

## STEEL STEAMER or MOTORSHIP.

20 DEC 1932

Received at London Office

RETAIN

State if Report has been sent on the Freeboard of the Vessel

State if Report is sent on the Machinery of the Vessel

Date of completion of report

15th December 1932

Port of TRIESTE

No. 9806

Survey held at TRIESTE

Date First Survey 30th July 1930

Last Survey 30th November 1932

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

QUAD. SCREW "CONTE DI SAVOIA"

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

COMPLETE SUPERSTRUCTURE

State Type of Erections TIER OF ERECTIONS

TONNAGE under Tonnage Deck (E Deck)

16123.65

CLASS \*100 A.I.

State if with freeboard as condition of Class

Yes

Built at TRIESTE

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

LENGTH ON L.W.L. (OVER CRUISER STERN)

800.85

Launched 28th OCT 1931 Yard No. 783

Length from fore part of stem to after part of stern

L 778.7

Breadth (greatest moulded)

B 95.8

Builders CANT. RIUNITI DELL'ADRIATICO (SAN MARCO SHIPYARD)

Total

25817.38

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

D 53.3

Owners "ITALIA" (FLOTTE RIUNITA COSMICH-LOYD SABAUDO - NAV. GENERALE)

Gross Tonnage

48502.18

DITTO TO PROM Dk (STRENGTH Dk)

79.89

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

Register Tonnage

25947.94

1st Longitudinal Number (L x D) (LIMITED BY DRAUGHT)

✓

2nd Numeral L x (B + D)

✓

Residence GENOA

## REGISTERED DIMENSIONS.

7 FEET. 17. METHOD M. BRITISH METHOD

Length 248.29 785.94

Breadth 29.30 96.04

Draught 9.88 48.62

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

✓

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

9.6

Do. Long bridge to top of keel

10.7

Do. Long bridge to top of keel

12.2

Draught Moulded

31.0

Port of Registry GENOA

If surveyed while building, afloat, or in dry dock

BUILDING, AFLOAT, AND IN DRY DOCK.

