

Rpt. 1 PART  
NEW.

# STEEL STEAMER OR MOTORSHIP.

Received at London Office

(Approx. 251.5' of forward portion renewed)

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 - Rpt. 9

Date of completion of report 12th July 1947 Port of Sunderland No. 34721

Survey held at Sunderland Date First Survey 26 September 1946 Last Survey 11th July 1947

On the <sup>(State if Machinery fitted Aft and</sup>  
(if Single, Twin or Triple Screw) M.V. "ARMILLA" EX "HELIX", Machinery Aft, Twin Screw.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling* State Type of Erections *Pop, Trunk & Fac'le*

TONNAGE under } 2541.01  
Tonnage Deck ... }

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

Total.....

Gross Tonnage 3384.85

Register Tonnage ..... 1873.40

CLASS +100A.1, Carrying State if with freeboard } No  
Petroleum in Bulk. as condition of Class } FEET

Length from fore part of stem to after part of stern } L 337.00  
post on summer L.W.L. See Sec. 3 (1a)

Breadth (greatest moulded) B 50.00

Depth, at middle of length from top of keel to top  
of beam at side of uppermost continuous } D 19.25

deck. See Sec. 3 (1c) .....

1st Longitudinal Number (L x D)..... = 2701

2nd Numeral  $L \times (B + D)$  ..... = 23,337

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel..... } 17.51

Do. Long Bridge to } 13.62  
top of keel }

Draught Moulded 17'-1"

Built at Sunderland

Launched 7<sup>th</sup> March, 1947 Yard No. 546

Builders Messrs J. L. Thompson & Sons, Ltd.

Owners Neder-Indische Tankstoomboot  
Maats.

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

Residence 22-28-Quincy

Port of Registry.....'s' Gravenhage

If surveyed while building, afloat, ~~or~~ in dry dock

Yes

## 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.	
AMES, Spacing amidships.....		32	✓			Bracket Floors, Frame .....					
" " " IN FORE HOLD from 1/2 length amidships to Collision bulkhead.....		27	✓			" " " Reversed Frame.....					
" " " FORE in peak.....		24	✓			" " " Vertical Struts .....					
E FRAMING (See also Long. Framing) Rpt 1* Attached.		8" 3 1/2" x 35"	✓	8" x 3" x .35"		(IN MACHY. SPACE) Centre Girder, depth and thickness amidships					
" " " Frame Amidships, Angle, [ or ]		7" 3 1/2" x .40"	✓	7" x 3" x .40"		" " " top Angles .....					
" " " to side girders & tie beams as approved).		6" 3 1/2" x .40"	✓	6" x 3" x .40"		" " " bottom Angles.....					
" " " Extends up to.....		Upper Deck	✓			Side Girders, No. each side and thickness.....					
" " " Reversed Frame Amidships, Angle .....		✓	✓			Margin Plate depth (excl. of flange) and thickness .....					
" " " Extends up to .....		✓	✓			" " " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem .....					
" " " 1/2 of Framing Girder.....		7	✓			" " " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area .....					
" " " 1st. TRUNK SIDE (LONG.) Uppermost Continuous 'tween Decks, Angle, [ or ] [ @ .33 SP. ]		6	3	.40	✓	" " " Gussets, spacing and scantling abaft 1/4 len. from stem.....					
" " " Second 'tween Decks, Angle, [ or ]		✓	✓			" " " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area .....					
" " " Third .....		✓	✓			Tank Side Brackets, height above base line AMIDSHIPS at toe of Frame and thickness					
" " " IN FORE HOLD from 1/2 len. for'd. to 15% len. from Stem .....		8" 3 1/2" x .40"	✓	8" x 3" x .40"		INNER BOTTOM PLATING. (IN MACHY. SPACE)					
" " " FORE in Peak, Angle or [		6	3	.30	✓	" " " Breadth and thickness of Middle Line Strake...					
" " " meter and Spacing of Rivets through Frame and Shell Plating amid- ships .....		7/8" @ 4 7/8"	✓	3/4" @ 4 1/8"		Thickness of remainder in Holds .....					
" " " if Frame Joggled.....		Yes	✓			Are Rule requirements complied with regard- ing increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room ?.....					
" " " the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved ? .....		Yes	✓			BEAMS.					
" " " the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved ? .....		Yes	✓			Uppermost Continuous Deck, amidships in Wells, Angle, [ or ] .....					
E BOTTOM. (IN FORE HOLD)						" " " in way of Bridge, Angle, [ or ] .....					
" " " rs, Depth and thickness at mid-line in Holds.....		30 x .38	✓			" " " Spacing .....					
" " " Height of Brackets at side above base line at toe of frame.....		As approved	✓			TRUNK Second Deck, amidships, Angle, [ or ] .....					
" " " le Line Keelson, on Floors, Angles, [ or ] .....		3	3	.44 (Double)	✓	" " " Spacing .....					
" " " " Through Plate or Inter- costal Plate .....		30 x .47	✓			Third Deck, amidships, Angle, [ or ] .....					
" " " " Foundation Plate on Floors .....		48 x .38	✓			" " " Spacing.....					
" " " " Flat Plate Keel Angles		3 1/2 3 1/2 .50 (Double)	✓			Fourth Deck, amidships, Angle, [ or ] .....					
" " " Keelsons, No. each side. (IN FORE HOLD)		Two	✓			" " " Spacing.....					
" " " thickness of Intercostal Plate...		.36	✓			Poop Deck, Angle, [ or ] .....					
" " " " RIDER PLATE		15 x .38	✓			" " " Spacing.....					
" " " Angles .....		3	3	.36	✓	Bridge Deck, Angle, [ or ] .....					
" " " DOUBLE BOTTOM. (IN MACHY. SPACE)						" " " Spacing.....					
" " " Solid Floors, thickness and spacing .....						Forecastle Deck, Angle, [ or ] .....					
" " " " Are Frame and Reversed Frame joggled ? .....						" " " Spacing.....					
" " " Bracket Floors, breadth and thickness at middle line .....						" " " Spacing.....					
" " " " breadth and thickness at margin plate.....											



