

STEEL STEAMER or MOTORSHIP.

Received at London Office 30 MAY 1934

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel ✓Date of completion of report 28th MAY 1934 Port of MIDDLESBROUGH No. 15130
Survey held at MIDDLESBROUGH Date First Survey 29th Jan 1934 Last Survey 22 May 16th 1934On the STEEL TWIN SCREW TANKER CRIOLLO FIEL (MACHINERY AFT)
State Type FULL SCANTLING (POOP, F'CLE & TRUNK DK) State Type of Erections POOP & F'CLETONNAGE under 2904.65 CLASS + 100 A.I. State if with freeboard NO Built at HAYERTON HILL - ON - TEES
Tonnage Deck... CARRYING PETROLEUM IN BULK as condition of Class FEET. Launched 15-5-1934 Yard No. 237Do. of space or spaces between Tonnage Dk. and Upper Dk. Length from fore part of stem to after part of stern } L 350'0"
Breadth (greatest moulded) } B 60'0"
Depth at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) } D 17'6"Total Gross Tonnage 4084.63 1st Longitudinal Number (L x D) = 6125
Register Tonnage 2475.51 2nd Numeral L x (B + D) = 27125REGISTERED DIMENSIONS. FEET. Framing Depth "d," at middle of length. See Sec. 3 (1d) } 15'9"
Proportions—Depth to Length—Uppermost continuous deck to top of keel } 13.34 (TRUNK TIP)
Do. Long Bridge to top of keel } 14'11"Length 351.3 Port of Registry BUENOS AIRES
Breadth 60.2 If surveyed while building, afloat, or in dry dock
Depth 16.75 Draught Moulded WHILE BUILDING

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	24"		Bracket Floors, Frame	✓	
" " from 1/2 length to Collision bulkhead	24"		" " Reversed Frame	✓	
" " in peaks	24"		" " Vertical Struts	✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships IN E & B. SPACE	40" x 36" x 36 ES. 48 BS.	
Frame Amidships, Angle, [or]	7 x 3 x 4		" " top Angles	DOUBLE 3 x 3 x 4 5 BS.	
" " Extends up to	UPPER DK		" " bottom Angles	DOUBLE 3 1/2 x 3 1/2 x 4 1/2	
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	TWO UNDER ENGINES .34 ONE UNDER BOILERS .44	
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	✓	
Depth of Framing Girder	7"		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	✓		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	✓	
" " Second 'tween Decks, Angle, [or]	✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
" " Third " " "	✓		" " Gussets, spacing and scantling forward 1/2 len. from stem	✓	
Framing in Peaks, Angle	AFT PEAK 6 x 3 1/2 x 4 1/2 FORE PEAK 7 x 3 1/2 x 3 1/2		Tank Side Brackets, height above base line at toe of Frame and thickness		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	YES		INNER BOTTOM PLATING.		
State if Frame Joggled	YES		Breadth and thickness of Middle Line Strake	8 1/2 x 4 UNDER ENG. 7 1/2 x 4 UNDER BOILER 4 ES. 4 1/2 BS. 7/8 PLATE UNDER ENGS	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	PANTING FRS 9 x 3 1/2 x 4 1/2 B.A. SIDE SPRINGER PANTING BEAMS DEEP FLOORS IN FORE PEAK AS APPROPRIATE.		Thickness of remainder in Holds		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	THREE STRAKES OF BOTTOM F.R.M. KERN SHILL NEXT TO KEEL 57 TO COLL. AND D.B.L. FRS. TO SHILL 5 1/2 x 3 1/2 REV. D.B.L. 17 FLOORS 3 x 3 x 36		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?	YES.	
SINGLE BOTTOM. IN ALL TANKS.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	21" x 38		Uppermost Continuous Deck, amidships in Wells, Angle, [or]	7 1/2 x 3 x 36 B.A.	
Height of Brackets at side above base line at toe of frame	4'3"		" " in way of Bridge, Angle, [or]	✓	
Middle Line Keelson, on Floors, Angle, [or]	8 x 3 x 4 7/8 7 x 3 1/2 x 5 1/2 B.A.		Spacing	EVERY FRAME	
" " Through Plate	48 x 46 to 40		Second Deck, amidships, Angle, [or]	✓	
" " Intercoastal Plate	14" x 6		Spacing		
" " Foundation Plate on Floors	4 x 4 x 5 to 48		Third Deck, amidships, Angle, [or]	✓	
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side	ONE		Fourth Deck, amidships, Angle, [or]	✓	
" " thickness of Intercoastal Plate	.38 to .36		Spacing		
" " Angles	7 x 3 x 5		Poop Deck, Angle, [or]	BULB ANGLE 7 x 3 x 37	
DOUBLE BOTTOM. IN E & B. SPACE			Spacing	EVERY FRAME	
Solid Floors, thickness and spacing	24" 40 x 34 UNDER ENGINES 36 x 44 BOILERS		Bridge Deck, Angle, [or]	✓	
" " Are Frame and Reversed Frame joggled?	FRAMES ONLY.		Spacing	✓	
Bracket Floors, breadth and thickness at middle line	✓		Forecastle Deck, Angle, [or]	B.A. 6 x 3 x 36 to 5 1/2 x 3 x 3 B.A.	
" " breadth and thickness at margin plate	✓		Spacing	EVERY FRAME	

