

STEEL STEAMER or MOTORSHIP.

Received at London Office

JUL 28 1940

State if Report has been sent on the Freeboard of the Vessel noState if Report is sent on the Machinery of the Vessel Yes

Date of completion of report

Port of

No.

Survey held at

Date First Survey

Last Survey

18

19

1940

Machinery fitted (Aft and)

with or without Tonnage Openings

Scantling, Complete Superstructure

with or without Tonnage Openings

4542

6059

3062

DIMENSIONS.

FEET.

378.7

51.8

27.5

Single Screw Steamer
Full scantlingCLASS 100 A1 contemplated (State if with freeboard as condition of Class) noLength from fore part of stem to after part of stern
most on summer L.W.L. See Sec. 3 (1a) LBreadth (greatest moulded) BDepth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c) D1st Longitudinal Number (L x D) =2nd Numeral L x (B + D) =Framing Depth "d," at middle of length. See
Sec. 3 (1d) =Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel =
Do. Long Bridge to top
of keel =Draught Moulded =State Type of Erections & Poop Focus, BridgeBuilt at Pietra Ligure (Italy)Launched ✓ Yard No. 1Builders CANT. FED. PER COSTRUZIONI NAVALIOwners NETHERLANDS SHIPPING & TRADINGrepresented by Phs. van Ommeren (London) Ltd.Managers A. CRAWFORD & CO.(Where necessary to be entered in Reg. Book.) GLASGOW.Residence =Port of Registry ROTTERDAM

If surveyed while building, afloat, or in dry dock

Afloat

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.
amidships	36		Bracket Floors, Frame		
from $\frac{1}{2}$ length amidships to Collision bulkhead	30		" " Reversed Frame		
in peaks	24		" " Vertical Struts		
ps, Angle, \square or \square	15 x 4 x 4 x $\frac{5}{8}$		Centre Girder, depth and thickness amidships	43 $\frac{1}{2}$, $\frac{3}{4}$	
Extends up to	FREEBOARD DK.		" " top Angles	3 $\frac{1}{2}$ 3 $\frac{1}{2}$ $\frac{9}{16}$	
Amidships, Angle	none		" " bottom Angles	5 5 $\frac{3}{4}$	
" Extends up to	✓		Side Girders, No. each side and thickness	One $\frac{5}{16}$	
ing Girder	15		Margin Plate depth (excl. of flange) and thickness	D.B. TANK TOP EXTENDS TO SHIP'S SIDES	
rmost Continuous 'tween cks, Angle, \square or \square	no $\frac{1}{2}$ in deck		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem		
d'tween Decks, Angle, \square or \square	✓		" " Vertical Angle to Tank side Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area		
" " " "	✓		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem		
" " " "	12 x 3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x $\frac{5}{8}$		" " Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area		
" " " "	8 x 3 $\frac{1}{2}$ x $\frac{1}{2}$ x $\frac{3}{4}$		Tank Side Brackets, height above base line at toe of Frame and thickness		
" " " "	4 x 4 x 4 x $\frac{3}{4}$		INNER BOTTOM PLATING.		
" " " "	4 x 4 x 4 x $\frac{3}{4}$		Breadth and thickness of Middle Line Strake	60 $\frac{5}{8}$	
" " " "	4 x 4 x 4 x $\frac{3}{4}$		Thickness of remainder in Holds	9 $\frac{1}{16}$	
" " " "	4 x 4 x 4 x $\frac{3}{4}$		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?	COMPLIED WITH UNDER BOILERS & IN BOILER ROOM. UNDER ENGINES & IN BUNKERS NOT SEEN.	
" " " "	4 x 4 x 4 x $\frac{3}{4}$		BEAMS.		
" " " "	4 x 4 x 4 x $\frac{3}{4}$		{ Uppermost Continuous Deck, amidships	12, 3 $\frac{1}{2}$, 3 $\frac{1}{2}$, $\frac{5}{8}$	
" " " "	4 x 4 x 4 x $\frac{3}{4}$		{ FREEBOARD DECK in Wells, Angle, \square or \square		
" " " "	4 x 4 x 4 x $\frac{3}{4}$		" " in way of Bridge, Angle, \square or \square	7, 3, $\frac{1}{2}$	
" " " "	4 x 4 x 4 x $\frac{3}{4}$		Spacing	36	
" " " "	4 x 4 x 4 x $\frac{3}{4}$		Second Deck, amidships, Angle, \square or \square	✓	
" " " "	4 x 4 x 4 x $\frac{3}{4}$		Spacing	✓	
" " " "	4 x 4 x 4 x $\frac{3}{4}$		Third Deck, amidships, Angle, \square or \square	✓	
" " " "	4 x 4 x 4 x $\frac{3}{4}$		Spacing	✓	
" " " "	4 x 4 x 4 x $\frac{3}{4}$		Fourth Deck, amidships, Angle, \square or \square	✓	
" " " "	4 x 4 x 4 x $\frac{3}{4}$		Spacing	✓	
" " " "	4 x 4 x 4 x $\frac{3}{4}$		Poop Deck, Angle, \square or \square	7, 3, $\frac{3}{8}$	
" " " "	4 x 4 x 4 x $\frac{3}{4}$		Spacing	30	
" " " "	4 x 4 x 4 x $\frac{3}{4}$		Bridge Deck, Angle, \square or \square	7, 3, $\frac{1}{2}$	
" " " "	4 x 4 x 4 x $\frac{3}{4}$		Spacing	36	
" " " "	4 x 4 x 4 x $\frac{3}{4}$		Forecastle Deck, Angle, \square or \square	10, 3 $\frac{1}{2}$, $\frac{1}{2}$	
" " " "	4 x 4 x 4 x $\frac{3}{4}$		Spacing	48	