## PILLARS AND 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		One in holds, 2 in Ford Tween Dks.		Stringer Plate, breadth and thickness in way of Bridge			
FOR <sup>2</sup> in Tween Decks, Size and Spacing		278 @ 48"		Thickness of Plating abreast Deck openings in way of Wells			
FOR <sup>2</sup> in Holds		12 x 3 1/2 x 3 1/2 x 1425 11 x 3 1/2 x 3 1/2 x 1525		Thickness of Plating abreast Deck openings in way of Bridge			
IN CA CARGO TANKS		8 8 3 140		Thickness of Plating within line of openings			
LONGIT <sup>2</sup> WING Centre Line Bulkheads		10 x 3 1/2 x 3 1/2 x 4056 8 x 3 x 3 x 4056 @ 8'0" SPACING, 8'00' approved		If Sheathed, material and thickness			
Stiffeners and Spacing		2 OFF (1P & 1S) 5 8 9 3 38 IN WAY N <sup>2</sup> 6 TANK		Third Deck.			
Plating, thickness of		AT TRUNK SIDE 148 BELOW HARBOUR DK. 39		Stringer Plate, breadth and thickness			
STRINGERS AND DECKS.				If Plated, state thickness			
Uppermost Continuous Deck (HARBOUR DK.)		56 x .46 - .34		Fourth Deck.			
Stringer Plate, breadth and thickness in Wells				Stringer Plate, breadth and thickness			
" " " " in way of Bridge		6 6 .50		If Plated, state thickness			
Angle in Wells				Poop Deck.			
Thickness of Plating abreast Deck openings in way of Wells		.46		Stringer Plate, breadth and thickness			
Thickness of Plating abreast Deck openings in way of Bridge		.40		Plating, Sheathing, material and thickness			
Thickness of Plating within line of openings		.46 - .30		Bridge Deck.			
If Sheathed, material and thickness		Not sheathed		Stringer Plate, breadth and thickness			
TRUNK Second Deck.		56" & .44" within line of openings		Plating, Sheathing, material and thickness			
Stringer Plate, breadth and thickness in Wells				Forecastle Deck.			
				Stringer Plate, breadth and thickness		.32	
				Plating, Sheathing, material and thickness		.32	2 1/2" 1 roko

## SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				EDGES.		BUTTS.		
	AMIDSHIPS.		FORWARD.	AFT.	SINGLE OR DOUBLE.	RIVETS.	NO. OF ROWS OF RIVETS.	RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.
Flat Plate Keel	53	.68	.58		Double	7/8 3/8	Butts welded		
" Dblg. (if any)									
Bottom Plating, No. of Strakes (FOUR)	18, C, E-D	.50 .58	.58	Ship					
Bilge Plating, No. of Strakes (ONE)	E	.55	.50	Existing	Double	7/8 3/8	Butts welded		
Side Plating, No. of Strakes (ONE)	F	.50	.42	.68 @ Break of Poop					
Upper Deck, Sheer-strake in Wells		.50	.42						
Upper Deck, Sheer-strake in Bridge									
Strake below Sheer-strake in Wells	57	.50	.42		Double	7/8 3/8	Butts welded		
Strake below Sheer-strake in Bridge									
Poop Side Plating				Existing Ship					
Bridge Side Plating									
Forecastle Side Plating			.38		Single	3/4 3	Butts welded		

