

## STEEL STEAMER or MOTORSHIP.

Received at London Office

22318  
SEP 19 1938State 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 *8<sup>th</sup> of September 1938*Port of *Rotterdam*No. *27299<sup>a</sup>*Survey held at *Rotterdam*Date First Survey *27<sup>th</sup> of July 1937*Last Survey *30<sup>th</sup> of August*19 *38*On the *(State if Machinery fitted Aft and if Single, Twin or Triple Screw)**Full single screw Motor tanker "CORYDA"*Machinery fitted *at*State Type *(Full Scantling, Complete Superstructure with or without Tonnage Openings)**Full Scantling*State Type of Erections *Prop. Bridge Forecastle*TONNAGE under Tonnage Deck... *7237.67*CLASS *100 A1* *✓* State if with freeboard *no*  
Carrying Petroleum in Bulk as condition of Class

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

Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a) *L 460.0*Launched *9<sup>th</sup> of July 1938* Yard No. *102*

Total

Breadth (greatest moulded) *B 59.0*Builders *Rotterdamsche Droogdok Maatsch. N.V.*Gross Tonnage *8028.38*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 34.0*Owners *N.V. Petroleum Maatschappij "La Corona"*Register Tonnage *4721.22*1st Longitudinal Number (L x D) *= 15640*Managers *r*  
(Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) *= 42780*Residence *Gravenhage*REGISTERED DIMENSIONS.  
FEET.Framing Depth "d," at middle of length. See Sec. 3 (1d) *13.52*Port of Registry *Gravenhage*Length *463.0*

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

Breadth *59.3*

Do. Long Bridge to top of keel

If surveyed while building, afloat, or in dry dock

Depth *33.9*Draught Moulded *27' 4 1/2"**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>	800	✓	<b>Bracket Floors, Frame</b>		
" " from $\frac{3}{4}$ length amidships to Collision bulkhead	686	✓	" " Reversed Frame		
" " in peaks	610	✓	" " Vertical Struts		
<b>FRAME FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	1524 x 13.5	✓
Frame Amidships, Angle, E or F	250 90 11	further as approved	" " top Angles	90 90 12.5	✓
" " Extends up to	upperdeck	✓	" " bottom Angles	100 100 13.5	✓
<b>Reversed Frame Amidships, Angle</b>			<b>Side Girders, No. each side and thickness</b>	two 15 x 10.5	✓
" " Extends up to			<b>Margin Plate depth (excl. of flange) and thickness</b>	straight to shipside 13.5	✓
<b>Depth of Framing Girder</b>	all full angle framing	✓	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem		✓
<b>Frames in Uppermost Continuous Tween</b>	250 90 11	✓	" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area		✓
<b>IN MOTORSPACE</b>			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		✓
Frames in Uppermost Continuous Tween	250 90 11	✓	" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area		✓
<b>IN NO. 7, 8 &amp; 9 TANKS</b>			<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>		✓
" " Second Tween Deck, Angle, E or F	280 90 11	✓	<b>INNER BOTTOM PLATING.</b>		
" " Third " " " "			Breadth and thickness of Middle Line Strake	1800 x 17.5	✓
" " from $\frac{1}{4}$ len. for'd. to 15% len. from Stem	280 90 11	✓	Thickness of remainder in Holds	29 x 13.5	✓
" " in Peaks, Angle or F	AP 230 90 9	✓	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?		✓
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	7/8 5 1/2 d and as approved	✓	<b>BEAMS.</b>		
<b>State if Frame Joggled</b>	Yes	✓	<b>Uppermost Continuous Deck, amidships</b>	200 75 11.5	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes	✓	" " in Wells, Angle, E or F		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes	✓	" " in way of Bridge, Angle, E or F	200 75 11.5	✓
<b>SINGLE BOTTOM.</b>			Spacing forward	686 x 610	✓
Floors, Depth and thickness at mid-line in Holds	1016 x 11	✓	Spacing aft	781 x 610	✓
Height of Brackets at side above base line at toe of frame			<b>Second Deck, amidships, Angle, E or F</b>		
<b>Middle Line Keelson, on Floors, Angles, E or F</b>	1016 x 10.5	✓	Spacing		
" " IN CARGO TANKS Through Plate or Intercoastal Plate			<b>Third Deck, amidships, Angle, E or F</b>		
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles	100 100 12.5	✓	<b>Fourth Deck, amidships, Angle, E or F</b>		
<b>Side Keelsons, No. each side</b>			Spacing		
" " thickness of Intercoastal Plate			<b>Poop Deck, Angle, E or F</b>	200 75 11.5	✓
" " Angles			Spacing	781 x 610	✓
<b>DOUBLE BOTTOM. in Motorspace.</b>			<b>Bridge Deck, Angle, E or F</b>	200 75 12	✓
Solid Floors, thickness and spacing	10.5 & 12.5 781	✓	Spacing	800	✓
" " Are Frame and Reversed Frame joggled?	Yes	✓	<b>Forecastle Deck, Angle, E or F</b>	230 90 10	✓
<b>Bracket Floors, breadth and thickness at middle line</b>			Spacing	686 x 610	✓
" " 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.
<b>PILLARS, No. of Rows.....</b>	Two	✓	Stringer Plate, breadth and thickness in way of Bridge .....		
<i>Forecastle</i>			Thickness of Plating abreast Deck openings in way of Wells .....		
in <i>Forecastle</i> , Size and Spacing.....	75" all frames	✓	Thickness of Plating abreast Deck openings in way of Bridge .....		
" <i>Bridge</i> " " " " " "	90" " " " " "	✓	Thickness of Plating within line of openings...		
in <i>Hold Poop</i> " " " " " "	Steel divisional bulkheads.		If Sheathed, material and thickness .....		
" <i>Two longitudinal Bulkheads in tanks</i>			<b>Third Deck.</b>		
<i>Centre Line Bulkhead.</i>			Stringer Plate, breadth and thickness.....		
Stiffeners and Spacing.....	250 x 90 x 11 R spaced 800.	280 x 90 x 11 R 11.5	If Plated, state thickness.....		
Plating, thickness of .....	10.5 & 11.	✓	<b>Fourth Deck.</b>		
<b>STRINGERS AND DECKS.</b>			Stringer Plate, breadth and thickness.....		
<b>Uppermost Continuous Deck.</b>			If Plated, state thickness .....		
Stringer Plate, breadth and thickness in Wells	2410 x 20	✓	<b>Poop Deck.</b>		
" " " " " " " " " " " "	AT BREAKS in way of Bridge	22.5	Stringer Plate, breadth and thickness .....	9.5	✓
" Angle in Wells .....	180 180 17.5	✓	Plating, Sheathing, material and thickness ...	6.5 pulch pine 64"m	✓
Thickness of Plating abreast Deck openings in way of Wells .....	19.	✓	<b>Bridge Deck.</b>		
Thickness of Plating abreast Deck openings in way of Bridge .....	✓	see DR plan	Stringer Plate, breadth and thickness.....	2280 x 10	✓
Thickness of Plating within line of openings...	14.5	✓	Plating, Sheathing, material and thickness ...	no sheathing 8.5	✓
If Sheathed, material and thickness .....	not sheathed.	✓	<b>Forecastle Deck.</b>		
<b>Second Deck. FORWARD &amp; AFT.</b>			Stringer Plate, breadth and thickness.....	900 x 9.5	✓
Stringer Plate, breadth and thickness in Wells...	9 & 10	✓	Plating, Sheathing, material and thickness ...	9 & 7.5 pulch pine 64"m	✓

