL GIRDER AS APPR.	✓	BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships	LONGITUDINAL BEAMS AS PER PAGE 4.	✓
Floors, Depth and thickness at mid-line in Holds			in Wells, Angle, E or F	9 3 .37 BA.	✓
Height of Brackets at side above base line at toe of frame			in way of Bridge, Angle	8 3 .44 BA.	✓
Middle Line Keelson, on Floors, Angles, E or F			in way of CARGO HOLD.	EVERY FRAME	✓
Through Plate or Intercostal Plate			Spacing	8 3 .42 BA.	✓
Foundation Plate on Floors			Second Deck, amidships, Angle, E or F	8 3 .40 BA.	✓
Flat Plate Keel Angles			in way of CARGO HOLD	EVERY FRAME	✓
Side Keelsons, No. each side			Spacing		
thickness of Intercostal Plate			Third Deck, amidships, Angle, E or F		
Angles			Spacing		
DOUBLE BOTTOM. IN ENGINE SPACE ONLY.			Fourth Deck, amidships, Angle, E or F		
Solid Floors, thickness and spacing	42 x 50 EVERY FRAME	✓	Spacing		
Are Frame and Reversed Frame joggled?	YES	✓	Poop Deck, Angle, E or F	8 3 .46	✓
Bracket Floors, breadth and thickness at middle line			Spacing	EVERY FRAME	✓
breadth and thickness at margin plate			Bridge Deck, Angle, E or F	LONGITUDINAL BEAMS AS PER PAGE 4.	✓
			Spacing		
			Forecastle Deck, Angle, E or F	9 3 .40 @ 26" 8 3 .36 @ 24"	✓
			Spacing	EVERY FRAME	✓

PILLARS AND DECKS.			
PILLARS		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.....		Stringer Plate, breadth and thickness in way of Bridge	
" in 'tween Decks, Size and Spacing		Thickness of Plating abreast Deck openings in way of Wells	
" " " " " "		Thickness of Plating abreast Deck openings in way of Bridge	
" in Holds " " " "		Thickness of Plating within line of openings	
" " " " " "		If Sheathed, material and thickness	
Centre-Line Bulkhead , (P&S) BA 9.31 x 56 WIM ✓		Third Deck.	
Stiffeners and Spacing. SPACING 22" 15w 4x 37 CHAN 4x 40 COE TANKS ✓		Stringer Plate, breadth and thickness	
Plating, thickness of 2 HORIZONTAL STRINGERS UPPER 28x 40 ✓		If Plated, state thickness	
BOTTOM STRAKE: 81x 11. VERT PLATING 40 ✓		Fourth Deck.	
STRINGERS AND DECKS.		Stringer Plate, breadth and thickness	
Uppermost Continuous Deck.		If Plated, state thickness	
Stringer Plate, breadth and thickness in Wells 90x 75 ✓		Poop Deck.	
" " " " in way of Bridge 90x 95 ✓		Stringer Plate, breadth and thickness	
" Angle in Wells 7 7 75 ✓		Plating, Sheathing, material and thickness	
Thickness of Plating abreast Deck openings in way of Wells 7 7 75 ✓		Bridge Deck.	
Thickness of Plating abreast Deck openings in way of Bridge 7 7 75 ✓		Stringer Plate, breadth and thickness	
Thickness of Plating within line of openings		Plating, Sheathing, material and thickness	
If Sheathed, material and thickness		Forecastle Deck.	
Second Deck , IN WAY OF MAINS SPACE.		Stringer Plate, breadth and thickness	
Stringer Plate, breadth and thickness in Wells 60x 40 ✓		Plating, Sheathing, material and thickness	