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 master of this Vessel stated that there are no plans available as all had been left at Rotterdam. Measurements submitted on this form were taken whilst vessel loaded coal & coke. A General Examination was first made of the vessel as per Secretary's letter S 20.6.40 then survey for class contemplated was begun as per Secretary's letter S 1.7.40. The General Examination shows this vessel to be in good condition. As vessel dry docked, it was stated, in Rotterdam during February, 1940 it is now proposed to defer drydocking in the United Kingdom until vessel returns from South America. The double bottom tanks were not prepared for internal examination except dry double bottom tanks under main boilers. It was stated classification Survey would be completed on vessel's return to this country. The workmanship and materials used in the construction of this vessel appear good and vessel is eligible in our opinion to be classed in the Register Book 100 A1 on completion of the classification Survey. Cargo battens dispensed with.

PARTICULARS OF ELECTRIC WELDING (if employed) ✓

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book "No cargo battens".

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

1st Bower
2nd "
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 52 ft., R.Q.D. ✓ ft., Bridge 123 ft., Forecastle 37 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓

Official No. 254 (Holland) Signal Letters PGNA (Holland) Extreme Breadth over Belting (Circ. 1611)

No. and Material of Decks 1 deck, steel.

Parts of Bottom of Vessel coated with cement or approved composition Forepeak tank, bilges, dry D.B. tank, after peak tank.

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	22	14
Double bottom, under Engines and Boilers,			After peak tank,	14	12
Double bottom, if under Engines only,			Deep tank, aft,	15	24
Double bottom, if under Boilers only,			Deep tank, forward, midship	30	120
Double bottom, forward,			Other tanks, if fitted, none other	✓	
Total length (if continuous) and Capacity			(If necessary, furnish further information by sketch.)		

Order for Special Survey No. ✓

Date

Dates of Surveys held while building

1940 June 21, 26, 28, 29 July 1, 2, 3, 4, 5, 5, 8, 9, 10, 11, 12, 15, 16, 17, 18, 20