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	12
" Deck next below	
As per Rule	6

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper Tween decks	.40	8" x 3" x .385	32"	2 GIRDERS 36" x .40" & 13" x .40" with 3" x 3" x .40" Face bar	As approved
" " Second		Vertical web plate as approved		1 GIRDER 21" x .40" with 3" x 3" x .40" Face bar	As approved
" " IN WING TANKS	.45	8" x 3" x .46	36"		
" " Holds		8 x 3 1/2 x .385			
COLLISION " (in Hold)	.36 - .32	8 x 3 1/2 x .385 toe welded	32"	Flat	
AFTER PEAK " "		Existing Ship			

## FORGINGS AND CASTINGS.

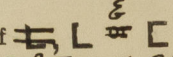
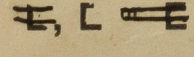
	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar		Flat plate		
STEM	Rolled Bar	7 1/4" x 2 1/8"		
STERN FRAME	Propeller Post	Existing		
	Rudder	Forging 8" x 2 1/8"	Walsingham Steel Co. Ld.	
Speed of Vessel				
RUDDER—Type		Ordinary		
" A x D				
" Diam. of head				
" Mainpiece at top pintle	Forging	10 5/8"	Walsingham Steel Co. Ld.	
" heel		8 1/8"		
" how constructed		Arms shrouk a		
" double or single plate coupling, vertical or horizontal		Single plate		
		Horizontal		

## STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens Openhearth*  
*Dorman, Long & Co., Ld. — Appleby-Frodingham Steel Co., Ld. — Skinningrove Iron Co., Ld.,*  
*South Durham Steel & Iron Co., Ld. — Consett Iron Co., Ld., and Cargo Fleet Iron Co., Ld.*  
 Has the Steel been tested as required by the Rules? *Yes*



PARTICULARS OF LONGITUDINAL FRAMING.  
(AT BOTTOM IN CENTRE TANK, TRUNK DECK & SIDES.)

FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.					
		In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam.	Speng.		Number.	Diameter.	
Framing of  EX <sup>P</sup> TRUNK SIDES. Frames in Bridge between Decks Frames from Uppermost Continuous Deck	No. 1	6	3	.40										
	" 2													
	" 3													
	" 4													
	" 5													
	" 6													
	" 7													
	" 8													
	" 9													
	" 10													
	" 11													
	" 12													
	" 13													
	" 14													
	" 15													
C <sup>S</sup> GIRDER (INTERC <sup>L</sup> )		42" x 42" Bottom bars 3 1/2 x 3 1/2 x .50 Top bars 6 x 3 x .40 (SINGLE)												
Spacing of Longitudinal Frames		At Ends Transverse framing at ends												
Double Bottoms L, L or C		Existing double bottom in Engine room only, and transverse framed.												
Tank Top Longitudinals														
Bottom " " Amidships														
At ends...														
Transverses.														
ON WING LONG <sup>S</sup> SHD Side (in 'tween Decks) EX <sup>P</sup> TRUNK Side (in Hold) IN C <sup>S</sup> TANK Bottom	Depth and Thickness	21" x .40												
	Face Angles	3 1/2 3 .40												
	Lugs to Shell*	Welded to Bhd.												
	Depth and Thickness	CENTRE TANK 42" x .42 WING TANK 24" x .40												
	Face Angles	6 3 1/2 .50 D. 3 3 .40 Single												
	Lugs to Shell*	5/16 Double fillet welds & as approved transverse framed												
	Back Bars	As approved												
	Brackets	As approved												
	Spacing of Transverse Frames...	8'-0"												
	* State if joggled or liners.													
Longitudinal Beams of 	TRUNK Bridge Deck	6	3	.40										
	Upper "	Transverse framing												
	Second "													
	Third "													
Transverse Beams.		Plate. Face Angles. Any departure from Approved Plans to be Noted.												
		23" x .40 3 1/2 x 3 x .40 (S) 15" x .40 3 Flange												

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., to be entered in their respective places provided for on the Report Forms.

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



EQUIPMENT No. 24927 LETTER 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.

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.