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
AMES, Spacing amidships	950, 800, 700		Bracket Floors, Frame	230 90 11	
32 600			AT 1500 CLEAR SPAN		
52 700			" " Reversed Frame	200 90 12.5	
67 800			" " Vertical Struts	230 90 11	
223 950			Centre Girder, depth and thickness amidships	1500 x 20	
3-243 680			" " top Angles	DOUBLE 150 150 19	
13-277 640			" " bottom Angles	DOUBLE 150 150 21	
77-297 600			Side Girders, No. each side and thickness	four 12	
IDE FRAMING.			Margin Plate depth (excl. of flange) and thickness	HOR 135	
Frame Amidships, Angle E or A. TANKS	260 90 10.5/13.5		" " HOR Vertical Angle to Tank side	(SIDE FRAME CARRIED THROUGH MARGIN PL.)	
INNER-SIDE SHELL Fr Amid Dk	E 240 85 9.5/13		Bracket abft + len. from stem	50 x 90 14	
Extends up to	Dk F		" " HOR Vertical Angle to Tank side	90 90 14	
WITH "ONE SIDE STRINGER" wing BHD about every 6" frame			Bracket forward + len. from stem	DOUBLE 90 90 14	
Reversed Frame Amidships, Angle E or A. TANKS	E 280 95 11/14.5		" " Gussets, spacing and scantling abft + len. from stem	✓	
INNER-SIDE SHELL	for		" " Gussets, spacing and scantling forward + len. from stem	✓	
Extends up to	Dk GYF ALT		Tank Side Brackets, height above base line at toe of Frame and thickness	13	
WITH WEBS at intervals AS APPROVED			INNER BOTTOM PLATING.		
Depth of Framing Girder (REV. FR. NO. 1)	280, 260, 240		Breadth and thickness of Middle Line Strake	1800 x 16	
Frames in Uppermost Continuous 'tween Decks, Angle E or A. TANKS	235 90 10/12		Thickness of remainder in Holds	135	
" " Second 'tween Decks, Angle E or A. TANKS	235 90 10/12		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	
LOWER & SUPERSTRUCTURES TWK	E 235 90 10/12		BEAMS. (SHELL PL CONTINUOUS TO 'C Dk AT AFT END)		
WITH WEBS at intervals AS APPROVED			B Uppermost Continuous Deck, amidships	230 90 11	
Framing in Peaks, Angle E or A. TANKS	250 90 x 14		" " in Wells, Angle E or A. TANKS	200 90 10	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	25 @ 140		" " in way of Bridge, Angle E or A. TANKS	200 90 10	
State if Frame Joggled	Yes		Spacing	every frame	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	PARTIAL Dk H STRINGERS WEBS FRG INC TO E 300 FRG SR REDUCED SHELL 23 EXTRA GIRDERS SHELL ATTACH TO FLOOR, 3/4 Rm RIVETS FR SR REDUCED		C Second Deck, amidships, Angle E or A. TANKS	200 75 9.5	
STRENGTHENING OF BOTTOM FORWARD. State Particulars			Spacing	every frame	
DOUBLE SIDE CONSTRUCTION IN SINGLE BOTTOM. TURBINE SPACE.			D E I F Third Deck, amidships, Angle E or A. TANKS	200 75 9.5	
Floors, Depth and thickness at mid line in SOLID	13.5 every 4"		CARGO BEAMS	250 90 12	
Holds, Thickness, X, Spacing			Spacing	every frame	
Height of Brackets at side above base line at toe of frame			G Fourth Deck, amidships, Angle E or A. TANKS	250 90 11	
Middle Line Keelson, on Floors, Angle E or A. TANKS	230 90 11		W.T. Hat over SHAFTS	300 100 11.5/17	
BRACKET FLOORS FR E or A. TANKS	200 90 12.5		Spacing	every frame	
" " REV. FR Foundation Plate on Floor	200 90 12.5		PROM		
" " Flat Plate Keel Angles	180 90 10		Peep Deck, Angle E or A. TANKS	200 90 10	
GIRDERS			Spacing	every frame	
Side Keelsons, No. each side (TOTAL WITHIN TANK)	five 18 10		A Bridge Deck, Angle E or A. TANKS	200 90 10	
" " thickness of Intercoastal Plating			Spacing	every frame	
As a BALLAST TANK, IT EXTEND FROM 2nd D.B. SIDE GIRDER			BOAT		
" " TO DECK E			Boat Deck, Angle E or A. TANKS	150 75 8	
DOUBLE BOTTOM. (EXTENDS PARALLEL TO Bm & 3rd S. 9. THEN WITH LARGE RISE OF FLOOR TO SHELL)			Spacing	every frame	
Solid Floors, thickness and spacing	EVERY 2" 13.5				
" " Are Frame and Reversed Frame joggled?	Yes				
Bracket Floors, breadth and thickness at middle line	1130 x 13.5				
BETWEEN 2nd & 3rd GIRDER SOLID	13.5				
" " breadth and thickness at margin plate	TAPERED 13.5				



## PILLARS AND DECKS.

	IN SHIP. m/m	Any Departure from Approved Plans to be Noted.	IN SHIP. m/m	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>	five		Stringer Plate, breadth and thickness in way of Bridge .....	2000 x 10
" in 'tween Decks, Size and Spacing.....	wide space		Thickness of Plating abreast Deck openings in way of Wells ..... fore	(113)
" " " " "	pillars and		Thickness of Plating abreast Deck openings in way of Bridge .....	8
" in Holds " "	girders as		Thickness of Plating within line of openings... aft where exposed	95
" " " " "	approved		If Sheathed, material and thickness ..... where exposed	8
<b>Centre Line Bulkhead.</b>			<b>Third Deck. D (BULKHEAD DECK)</b>	1800 x 11
Stiffeners and Spacing.....	✓		Stringer Plate, breadth and thickness.....	2000 x 10
Plating, thickness of .....	✓		If Plated, state thickness.....	8
<b>STRINGERS AND DECKS. B (Shell continuous)</b>			<b>Fourth Deck. E &amp; F</b>	2000 x 10
<b>Uppermost Continuous Deck. (600' aft)</b>			Stringer Plate, breadth and thickness.....	8
Stringer Plate, breadth and thickness in Wells Clear of D/A at break fore	1600 x (18) (21) + (170) (12)	app (19) + (170)	If Plated, state thickness .....	11.5
" " " " " in way of Bridge	2000 x		<b>CROWN OF OIL FUEL TANKS</b>	
" Angle in Wells clear of D/A	200 x 200 x (22)	app (19)	<b>Fifth Deck. G</b>	2000 x 10
Thickness of Plating abreast Deck openings) in way of Wells Clear of D/A At break fore	(155) (21)	app (175) with doubling	Stringer Plate, breadth and thickness .....	8
Thickness of Plating abreast Deck openings) in way of Bridge	(95) x (12)		Plating, Sheathing, material and thickness ... W.T. flat over SHAFTS	10, 11 (24)
Thickness of Plating within line of openings... Clear of d/a in any of Br	(11) 8		<b>Bridge Deck. C.C. Prom. D's (Strength D's)</b>	2000 x
If Sheathed, material and thickness .....	leak GO		Stringer Plate, breadth and thickness.....	10 x 20 x 3 @ (16)
<b>Second Deck. C</b>			PLATING abreast openings stringer angle	200 x 200 x (22)
Stringer Plate, breadth and thickness in Wells...	1800 x (125)		Plating, Sheathing, material and thickness ... sheathing where exposed	8 leak 50
			<b>Forecastle Deck. A</b>	2000 x (155)
			Stringer Plate, breadth and thickness.....	8
			PLATING ABREAST DECK OPENINGS WITHIN LINE of	20
			Plating, Sheathing, material and thickness ... PLATING INCREASED at break of Prom D's	where exposed leak GO as approved