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>no.</i>	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			DOUBLE.	RIVETS.		Diam.	Spacing cr. to cr.		
								Diam.					Spacing cr. to cr.
						Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.			
FLAT PLATE KEEL .....	2200.	22 ✓	19.5	19.5		double	1	4	✓ 5 to 4	1	4	Lapped.	
„ DBLG. (if any)	A 1810.	17 ✓	17.5	14.	} 5								
	B 2500.	16.5 ✓	15.	13.									
BOTTOM PLATING, No. of of Strakes <i>three</i> .....	C 2590.	16.5 ✓	14.	13.		double	7/8	3 1/2 ✓	4 to 3	7/8	3 1/2	Lapped.	
BILGE PLATING, No. of Strakes <i>one</i> .....	D 2300.	16.5 ✓	14.	15.		double	7/8	3 1/2 ✓	4 „ 3	7/8	3 1/2	Lapped	
	E 2000.	16.5 ✓	12.5 ✓	13. ✓	}								
SIDE PLATING, No. of Strakes <i>three</i> .....	F 2400	16.5 ✓	12.5 ✓	12.5 ✓		double	7/8	3 1/2 ✓	4 „ 3	7/8	3 1/2	Lapped	
	G 2400	16.5 ✓	12.5 ✓	12.5 ✓									
UPPER DECK, Sheer- strake in Wells.....	J 1300	26. ✓	12.5 ✓	12.5 ✓				5 „ 3	1 1/8	4 1/2	Lapped		
UPPER DECK, Sheer- strake in Bridge ...			Sheerstrake at Break 30.5 & 29 7/8 ✓										
STRAKE BELOW Sheer- strake in Wells.....	H 2100.	19. ✓	12.5 ✓	12.5 ✓		double	1	4 ✓	4 to 3	1	4	Lapped.	
STRAKE BELOW Sheer- strake in Bridge ...													
POOP SIDE PLATING .....				10.					3 to 2	3/4	2 5/8	Lapped.	
BRIDGE SIDE PLATING ...		11. ✓							2.	3/4	2 5/8	Lapped.	
FORECASTLE SIDE PLATING			11. ✓			single	3/4	3 ✓	1.	3/4	2 5/8	Lapped.	