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.....	14 OIL TANKS.			
" in 'tween Decks, Size and Spacing.....	10" x 4" x 4" .62 II			
" " " " "	DOUBLE CHANNELS			
" " " " "	IN CENTRE.			
" " " " "	TWO IN EACH TANK.			
" in Holds " " "	4 ANGLES 5" x 5" x 4" +			
" " " " "	P+S. IN MACH. SPACE			
" " " " "	ONE IN CEN. AFT IN			
" " " " "	MACH. SPACE 3 1/2" DIA. SOLID.			
LONGITUDINAL				
Centre Line Bulkhead. 5. P+S.	6" x 3" x 4" B.A.			
Stiffeners and Spacing.....	24" R.P.A.T.			
Plating, thickness of .....	.50 TO .42 .62 TRUNK SIDE.			
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	89" x .48			
" " " " in way of Bridge	✓			
" Angle in Wells	6" x 6" x .48			
Thickness of Plating abreast Deck openings in way of Wells .....	.48 TO .30			
Thickness of Plating abreast Deck openings in way of Bridge	✓			
Thickness of Plating within line of openings	✓			
If Sheathed, material and thickness	NO			
Second Deck.				
Stringer Plate, breadth and thickness in Wells...	✓			
Stringer Plate, breadth and thickness in way of Bridge	✓			
Thickness of Plating abreast Deck openings in way of Wells	✓			
Thickness of Plating abreast Deck openings in way of Bridge	✓			
Thickness of Plating within line of openings	✓			
If Sheathed, material and thickness	✓			
Third Deck.				
Stringer Plate, breadth and thickness.....	✓			
If Plated, state thickness.....	✓			
Fourth Deck.				
Stringer Plate, breadth and thickness.....	TRUNK TOP PLATING .71			
If Plated, state thickness	50 IN LINE OF HATCHES.			
Poop Deck.				
Stringer Plate, breadth and thickness	87 TO 48" x .5 TO .34			
Plating, Sheathing, material and thickness	1.12 TO .3			
Bridge Deck.				
Stringer Plate, breadth and thickness.....	SHEATHED WITH BITUMINOUS COMPOSITION INSIDE ACCOMMODATION.			
Plating, Sheathing, material and thickness	✓			
Forecastle Deck.				
Stringer Plate, breadth and thickness.....	.34			
Plating, Sheathing, material and thickness .....	.5 TO .32			
	SHEATHING UNDER WINDLASS			

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>No</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	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.	
	Inches.	Inches.	Inches.	Inches.				Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL .....	.44	.77	.6	.6		DOUBLE	7/8	3 ³ / ₇	QUAD.	1"	"	LAPPED
,, DBLG. (if any)	v					"	"	"	TREBLE	7/8	3 ³ / ₈	.	
BOTTOM PLATING, No. }	A .84	.52	.5	.45		"	"	"	"	"	"	"	
of Strakes .....4}	C .82½	".	.57	.45		"	"	"	"	"	"	"	
BILGE PLATING, No. of }	D .79½	".	.45	.44		"	"	"	"	"	"	"	
Strakes .....1}	E .68	.52	.48	.41		"	"	"	"	"	"	"	
SIDE PLATING, No. of }	F .60½	.48	.41	.44		"	"	"	"	"	"	"	
Strakes .....2}	G .60½	.48	.41	.41		"	"	"	"	"	"	"	
UPPER DECK, Sheer- }	60½	.48	.41	.41									
strake in Wells.....}	.64 AT POOP FRONT /												
UPPER DECK, Sheer- }	.5 AT F'LE FRONT.												
strake in Bridge ...}													
STRAKE BELOW Sheer- }	v												
strake in Wells.....}													
STRAKE BELOW Sheer- }	v												
strake in Bridge ...}													
POOP SIDE PLATING .....	.36	'				SINGLE PLATE	¾	3	DOUBLE	¾	2 ⁵ / ₈	LAPPED
BRIDGE SIDE PLATING ...	'												
FOREC'TLE SIDE PLATING	.4	'				SINGLE PLATE	¾	3	DOUBLE	¾	2 ⁵ / ₈	LAPPED	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—
Extending to Upper Deck (Sec. 3 c) 3 N.T. 90 L TIGHT
" Deck next below ✓
As per Rule _____