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. $\Delta$			BUTTS. $\Delta$				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	No	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.						Diam.	Spacing cr. to cr.		Diam.
	$\frac{\text{Inches}}{\text{m/m}}$	$\frac{\text{Inches}}{\text{m/m}}$	$\frac{\text{Inches}}{\text{m/m}}$	$\frac{\text{Inches}}{\text{m/m}}$			$\frac{\text{Inches}}{\text{m/m}}$	$\frac{\text{Inches}}{\text{m/m}}$		$\frac{\text{Inches}}{\text{m/m}}$	$\frac{\text{Inches}}{\text{m/m}}$		
FLAT PLATE KEEL .....	1800	24	18	18			double	25	95	four	25	100	strapped
„ DELG. (if any)	1500	24	14	16			—	—	—	four	25	100	strapped
A-F	1900												A-D strapped
BOTTOM (PLATING, No. of Strakes ....)	2000	24	23, 19, 17	22, 20			double	25	95	five	25	115	E-F lapped
G-J	1000	H	23, 22				double	25	95	five	25	115	lapped
BILGE (PLATING, No. of Strakes ....)	2040	J	13	17	22, 20		treble	25	95	four	25	100	lapped
LOWER K-P	2040						treble	25	95	four	25	100	lapped
(SIDE PLATING, No. of Strakes ....)	1670	(18)	15.5	15.5			—			five	25	115	lapped
FROM BRIDGE DECK, Sheer-strake in Wells .....	930	(24)	(28)	10	app (21)		—			five	25	115	lapped
1 <sup>st</sup> Below BRIDGE DECK, Sheer-strake in Bridge U.	1920	(21)	(28)	(25)			double	25	86	five	25	115	lapped
2 <sup>nd</sup> Below SHEER STRAKE in Wells ...	2120	(20)	(24) + (13)	10	appt break (24) + (11)		double	25	86	five	25	115	lapped
3 <sup>rd</sup> Below SHEER STRAKE in Wells ...	2020	(19)	Br (24) + (16)	10	" " " (24) + (16)		treble	25	95	four	25	100	lapped
4 <sup>th</sup> Below SHEER STRAKE in Wells ...	2020	(19)	Br (24) + (13)	10	" " " (24) + (11)		treble	25	95	four	25	100	lapped
5 <sup>th</sup> Below SHEER STRAKE in Wells ...	2020	(19)	13	10			treble	25	95	four	25	100	lapped
6 <sup>th</sup> Below SHEER STRAKE in Wells ...	2020	(19)	13	13			treble	25	95	four	25	100	lapped
7 <sup>th</sup> Below SHEER STRAKE in Wells ...	2020	(19)	13	13			treble	25	95	four	25	100	lapped
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12 <sup>th</sup> Below SHEER STRAKE in Wells ...	2020	(19)	13	13			treble	25	95	four	25	100	lapped
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93 <sup>rd</sup> Below SHEER STRAKE in Wells ...	2020	(19)	13	13			treble	25	95	four	25	100	lapped
94 <sup>th</sup> Below SHEER STRAKE in Wells ...	2020	(19)	13	13			treble	25	95	four	25	100	lapped
95 <sup>th</sup> Below SHEER STRAKE in Wells ...	2020	(19)	13	13			treble	25	95	four	25	100	lapped
96 <sup>th</sup> Below SHEER STRAKE in Wells ...	2020	(19)	13	13			treble	25	95	four	25	100	lapped
97 <sup>th</sup> Below SHEER STRAKE in Wells ...	2020	(19)	13	13			treble	25	95	four	25	100	lapped</

