

Rpt. 1.

## STEEL STEAMER or MOTORSHIP.

Received at London Office 8 JUL 1936

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 *3rd July 1936*Port of *Rotterdam*No. *24647<sup>a</sup>*Survey held at *Flushing - Rotterdam*Date First Survey *6th May 1935*Last Survey *1st July 1936*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single screw motor Tanker "ERINNA" machinery fitted aft*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full scantlings*State Type of Erections *Prop. bridge & funnels*TONNAGE under Tonnage Deck... *5540.48*CLASS *+100 A1.*State if with freeboard as condition of Class *No*Built at *Flushing*

Do. 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 425*Launched *25-36* Yard No. *202*Total *5540.48*Breadth (greatest moulded) *B 54.25*Builders *M. H. on. mach. De Schelde*Gross Tonnage *6232.73*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 31.00*Owners *M. R. Petroleum Maats. "La Corona"*Register Tonnage *3590.89*1st Longitudinal Number (L x D) *= 13175*Managers *r*

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

2nd Numeral L x (B + D) *= 36231*Residence *Gravenhage*

## REGISTERED DIMENSIONS.

FEET.

Length *428.1*Framing Depth "d" at middle of length. See Sec. 3 (1d) *16.1*Breadth *54.5*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.7*Depth *30.9*

Do. Long Bridge to top of keel

Draught Moulded *25'-5 1/2"*Port of Registry *Gravenhage*

If surveyed while building, afloat, or in dry dock

*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.
<b>FRAMES, Spacing amidships</b> <i>from collision bulkhead</i>	<i>806</i>		<b>Bracket Floors, Frame</b>		
" " from length to Collision bulkhead	<i>686</i>		" " Reversed Frame		
" " in peaks	<i>610</i>		" " Vertical Struts		
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	<i>1500</i>	<i>13</i>
Frame Amidships, Angle, <i>E or L</i>	<i>230 90</i>	<i>"</i>	" " top Angles	<i>90 90</i>	<i>12 1/2</i>
" " Extends up to	<i>Upward</i>		" " bottom Angles	<i>100 100</i>	<i>14 1/2</i>
Reversed Frame Amidships, Angle <i>for longitudinal</i>			<b>Side Girders, No. each side and thickness</b>	<i>15</i>	<i>12</i>
" " Extends up to	<i>See self approval</i>		<b>Margin Plate</b> depth (excl. of flange) and thickness	<i>from straight to side 13.1</i>	
Depth of Framing Girder	<i>all L</i>		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>all connections as approved</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E or L</i>			" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem		
" " Second 'tween Decks, Angle, <i>E or L</i>			" " 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, <i>E or L</i>	<i>200 90 9 1/2</i>		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8" 5 1/2" and as approved</i>		<b>INNER BOTTOM PLATING.</b>		
State if Frame Joggled	<i>Yes</i>		Breadth and thickness of Middle Line Strake		
<b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars	<i>Web frames and stringers as approved</i>		Thickness of remainder in <i>Holds Motor space</i>	<i>1800 x 28-17-13</i>	
<b>STRENGTHENING OF BOTTOM FORWARD.</b> State Particulars	<i>Back bar on longitudinal extra transverse and double bars to transverse all as approved</i>		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?	<i>as per approval</i>	
<b>SINGLE BOTTOM.</b> In <i>dup. tank</i>			<b>BEAMS.</b>		
Floors, Depth and thickness at mid-line in Holds	<i>1220 9</i>		Uppermost Continuous Deck, <i>forward</i>		
Height of Brackets at side above base line at toe of frame	<i>r</i>		" " in <i>Wells, Angle, E or L</i>	<i>230 90 10</i>	
Middle Line Keelson, on Floors, Angles, <i>E or L</i>	<i>Center line 1320 in dup. tank</i>		" " in way of Bridge, Angle, <i>E or L</i>	<i>180 75 8-10</i>	
" " Through Plate or Intercoastal Plate	<i>r</i>		Spacing <i>forward</i>	<i>686 2 610</i>	
" " Foundation Plate on Floors	<i>r</i>		" " <i>aft</i>	<i>667 2 610</i>	
" " Flat Plate Keel Angles	<i>100 100 13</i>		<b>Second Deck, amidships, Angle, <i>E or L</i></b>		
Side Keelsons, No. each side	<i>400</i>		Spacing	<i>Second deck head raft See plans</i>	
" " thickness of Intercoastal Plate	<i>10 1/2</i>		<b>Third Deck, amidships, Angle, <i>E or L</i></b>		
" " Angles	<i>150 150 11</i>		Spacing		
" " Angles	<i>150 90 11</i>		<b>Fourth Deck, amidships, Angle, <i>E or L</i></b>		
<b>DOUBLE BOTTOM.</b> In way of motor space			Spacing		
Solid Floors, thickness and spacing	<i>12 667</i>		<b>Poop Deck, Angle, <i>E or L</i></b>	<i>180 75 10/8</i>	
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Spacing	<i>667 2 610</i>	
Bracket Floors, breadth and thickness at middle line	<i>Yes</i>		<b>Bridge Deck, Angle, <i>E or L</i></b>	<i>200 75 9</i>	
" " breadth and thickness at margin plate	<i>Yes</i>		Spacing	<i>806</i>	
			<b>Forecastle Deck, Angle, <i>E or L</i></b>	<i>230 90 10</i>	
			Spacing	<i>and as approved 686 2 610</i>	