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? NO				RIVETING.			
	AMIDSHIPS.		FORWARD.			SINGLE OR DOUBLE.	RIVETS.		No. of Rows of Rivets.	BUTTS.		STRAFFED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing or. to cr.		Diam.	Spacing or. to cr.		
	Inches.	Inches.	Inches.	Inches.									Inches.
FLAT PLATE KEEL	53	.97	.77	.77	✓	DOUBLE	1	4	5R-4R	1 1/8	4	LAPPED.	
" Double (if any)	BOTTOM PLATING FORE. 2 STRAKES .76 AFT OF COFFERDAM 1 STRAKE .78				✓	DOUBLE	7/8	3 1/2	4R-3R	7/8	3 1/2	"	
BOTTOM PLATING, No. of Strakes. FOUR...	2@	.70	.50	.50	✓	DOUBLE	7/8	3 1/2	4R-3R	7/8	3 1/2	"	
BILGE PLATING, No. of Strakes. ONE...	2@	.66	.50	.50	✓	"	"	3.3	"	"	"	"	
SIDE PLATING, No. of Strakes. THREE...		.64	.50	.50	✓	"	"	"	"	"	"	"	
UPPER DECK, Sheer-strake in Wells...	72	.94	.48	.48	✓	"	1"	3 3/4	5R-3R	1 1/8	4 1/2	"	
UPPER DECK, Sheer-strake in Bridge...		3 SHEER STRAKE	1 1/2	AT BRIDGE END	✓	"	"	"	"	"	"	"	
STRAKE BELOW SHEER-strake in Wells...	72	.78	.48	.48	✓	"	7/8	3 1/2	4R-3R	1"	4"	"	
STRAKE BELOW SHEER-strake in Bridge...					✓	"	"	"	"	"	"	"	
POOP SIDE PLATING40		✓	SINGLE	3/4	3	2R	3/4	2 5/8	"	
BRIDGE SIDE PLATING44			✓	"	7/8	3 1/2	2R+2R	7/8	3 1/2	"	
FORE'C'TLE SIDE PLATING		.44			✓	"	"	3	1R	3/4	2 5/8	"	

Total No. of W.T. BULKHEADS in Vessel - 15 ✓			
Extending to Upper Deck (Sec. 3 c) 14 ✓			
" Deck next below ONE (AFT PEAK)			
As APPROVED per Rule 15 ✓			

	Casting or Forging.	Scantlings	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		FLAT PLATE KEEL		✓
STEM		ROLLED STEEL BAR 10X 2 1/2		
STERN FRAME	Propeller Post	CASTING	THE STEEL OF SCOTLAND	RULE 11/8 X 3/2
	Rudder	"	"	
	AND AS APPROVED.			
Speed of Vessel		12 1/2 KNOTS.		✓
RUDDER—Type.		DOUBLE PLATE STREAMLINED		
"	A X D	660		✓
"	Diam. of head	FORGING 13"	LINDHOLMEN-MOTALA	
"	Mainpiece at top pintle	CASTING 14" X 12"	STROMMENS	
"	" heel	10" X 12"	VERMISTED	
"	AND AS APPROVED			
"	how constructed	CAST STEEL FRAME—NO BACK POST. PLATE RIVETED TO FRAME.		
"	double or single plate	DOUBLE PLATES—50		✓
"	coupling, vertical or horizontal	HORIZONTAL.		✓

		Plating Thickness.	VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
HULLSHIP BULKHEAD, Upper two decks						
"	"	Second				
"	"	Third				
"	"	Holds	53-41	10x3/2x40 BA ✓	2 Horizontal str. In the DEPTH APPROVED	12-34 1/2 8x4 TOP
COLLISION						
"	"	(in Hold)	52-26	9x3 1/2 x 48 BA ✓	2 SEMI-BOX BEAMS 4 W.T. PLAT.	
AFTER PEAK						
"	"		48-20	8x3x38 BA ✓	2 SEMI-BOX BEAM + DOWNEY BOILER PLAT.	