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to ~~Upper~~ Deck (Sec. 3 c) *one*

.. Deck next below *CD'D* *ELEVEN*

As per Rule. *✓*

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....		PLATE KEEL.		
STEM .....		PLATE STEM.		
		BRACKET CASTINGS AS PER PLAN KRIEGER		
STERN FRAME { Propeller Post .....				
{ Rudder " .....		" "		
RUDDER—A x D .....				
Speed of Vessel 25.75 .....		KNOTS.		
RUDDER mainpiece at head ...		CASTING AS PER PLAN "		
" " heel ...		" "		
" how constructed .....		STREAMLINED		
" double or single plate		SEMI BALANCED		
" coupling, vertical or		162.		
" horizontal .....		HORIZONTAL.		

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens-Martin process.*  
*No. 1. Alti formi e Acciaio d'Italia. V. P. K. v. t. j. e. B. e. s. a. n. i. l. i. o. n. d. u. l. l. e. n. g. e. r. e.*  
*Oesterreichische Alpine Montan-Gesellschaft.*  
Has the Steel been tested as required by the Rules? *Yes.* LR-FAF-TB 14-65 1/2



EQUIPMENT No.				LETTER				ANCHORS.			
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.			TEST, PER CERTIFICATE.			Description of Anchor.			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.			
1662	1st Bower	238	1	20	107	0	0	0	"UNION" BAEKER	DORTMUNDER UNION	DORTMUND 26.5.31. T. BERG
1661	2nd "	237	0	13	107	0	0	0	"	"	"
1660	3rd "	235	3	7	107	0	0	0	"	"	"
	Collective weight.	711	1	12					"	"	"
1663	Stream	87	0	24	62	5	0	0	"	"	"

CHAIN CABLES.										HAWSEERS AND WARPS.								
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size supplied.		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.	
	<del>Fathoms.</del> H.	<del>Inches.</del> I.	Tons.	Tons.	Owls. qrs. lbs.	Owls.	<del>Fathoms.</del> H.	<del>Inches.</del> I.					Fathoms.	In.	Tons.	Fathoms.	In.	
86129	275	93	184 <sup>18</sup> / <sub>20</sub>	258 <sup>16</sup> / <sub>20</sub>	1029	3:14	605	92 <sup>1</sup> / <sub>2</sub>	STD LINK	BROWN LENOX - CANETHERTON	6/3/31 H. GREEN	TOWLINE...	275	230	212	275	230	
86252	302.5	"	"	"	1134	3:12			"	"	"	31/6/31 "	HAWSEERS & WARPS }	2x190	170	127	2x190	170
35451	27.5	"	"	"	102	0:14			"	"	"	CARDIFF 20/11/31 L. R. KAT.		4x192	130	78.8	4x192	130
	605	Cir.			2166	3:12		Cir.					"	4x192	115	64.8	4x192	115
Iron Stream Chain or Steel Wire	275	190		142			275	190										

Steering Gear, Steam *HYDRO ELECTRIC. BROWN BROS.* Steering Gear, Hand *✓*  
 Boats *22 LIFEBOATS. 2 DINGHIES.* Steering Chains, Size and Test *✓* Windlass *C. SACERDOTI.*  
 Ceiling in Holds, thickness and material *2" W.P.* Cargo Battens, thickness, material and spacing *6" x 2" @ 9"*  
 Cargo Hatchways. *(Upper Deck) W.T. FLUSH WITH DECK.* Thickness of Hatches *32 PLATING & 2 1/2" SHEATHING.*  
 Size of No. 1 Hatchway (Forward) *12'6" x 13'1" No. 2 17'9" x 19'8" No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓*  
 Number of Shifting Beams and/or Fore and Afters *COVERS STIFFENED.*