# PILLARS AND DECKS.

PILLARS, No. of Rows.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
Forecastle	Two			
" 'tween Decks, Size and Spacing	75 as on plan			
" Bridge	75 and 6 1/2			
" Poop	See 6 1/2			
" in Holds				
Longitudinal Centre Line Bulkhead	Two			
Stiffeners and Spacing	230 90 4/12 B.			
	250 90 14 B.			
Plating, thickness of	Spacing all as per plan			
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	1910 16 1/2			
" " " " of Bridge	1910 19 5			
" Angle in Wells	150 150 17			
Thickness of Plating abreast Deck openings in way of Wells	14			
Thickness of Plating abreast Deck openings in way of Bridge				
Thickness of Plating within line of openings	12			
If Sheathed, material and thickness				
Second Deck.				
Stringer Plate, breadth and thickness	10 8 5			

## SHELL PLATING.

STRAKES.	AS IN VESSEL.	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.	RIVETING.
	AMIDSHIPS.	FORWARD.	State if Joggled?	
	Breadth.	Thickness.	Thickness.	
	Thickness.	Thickness.	Thickness.	
FLAT PLATE KEEL	1320	23.5	18	18
" DELG. (if any)				
BOTTOM PLATING, No. of Strakes	2120	16	17.5	13.
BILGE PLATING, No. of Strakes	2026	16	16	13.
SIDE PLATING, No. of Strakes	2550	15	11 1/2	11 1/2
UPPER DECK, Sheer-strake in Wells	1615	23.5	11 1/2	11 1/2
UPPER DECK, Sheer-strake in Bridge	at bulk	28		
STRAKE BELOW SHEER-strake in Wells	2450	18	11 1/2	11 1/2
STRAKE BELOW SHEER-strake in Bridge				
POOP SIDE PLATING			9.5	
BRIDGE SIDE PLATING		10.5		
FORECASTLE SIDE PLATING			10.5	

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	16
Extending to Upper Deck (Sec. 3 c)	15
" Deck next below	1
As per Rule	See plan.

## STIFFENERS.

	VERTICAL.	HORIZONTAL.
Plating Thickness.	VERTICAL.	HORIZONTAL.
Scantlings, Spacing.	Scantlings, Spacing.	Scantlings, Spacing.
MIDSHIP BULKHEAD, Upper 'tween decks	12.5 250x90x14	760x10.5
" " Second	10.5 230x90x11	610x10
" " Third		
" " Holds		
COLLISION	12-6 1/2 2100x90x10	See stiffening
AFTER PEAK	12-7 1/2 1500x75x11	610 per approved

## FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Flat hot plate			
STEM	Forged 250x65		rolled bar	
STERN FRAME	Propeller Post	Casting as per plan	Bochumer Verein A.G.	
	Rudder	"	Dusseldorf.	
RUDDER-A x D	66x7		Certified enclosed	
Speed of Vessel	12 knots			
RUDDER	at head	forging 327 mm		
"	Frame	cast	Bochumer Verein A.G.	
"	how constructed	double plate	Dusseldorf.	
"	double or single plate coupling, vertical or horizontal	as per plan 1/2"	Certified enclosed.	

## STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Thyssenwerke, Hoerder Huetten Verein - Deutsche Rohrenwerke Aktiengesellschaft.*

Has the Steel been tested as required by the Rules? *Yes by the Surveyors at the Steel Works.*

## EQUIPMENT No. 37659

## LETTER at

## ANCHORS.

Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
1943	1st Bower	67 0 4	Stockless	52 5 0 0	168-0-0	Union Cast Steel	Dormann Hoerder	Dusseldorf 3/3-36
1941	2nd "	66 1 19	"	51 16 1 0		"	Huetten Verein	"
1940	3rd "	66 1 16	"	51 16 1 0		"	"	"
	Collective weight.	199 3 11			194-2-0		A.G.	"
1943	Stream	18 3 26	5 0 7	19 17 2 0	19-0-0	Carl. Steel forged stock	"	"

apt. 1\*.

## PARTICULARS OF LONGITUDINAL FRAMING.

-8 JUL 1936

FRAMING.	AMIDSHIPS.	ENDS.	AMIDSHIPS.	ENDS.	RIVETING.
	In Ship.	In Ship.	Per Rule or as approved.	Per Rule or as approved.	
	In.	In.	In.	In.	
ing of L, L or C					
es in Bridge 'tween Decks	See Single Screw Motor Tanker.				
es from Uppermost Continuous Deck	No. 1				
" 2					
" 3	Ordinary transverse framing				
" 4					
" 5	and in connection therewith. Stringers fitted				
" 6	Upper stringer to shell 810 x 10.5 from bar 90 x 90 x 10.5 to longitudinal B.H. 610 x 10 from bar 90 x 90 x 10				
" 7	Second " " 715 x 11. " " 90 x 90 x 11. " " 715 x 10.5 " " 90 x 90 x 10.5				
" 8					
" 9	Ties in wing tanks as approved				
" 10					
" 11					
" 12					
" 13					
" 14					
" 15					
" 16					
ing of longitudinal frames	Amidships				
	At Ends				
ing of Transverses					
Bridge 'tween Decks					
In 'tween Decks					
ing of Transverse Frames					

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in the 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, etc., on the first page.



PILLARS AND DECKS.			
PILLARS, No. of Rows.....	INCHES IN SHIP. 7/8	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP. 7/8
1000000	Two		
Stringer Plate, breadth and thickness in way of Bridge .....	75 as on plan		
Thickness of Plating abreast Deck openings in way of Wells .....	75 and 60 steel		
Thickness of Plating abreast Deck openings in way of Wells .....			

EQUIPMENT No. 37659										LETTER at 1		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.
1942	1st Bower ...	67	0	4	52	5	0	0	52	5	0	168-0-0	Union Cast Steel	Karl Hans	3/3-36
1941	2nd " ...	66	1	19	51	16	1	0	51	16	1	194-2-0	"	"	"
1940	3rd " ...	66	1	16	51	16	1	0	51	16	1	19-0-0	Carl. steel forged stock	"	"
1943	Stream .....	18	3	26	5	0	7	19	17	2	0				

CHAIN CABLES.										HAWERS 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.		
	Fathoms.	Diam.		Supplied.	Per Rule.	Fathoms.	Diam.	Fathoms.	Ins.					Tons.	Ins.		Tons.	Fathoms.	Ins.
1246	270	2 5/16	196 1/4	134 3/4	779-3-3	720-3-0	270	2 5/16	3rd	Relief works Bosman	Karl Hans	3/5-36	TOWLINE	120	4 3/4	64.6	120	4 3/4	
													HAWERS & WARPS	2x90	3 1/4	22	2x90	2 3/4	
													"	2x90	3	18.6	2x90	2 1/2	
Stream el Wire	90	5	52.8				90	5		Carl. Hans	Forster								

Steering Gear, Steam		Steering Gear, Hand	
Hydraulic direct acting		Relief works on winches	
Steering Chains, Size and Test		Windlass Steel Drum Patent	
Ceiling in Holds, thickness and material		Cargo Battens, thickness, material and spacing	
Cargo Hatchways, (Upper Deck)		Thickness of Hatches	
Size of No. 1 Hatchway (Forward)		No. 2	No. 3
Number of Shifting Beams and/or Fore and Afters		No. 4	No. 5
		No. 6	

Builder's Signature *N.V. Kon. Mij. "De Schelde"*

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 *Yes*

The workmanship was found good and the vessel has been built in accordance with the approved plans in general conformity with the Society's Rules and the instructions given in Secretary's letters referred to in this report.