Has the Steel been tested as required by the Rules? YES

EQUIPMENT No 4483577										LETTER <i>Ct</i>		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.		
		Owia.	qrs.	lbs.	Owia.	qrs.	lbs.	Tons.	owia.	qrs.	lbs.	Owia.						
35977	1st Bower ...	73	1	0	Stockless			55	10	0	0	✓	77	✓	BYERS IMPROVED	PER W. L. BYERS & CO. LTD. SUNDERLAND.	18/6 J. H. BUTLER	
35976	2nd " ...	73	1	0	✓	-	-	55	10	0	0	✓	77	✓	" "	" "	10/6 " "	
35978	3rd " ...	73	0	14	✓	-	-	55	10	0	0	✓	65 1/2	✓	" "	" "	10/6 " "	
	Collective weight.	219	3	0	✓							✓	219 1/2	✓				
45259	2nd Bower ...	22	0	20	✓	5	2	0	22	11	1	0	✓	22	✓	Donkin & Ferguson W. L.	Staircase 170 Newcastle 9/6.	T. D. Dole

M.V. "SAN CALISTO"
PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.						AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		Rivets in Brackets to Bulkheads.			
						In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
						Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Diam.	Spang.	Inches.	Number.	Diameter.	
Framing of L C						7	3	.40	TRANS FMS IN POOP & FORECASTLE ✓	AS FITTED.	AS FITTED	7/8	5/4	5 1/4 THROUGHOUT.	7	3/8							
Frames in Bridge 'tween Decks ...						17x4x4 x .52 CHAN. ✓	17x4x4 x .52 CHAN. ✓	17x4x4 x .52 CHAN. ✓	AS FITTED	AS FITTED	7/8	5/4	10 RVS AT 3 1/8"	7	3/8								
Frames from Uppermost Continuous Deck CENTRE GIRDER No. 1						17x4x4 x .52 CHAN. ✓	17x4x4 x .52 CHAN. ✓	17x4x4 x .52 CHAN. ✓	AS FITTED	AS FITTED	7/8	5/4	-Do-	18 3/8	TO BAR								
" 2						17x4x4 x .52 CHAN. ✓	17x4x4 x .52 CHAN. ✓	17x4x4 x .52 CHAN. ✓	AS FITTED	AS FITTED	7/8	5/4	-Do-	18 3/8	" " LONG.								
" 3						OIL TIGHT ✓	LONGITUDINAL	BULK HEAD.	AS FITTED	AS FITTED	7/8	5/4	-Do-	18 3/8	" " LONG.								
" 4						OIL TIGHT ✓	LONGITUDINAL	BULK HEAD.	AS FITTED	AS FITTED	7/8	5/4	-Do-	18 3/8	" " LONG.								
" 5						17x4x4 x .48 CHAN. ✓	TRANSVERSE FRAMING	AS FITTED	TRANSVERSE FRAMING	7/8	5/4	10 RVS AT 3 1/8"	Do										
" 6						17x4x4 x .48 CHAN. ✓	IN END WING OIL TANKS.	Do	IN END WING OIL TANKS.	"	"	Do	Do										
" 7						17x4x4 x .48 CHAN. ✓	TANKS.	Do	TANKS.	"	"	Do	Do										
" 8						12x3 1/2 x .50 BA. ✓	-Do-	Do	-Do-	"	"	Do	Do										
" 9						TRANSVERSE FRAMING 9x8 1/2 x .51 B.A. ✓	SPACED 30" AS PER PAGE 1.		SPACED 30" AS PER PAGE 1.														
" 10						NOTE:- BACK BARS FITTED TO LONGITUDINALS AT BULKHEADS AS PER RULE																	
CENTRE GIRDER						PLATE 40x.42 INTERCOSTAL BETWEEN TRANSVERSES & BHDS																	
OIL TANKS.						TOP BARS. 3 1/2 x 3 1/2 x .44 "	"	"	"	"	"	"	"										
"						BOTTOM BARS. 4x4x.50 CONTINUOUS BETWEEN BULKHEADS.																	
"						VERTICALS TO TRANSVERSES 6x6x.44 DOUBLE ✓																	
"																							
"																							
"																							
Spacing of Longitudinal Frames						Amidships IN CENTRE TANK 36" ✓	IN WING TANKS. 31 1/2" ✓																
						At Ends IN CENTRE TANK 36" ✓	TRANSVERSE FMS ✓																
Double Bottoms L.L. or C						Tank Top Longitudinals																	
						Bottom																	
Spacing of Longitudinals						Amidships																	
						At Ends...																	