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		FLAT PLATE		
STEM <u>ROLLED STEEL</u>		8-2 1/2	FRIEDMAN	
		BRACKETS CASTING	A.S. STROEMMEN	YARRKESFORD 086
STERN FRAME { Propeller Post		ELL POST FORGING 8-3 1/2	WILTONS	
{ Rudder "			ROTTERDAM.	
RUDDER—A x D		590.6		
Speed of Vessel		NOT EXCEEDING 10 1/2	KNOTS	
RUDDER mainpiece at head ...		FORGING 12" DIA.	WILTONS	
" " heel ...		9" DIA.	ROTTERDAM.	
" how constructed		ARMS FORGED & KEYED TO MAIN PIECE.		
" double or single plate		SINGLE 1.04		
" coupling, vertical or		VERTICAL		
" horizontal				

	Plating Thickness,	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings	Spacing.
MIDSHIP BULKH'D, Upper tween decks		42	8" x 3" x .38 B.P. -	1-11"	
36 38.54 70.		70	6" x 3" x .40 B.P. .360 38		
86. " 102. 118	Second "	3	8" x 3" x .4 B.P. /	2'-0"	
134. 150	Third "		IN WINGS		
WASH PLATE BULK'S AT	Holds	3	7" x 3" x .37 B.P. -	2'-6"	
WINGS 70. 102. 154			8" x 3" x .4 B.P. }	2'-0"	
			6" x 3" x .36 B.P. }	APART.	
COLLISION	(in Hold)	37	6" x 3" x .36 B.P. }	2'-0"	
CHINA LOCKER 8162		36	8" x 3" x .4 B.P. }	APART	
AFTER PEAK		36	5" x 3" x .32 B.P. }	2'-0"	
			DIFF.	APART	

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) OPEN HEARTH
DORMAN LONG & CO. SOUTH DURNAM STEEL & IRON CO. L^o CARGO FLEET IRON CO. L^o
 STEEL. SKINNINGROVE IRON CO. L^o STEEL CO. OF SCOTLAND COLVILLES L^o FRIDGEMAN & S. CO. L^o
PERSE & PARTNERS L^o
 Has the Steel been tested as required by the Rules? YES.

EQUIPMENT No. 29167										LETTER 24.		ANCHORS. 38.15.			
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.
34757	1st Bower ...	51	1	0	SPACKLESS			43	3	0	14	52-10-0	BYERS IMP.	H.L. BYERS LTD	SUND. 26-4-34 U.N.B.
34750	2nd „ ...	50	3	0			D:	42	16	3	14		D:	D:	D:
34752	3rd „ ...	50	3	0			D:	42	16	3	14		D:	D:	SUND. 27-4-34 J.H.B.
	Collective weight.	152	3	0								149-10-0			
93488	Stream	14	2	10	3	2	18	16	3	1	21		RODGERS (F.N.I)	HINGLEY & SONS NETHERTON	22-3-34 H.GREEN

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.		Supplied.	Per Rule.	Supplied.	Per Rule.	Length.	Diam.					Length.	Ins.		Length.	Ins.	
98529	135	2 1/4	7 1/2	107 1/2	288-2-21	573 3/4		270	2 1/4	STUD	HINGLEY & SONS NETH.	31-3-34 H.G.	TOWLINE	120	4 1/2	43-3	120	4 1/2	
98547	135	2 1/4			289-1-3						D:	D: 13-4-34 H.G.	HAWSERS & WARPS	4090	2 1/2	13-2	4090	2 1/2	
Iron Stream																			
Steel Wire	90	4 1/2		43-3				90	4 1/2		HOOB HAWKIE								

Steering Gear, Steam *ATLAS WORKS BREMEN* Steering Gear, Hand *BLOCKS & TACKLE LED TO WINCH (AS APPROVED)*