The copies of all approved plans have been retained in London.

All cargo, deep, fore and after peak tanks, trim, oil fuel bunkers and cofferdams have been tested with a head of water and found sound and tight.

Foreboard marking cut in vessel's side and kept.

amount of Entry Fee ..... £120.00 : Fees applied for, 4.7.1936

Special Survey Fee ..... £6405.00 : Received by me, 29.7.36

Travelling Expenses, if any ..... £490.00 : 29.7.36

I am of opinion the Vessel should be Classed *+100A1 Carrying Petroleum in bulk*

Signature *B. Heussenburg*

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

Certificate sent to *Rotterdam* Date of Issue *30/7/36*

Committee's Minute *TUE. 14 JUL 1936*

Character assigned *+100A1*

*Carrying petroleum in bulk*

*Lloyd's rule + Limb. 7.36*

*18000 oil eq. Ch*

*Write and*

Lloyd's Register of Shipping

Rotterdam, 5th March 1936

I beg to enclose herewith survey report form No. 828 in the case of Messrs. N.V. Kon. Mij. "De Schelde".

Yours faithfully,

*W. J. B. B. B.*

The Secretary, London.

Referred to the Chief Surveyor and the Chief Engineer Surveyor.

also from Mr. Bannick to note.

8-MAR-1936

Has the Steel been tested as required by the Rules? *Yes by the Surveyors at the Steel Works.*



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.)

Sister Vessel M.V. ETREMA Report no 24512

Letters in connection with plans London. 28/2-15/3-19/3-25/3-20/3-27/3-8/4-35-10/5-17/5-20/5 1935

Plans in London:

Midship Section; Transverse bhs. profile and bhs.

Plan of Rudder

Midship Section in metric units as built

Stringers and connections in cargo tanks.

Amended riveting in transverse and bh webs, scantlings of oil tanks in way of sheer and after end framing.

Plans of transverse oil tight bhs.

Plan of Bh 56.

Stemframe and Rudder

Plan of fore end framing.

Plan of transverse bhs 124-136 and longitudinal bh.

Plan of stringers in cargo tanks.

Plans of oil fuel bunkers and double bottom in motor room.

Plan of peak bhs.

Plan of deep tank and fore hold

Plan bridge end scantlings.

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

1st Bower Head 44.0.24 m.B. 4471-20/3.36 Shank 22-3-8 m.B. 1700-20/3.36  
2nd " " 43-2-3 m.B. 4472-20/3.36 " 22-3-16 " 1701- "  
3rd " " 43-1-14 m.B. 4471-20/3.36 " 23-0-2 " 1699- "

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 36.5 ft., R.Q.D. 17 ft., Bridge 38 ft., Forecastle 48.25 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) One bh steel 2nd bh deck of cargo tanks

Official No. ; Signal Letters P.D.Y.N. Is bottom of Vessel coated with cement in peaks only 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,			Fore peak tank,	22	103
Double bottom, under Engines and Boilers, aft.	63.5	131.8	After peak tank,	16	55
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	24.75	257.
Double bottom, forward,			Other tanks, if fitted, oil fuel bunkers	7.62	267.
Total capacity of double bottom		131.8	(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. 828

Date 6/3.35

Dates of Surveys held while building

1935-6/5-2-16/7-1-8/8-2-18/9-2-15-31/10-12-22/11-3-11-20/12  
1936-8-14-24-30/1-7-14-21-27/2-6-13-20-27/3-3-16-22-25/4-7-11-15-25-29/5-  
9-19-29-30/6-1/7.

Total No. of Visits 41