Cantieri Riuniti Dell'Adriatico  
**CANTIERE SAN MARCO**

Builder's Signature

*ing. Bani*

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *Yes* (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *No* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

*Oil fuel is carried in the double bottom tanks, in wing deep tanks in way of boiler spaces and in transverse group of deep tanks at the forward and at the after end of the boiler spaces. The flash point of the oil fuel is not less than 150°F.*

*Scantlings of special quality steel are indicated thus (24) and [ 240 x 85 x (24) ]. Special quality steel has been fitted amidships extending well forward and aft as follows:- Shell plating strikers J to V; inner side shell plating; abrest openings at boat deck, promenade deck, deck A, deck B, and deck C forward; inner bottom plating; deck house long bulk in promenade and boat deck; partly in the D.B. tanks, oil fuel tanks and bulkheads.*

*This vessel has been built in accordance with the approved plans and with the Rules. The workmanship is good. The forebody has been reinforced and the marks cut in on the vessel's side. All double bottom tanks, all oil fuel bunker and deep tanks and peak tanks have been satisfactorily tested. Sect 20 of the Rules where applicable has been complied with. Weather decks, w.t. bulkheads & w.t. plates have been here tested with satisfactory results. All w.t. doors have been tested satisfactorily. The lifeboat-lowering arrangements are good. Vessel examined in dry docks and found sound.*

The amount of Entry Fee *£1118* Fees applied for, *26/11/32*  
*freight* *1850*  
 Special Survey Fee *£86.143*  
 Retest of tank shutters *4.400*  
 Survey of cargo stowage *3.000*  
 Arranging Expenses, if any *4.877*  
 Attendance at trial *4268*  
 Special Survey Expenses *630*  
 Insurance, etc. *2330*  
 State whether the Vessel has been built under Special Survey *Yes.*

I am of opinion the Vessel should be Classed *8 100 A.1.*  
**"WITH FREEBOARD"**

FOR W.M. BAUFORD & SELF

Signature *[Signature]*  
 Surveyor to Lloyd's Register of Shipping.

H.M. Certificate to be sent to *This Office* Date of issue *23/11/32*

Committee's Minute *FRI 23 DEC 1932*  
 Character assigned *+ 100A1 with freeboard*

**RETAIN**  
 Lloyd's A & C.P.

*Write in*  
*"No."*

*+ L.M.C. 11.32*  
*Fitted for oil fuel 11.32 F.P. above 150°F.*  
*F.D. C.L.*

FRI. 27 JAN 1933



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 approved plans attached herewith  
forging/casting certificates

Rpt. 4a.

Date of writing

No. in S

Reg. Book

60412

Built at

Engines m

Boilers m

1m.431.

Received by Chief

VESSEL'S NAME

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Particulars of Drop Test of Cast Steel Anchors, viz.:- Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	WEIGHT. 158:2:0	SURV. IN.	M. B.	NO. OF CERT.	4259	DATE OF TEST.	24.4.31
	2nd "	" 154:2:27		M. B.		4258		24.4.31
	3rd "	" 155:0:24		M. B.		4257		24.4.31

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge AND M. Forecastle 707.3 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. UPPER BRIDGE 618.3' FROM D.K. 560.7' *see plan sketch*

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 4 DKS (SC-Weather deck tanks) 5H DK (JH)  
Clear of Machinery space. Duct Keel joint of Machinery space.

Official No. 1801 : Signal Letters NJVP. Is bottom of Vessel coated with cement PART if not give particulars of composition ☒

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, 353	125	364	Fore peak tank, 2 COMPARTMENTS.	41	276
Double bottom, under Engines and Boilers, 469	162	995	After peak tank,	30	127
Double bottom, if under Engines only, 2288	196	2350	Deep tank, aft, 4 COMPARTMENTS.	25	865
Double bottom, if under Boilers only, 411	194	524	Deep tank, forward, 8 COMPARTMENTS.	44	2086
Double bottom, forward,			Other tanks, if fitted, 18 COMPARTMENTS EACH SIDE	399	5110
Total capacity of double bottom		4233	(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. 160  
Date 17/3/1930  
Dates of Surveys held while building } from 30th July 1930 to 30th November 1932  
please see attached sheet  
LR-FAF TB14-65 2/2  
Total No. of Visits 370