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

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W 463-00 581213

Lloyd's Register

W 463-00 581313

EQUIPMENT No 4483577												LETTER <i>C+</i>	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.					
35977	1st Bower ...	73	1	14	Stockless			55	10	0	0	✓	77	✓	BYERS IMPROVED	PER W. L. BYERS & CO. LTD. SUNDERLAND. 15/36 J. H. BUTLER	
35976	2nd " ...	73	1	0	"			55	10	0	0	✓	77	✓	"	" 19/36 "	
35978	3rd " ...	73	0	14	"			55	10	0	0	✓	65 1/2	✓	"	" 19/36 "	
	Collective weight.	219	3	0								✓	219 1/2	✓			
95258	Stream,	22	0	20	✓	5	2	8	22	11	1	0	✓	22	✓	ORDINARY (FORGED W.I.) STAYLOR & SONS LTD. NETHERTON 9/36 J. A. RELF	
HAWSEYS AND WARPS																	

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.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.	Cir.					Length.	Cir.					
	Fathoms.	Ins.	Tons.	Ins.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
88150 T. 88169	300	2 1/8	113.8	159.3	718	0	14	290 3/4	300	2 1/4	OR STODOLSKY JAYCO TAYCO	STAYLOR & SONS LTD	NETHERTON 31/36	J.A. RELF	TOWLINE...	(6x24) 130	3 1/4	77 1/2	130	5 1/4	
FOR PARTICULARS OF WEIGHTS SEE OTHER PAGE										✓						HAWSERS & WARPS	(6x24) 120	3 1/2	35.2	40100	2 3/4
															"						
															"						
Stream Steel Wire	(6x24) 120	5	✓	70.9	✓				120	5	(6x12)	✓									

Steering Gear, Steam By HASTIE & COGRK. 4 RAM HYDRAULIC ✓ Steering Gear, Hand By BLOCK TACKLE LED TO BOOP WINCH. ✓
Boats 4 - 24' LIFEBOATS & 1 - 20' DINGHY. Steering Chains, Size and Test. TELE MOTOR CONTROL. ✓ Windlass SEAM. BY EMERSON WALKER. LTD ✓
Cargo Ceiling in Holds, thickness and material. NONE ✓ Cargo Battens, thickness, material and spacing 5" 2" W.P. IN HOLD & TWIN DECK SPACED 9" ✓
Cargo Hatchways. (Upper Deck) STEEL COAMINGS. 30" COAMING. ✓ Thickness of Hatches: 60 STEEL COVERS SECURED BY TOGGLES TO TANKS
Size of No. 1 Hatchway (Forward) 10' 10" x 14' 6" ✓ No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓
Number of Shifting Beams and/or Fore and Afters. NONE. STEEL COVER STIFFENED BY 5" 3" x 40 ANGLE STIFFS SPACED 21" APART AT MATHWARTSHIPS
LIGHT HATCHES: 4' 0" x 3' 0". 21 TO CARGO TANKS & 2 TO O.F. BUNKERS. ✓ + 2' 8" x 3' 5" BAS FORE & AFT.
COAMINGS 30" x 40" ✓
MANHOLES TO COFFERDAMS 5 IN NUMBER: COAMINGS 12' 4" x 4" x 50 E ✓ COVERS 50. ✓

Builder's Signature

Robert Campbell
FOR LITHGOWS LIMITED

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 OIL TANKER.
be indicated, together with the flash point.