Steering Gear, Type (Power or hand) Hastic & Co. 8x8 (Existing) Alternative Means of Steering Wire tackle from after which as originally.
Steering Chains (Size and Test) None Windlass Emerson Walker 9 1/2 x 11 Boats 2 @ 28'-0" (1 motor)
Ceiling in Holds, thickness and material None 2 1/2" x 3/4" covered, spaced 9" apart.
Cargo Hatchways, (Upper Deck) TO FORE HOLD - 120" x 40" welded to dk. TO FORE HOLD - 50" x 40" welded to dk. TO CARGO TANKS - 52" x 40" welded to dk.
Size of Hatchways No. 1 (Fwd.) No. 2 No. 3 No. 4 No. 5 No. 6
Number of Shifting Beams and/or Fore and Afters None
Builder's Signature JOSEPH L. THOMPSON & SONS, LIMITED GENERAL MANAGER

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. Yes
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. Oil tanker. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).
The new forward portion of this ship (approx. 251.5') has been built in conformity with the Society's Rules & Regulations and the Secretary's letters. The ship's length has been increased by 32'-0" (one additional tank space) from 305'-0" to 337'-0". The scantlings & arrangements are in accordance with or equivalent to those shown on the approved plans. The materials & workmanship are of good quality.
The fore peak tank, cargo oil tanks & cofferdam, decks & bulkheads forward, hand pump, & windlass have been tested & found satisfactory.
On completion, the new forward portion was efficiently joined to the existing after portion in drydock (for details please see Sunderland Rpt. 8 N° 34722)
The freeboards assigned by the Committee have been verified & cut-in on the vessel's sides. Oil carried as fuel is as per the original arrangement & existing in the ship. The vessel between the forward cofferdam and the pump room aft is divided into 18 cargo tanks - viz 6 centre and 6 wing tanks (p. 85).

The amount of Entry Fee. £ : : Fees applied for, 19
Special Survey Fee. £ : : Received by me, 19
FREEBOARD £ 14 0 0
Travelling Expenses, if any £ : :
State whether the Vessel has been built under Special Survey Yes
Certificate to be sent to SUNDERLAND Date of issue.
Signature of Surveyor to Lloyd's Register of Shipping.

Committee's Minute 29 AUG 1947
Character assigned See Sd 34722
The Surveyors are requested not to write on or below the Committee's Minutes.
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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.)

At this time the Special Survey was also carried out on the existing after portion of the ship. (Please see Sunderland Rpt. No. 34722)

The approved plans, 5 in number relating to the construction and joining up of the new portion of this ship are forwarded herewith.

Interim Certificate 'B' issued - copy attached herewith.

PARTICULARS OF ELECTRIC WELDING (if employed) Butts of keel & shell plating, of upper & trunk dk. plating (in way of oil tanks) welded; Upper dk., side stringers in tanks & at fore end, and F.P. tank top welded to shell, and upper dk. also welded to trunk sides. Fore peak bhd. & stiffeners chords welded; In cargo tanks transverse bhd. welded to long. bhd. to deck & to shell; long. bhd. welded to shell; bulkheads girders & webs welded to bulkheads; Transverses in Cr. tanks welded to shell & long. bhd.; Int. transverse girders on fore bottom shell welded to shell & shell seams welded locally fore in way of main pipes; Hatch & Vent Coamings & other items of minor importance welded. Electrodes complying with Sect 46 of the Rules have been employed for manual welding & the Rules for the application of Electric Arc welding to ship construction have been complied with where applicable.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book, Longitudinal framing at bottom, and at trunk top and sides in Centre tank; Shell and deck butts welded; Vessel lengthened by 32'-0" (one tank space); Wireless; Direction finder; and Echo Sounding.

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 96.16 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 50.0 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated Poop & Forecastle joined by trunk top (Trunk 20'-0")

Official No. 5829 Signal Letters P.C.U.L. Extreme Breadth over Belting No belting Over-all Length 349.00' (Circ. 1611) (Circ. 1703)

No. and Material of Decks One deck, steel.

Parts of Bottom of Vessel coated with cement or approved composition Fore peak tank & forward cofferdam cemented on bottom shell & cement washed elsewhere. Cargo tanks uncoated.

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,	18.75	47.7
Double bottom, under Engines and Boilers,			After peak tank, as per original report.	17.2	56.0
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward, COFFERDAM. (RS. 111-113)	4.0	121.0
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity.			(If necessary furnish further information by sketch.)		

Order for Special Survey No. ✓

Date 11-9-46

Dates of Surveys held while building

1946. Sep 26, Oct 16, 28, Nov 5, 6, 12, 13, 18, 21, 28. Dec 4, 9, 16, 23, 27, 30  
1947. Jan 6, 9, 13, 16, 17, 20, 21, 23, 24, 27, 28, 29, 30. Feb 1, 4, 5, 7, 10, 12, 13, 18, 20, 21, 25, 28. Mar 3, 4, 7,  
May 22, 23, June 24 July 4, 7, 9, 11

Total No. of Visits 51