Boats *2 AT 24'0" x 7'6" x 3'0"* Steering Chains, Size and Test *DIRECT GEAR.* Windlass *STEAM. ATLAS WORKS BREMEN.*

1 WORKING BOAT 18'0" LONG.

Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *✓*

Cargo Hatchways.—(Upper Deck) *OILTIGHT HATCHES ON TRUNK TOP TO CENTRE TANKS 7'0" OFF* Thickness of Hatches *OILTIGHT HATCHES ON TRUNK TOP TO WING TANKS.*

3'8" x 3'2 1/2" 9' COAM. x .46 *3'8" x 2'3" 9' COAM. x .4* *FOUR PORT* *FOUR STAR.*

Size of No. 1 Hatchway (Forward) *✓* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *✓*

FOR FURNESS SHIPBUILDING CO. LIMITED

Builder's Signature *Jme Govern*

GENERAL DECLARATION *This Vessel has been built in accordance with the approved plans, the Secutary's letters dated 19th Jan 1934 to 14th May 1934 and in general conformity with the Rules and Regulations for the class contemplated. The workmanship and materials throughout are good. All cargo oil tanks, Cofferdam, oil fuel bunkers, fore and after peak tanks and engine room double bottom tank have been tested under pressure, the weather deck, Chain locker bulhead, tested with hose, all with satisfactory results. The vessel has left this Port for the Tyne where the machinery will be installed. The following work remains to be done and the Newcastle Surveyors have been notified accordingly. viz Examination of windlass & steering gear under working conditions & completion of carings after machinery has been installed.*

The amount of Entry Fee £ 8 : 0 : 0 Fees applied for, *4.6.1934* *am*

Special Survey Fee.... £ 418 : 17 : 6 Received by me, *6.6.1934* *N*

Freeboard 15 : 0 : 0

Travelling Expenses, if any £

I am of opinion the Vessel should be Classed *+ 100 A.1*

"CARRYING PETROLEUM IN BULK"

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

Signature *Jas. Brighton*

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to _____ Date of issue *5/4/34*

Committee's Minute *WED 5 JUN 1934* *FRI. 8 JUN 1934*

Character assigned *+ 100 A1*

carried pet. in bulk *+ Linc 6.34*

Lloyd's A & C.P. *filled for oil fuel 6.34*

mach. aft. *F.P. above 1500F*

J.D.C.L.

work Mfg.

2/12/0

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.)

Engineering & Casting Reports enclosed herewith.

List of approved plans enclosed

Profile & Deck Plans

Midship Section

Ordnance Section Bullheads

Full Port Rudder Frame

Outline Riveting Section

Propeller Brackets

Poop deck plating

Auxiliary Steering Arrangement

Machinery Space Arrangement

Fore peak Bulhead

Modified arrangement of tee bar connection at transverse.

Box Framing

Plan of Midship Section as built enclosed herewith.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	31-3-26	CNTS.	4527	T.M.C.I.	21-6-33
	2nd "	31-2-4	"	3684	R.L.	5-1-34
	3rd "	31-1-5	"	3550	R.L.	18-8-33

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 72.66 ft., R.Q.D. ft., Bridge ft., Forecastle 41.41 ft.
(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) 1 DK. (STL)

Official No. ; Signal Letters Is bottom of Vessel coated with cement AS BELOW if not give
particulars of composition DOUBLE BOTTOM & PEAKS CEMENTED. PUMP ROOM BITUMINOUS SOLUTION

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	19	155
Double bottom, under Engines and Boilers,			After peak tank,	14	63
Double bottom, if under Engines only, FEED TANK	12	19	Deep tank, aft, COFFERDAM FOR OILER	4-0	91
Double bottom, if under Boilers only, DRY TANK UNDER BOILERS	36		Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom		19.	(If necessary, furnish further information by sketch.)		309

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 1486

Date 15-1-34

Dates of Surveys held while building

1934: Apr. 2, 5, 6, 9, 12, 13, 16, 17, 23, 25, 27 May 2, 11, 14, 17, 18, 22
1934: Jan 29 Feb. 1, 2, 5, 7, 8, 10, 12, 14, 15, 16, 19, 20, 21, 22, 26 Mar 2, 6, 7, 8, 13, 14
15, 19, 20, 26, 27, 28 Apr. 3, 4, 5, 6, 9, 12, 13, 16, 18, 19, 20, 23, 24, 25, 26, 27, 30
May 1, 2, 4, 7, 9, 10, 11, 14, 15, 16

Total No. of Visits 17