The positions in which oil is carried as fuel or cargo should

This vessel has been built in accordance with the approved plans & in general conformity with the Societies Rules for the class contemplated. ✓

The materials & workmanship are of good quality. ✓

All the double bottom tanks, fore peak tank, after peak tank, Cargo oil tanks, oil fuel bunker, oil fuel deep tank forward & cofferdams have been tested as required by the rules & found satisfactory. ✓

Oil fuel for burning purposes (FP above 150°F) in forward double bottom tank (A/S) in engine space, in cross bunker at forward end of engine space & in deep tank forward in way of cargo space. The requirements of Sect 20 of the rules have been complied with. ✓

Weather decks, chain locker & collision bld above peak flat were hoisted & found satisfactory. The freeboard has been verified & the marks cut in on the vessel's sides. ✓

The amount of Entry Fee £ 11 : 0 : 0
L.R.C.
Special Survey Fee.... £ 600 : 7 : 0
FREEBOARD
Travelling Expenses, if any £ 19 : 0 : 0

Fees applied for,
26th FEB. 1934
Received by me,
3.3 1934 4/3

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed **100 A.I.**
CARRYING PETROLEUM IN BULK
"LONGITUDINAL FRAMING AT BOTTOM AND AT DECK"

State whether the Vessel has been built under Special Survey **YES.**

Signature **Henneth Inglis.**
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to **GREENOCK.** Date of issue **9/3/37.**

Committee's Minute **GLASGOW 2-MAR 1937**

Character assigned **100 A.I.**

2.37
Carrying Petroleum in Bulk
Lloyd's A.C.P.
+ L.M.C. 2.37 200-1804.
Longitudinal Framing at Bottom & at Deck.



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Lloyd's Register
Foundation

W463-0058(313)

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.)

This vessel is a similar vessel to the M.V. San Alberto Messrs Lithgows Ltd No 871 & is a sister vessel to the M.V. San Cirilo, Messrs Lithgows Ltd No 893 now under construction.

LENGTH OVERALL = 478.6

WEIGHTS OF CABLES			
No OF CERTIFICATE	WEIGHT	No OF CERTIF.	WEIGHT
88150	36-1-10	88160	35-3-0
1	36-0-21	" 1	35-2-21
2	35-2-24	" 2	35-0-11
3	36-3-27	" 3	35-3-14
4	36-3-20	" 4	35-3-16
5	35-3-0	" 5	35-3-2
6	35-3-0	" 6	35-3-5
7	36-1-19	" 7	35-2-25
8	35-2-8	" 8	35-2-1
9	35-2-21	" 9	35-2-21
361-1-10		356-3-4	
		361-1-10	
Total		718-0-14	

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

D.F. CRUISER STERN Long framing at bottom and at top.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	WT INCLUDING PINS.		
	1st Bower	47-1-0	: V.D. : 1086 : 15/36
	2nd "	44-3-21	: R.L. : 4348 : 30/36
	3rd "	48-1-21	: R.L. : 4315 : 24/36

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 96.75 ft., R.Q.D. ✓ ft., Bridge 46 ft., Forecastle 48 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓

No. and Material of Decks 1 Dk. 2nd Dk. clear of cargo tanks

Official No. 165,406. ; Signal Letters Is bottom of vessel coated with cement PARTIALLY COATED SEE BELOW if not give particulars of composition CEMENT ON BOTTOM IN PEAKS, COFFERDAMS & COOLING WATER TANK IN ENGINE ROOM.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		149 ✓
Double bottom, under Engines and Boilers,			After peak tank,		96 ✓
Double bottom, if under Engines only,	66.3 ✓	161 ✓	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	21.6	215 ✓
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom			(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. 3384

Date 16th JANUARY 1936

Dates of Surveys held while building

(1936) APRIL 1-3-10-13-23. MAY 4-12-21-22-26. JUNE 1-5-16-18-19-26. JULY 14-20-24-29-30-31. AUG. 5-6-10-12-13-14-18-20-24-25-26. SEPT. 1-4-8-9-10-14-21-22-24. OCT. 1-13-15-19-20-21-22-29. NOV. 2-3-4-5-6-9-10-11-12-16-18-19-20-21-23-24-25-26. DEC. 1-3-4-7-8-9-10-11-12-14-15-18. (1934) JAN. 4-11-15-20-21-26. FEB. 3-9-12-16-17-22-23-24-25.

Total No. of Visits 99