## WATERTIGHT BULKHEADS.

<b>Total No. of W.T. BULKHEADS in Vessel—</b>	17.	✓
Extending to Upper Deck (Sec. 3 c)	16.	✓
" Deck next below	1.	✓
As per Rule		

## STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper two decks									
" " Second " "									
" " Third " "									
" " Holds .....									
COLLISION " (in Hold) .....									
AFTER PEAK " " " " " "									

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
<b>KEEL, Bar</b> .....		Flat plate keel		✓
<b>STEM</b> .....	forging	254 x 70	rolled bar	✓
<b>STERN FRAME</b> {				
Propeller Post .....	casting	as per	Stahlwerk	
Rudder " .....	-	approved plan	Krieger, A.G.	✓
<b>Speed of Vessel</b> .....		12 knots.		✓
<b>RUDDER—Type</b> .....		Simplex Balance Rudder.		✓
" A x D .....		387		✓
" Diam. of head .....	forging	280 1/2	Werkspoor N.V.	✓
" Main piece at top pintle		254 1/2	Gutehoffnungshütte	✓
TURNING SHAFT.				
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## STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens Martin process.*

*Colvilles Ltd; Gutehoffnungshütte; Dortmund Hoerder Hüttenverein; Thyssenhütte.*

*Vereinigte Stahlwerke.*

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

Lloyd's Register Foundation



## PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.				
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.		Number.	Diameter.
Framing of L, L or C .....																		
Frames in Bridge 'tween Decks ...																		
Frames from Uppermost Continuous Deck No. 1																		
	" 2	Steel			Single			Screw			Motor			Tank				
	" 3																	
	" 4																	
	" 5																	
	" 6	Upper			Shinger in			Wing tanks.										
	" 7	to shell			660 x			10.5			to long bhd			660 x			10.	
	" 8	face bar			90 90			11			face bar			90 90			10.5	
	" 9																	
	" 10	Second			Shinger in			Wing tanks.										
	" 11	to shell			762 x			11.			to long bhd			762 x			10.5	
	" 12	face bar			90 90			11			face bar			90 90			11.	
	" 13																	
	" 14																	
	" 15																	
	" 16																	
Spacing of Longitudinal Frames		Amidships		At Ends		For ordinary side framing see first entry report. - ✓												
Double Bottoms		Tank Top		Longitudinals														
Bottom		Bottom		Bottom														
Center		Center		Center														
Amidships		Amidships		Amidships														
Wings		Wings		Wings														
At Ends		At Ends		At Ends														
17 x 4 x 4 x 5 1/2 1/68		17 x 4 x 4 x 5 1/2 1/68		17 x 4 x 4 x 5 1/2 1/68														
837.5		837.5		837.5														
762		762		762														
7/8 5 1/4		7/8 5 1/4		7/8 5 1/4														
3 1/16 for eleven rivets		3 1/16 for eleven rivets		3 1/16 for eleven rivets														
each side of bulkheads		each side of bulkheads		each side of bulkheads														
and transverses. - ✓		and transverses. - ✓		and transverses. - ✓														
Transverses.		Transverses.		Transverses.														
In Bridge		In Bridge		In Bridge														
'tween Decks		'tween Decks		'tween Decks														
Depth and Thickness		Depth and Thickness		Depth and Thickness														
Face Angles		Face Angles		Face Angles														
Lugs to Shell*		Lugs to Shell*		Lugs to Shell*														
In Upper 'tween Decks.		In Upper 'tween Decks.		In Upper 'tween Decks.														
Depth and Thickness		Depth and Thickness		Depth and Thickness														
Face Angles		Face Angles		Face Angles														
Lugs to Shell*		Lugs to Shell*		Lugs to Shell*														
Bottom		Bottom		Bottom														
Transverses.		Transverses.		Transverses.														
Depth and Thickness		Depth and Thickness		Depth and Thickness														
Face Angles		Face Angles		Face Angles														
Lugs to Shell*		Lugs to Shell*		Lugs to Shell*														
In Hold.		In Hold.		In Hold.														
Lugs to Shell*		Lugs to Shell*		Lugs to Shell*														
" " Back Bars		" " Back Bars		" " Back Bars														
Brackets		Brackets		Brackets														
3200		3200		3200														
3200		3200		3200														
3200		3200		3200														
3200		3200		3200														
Spacing of Transverse Frames		Spacing of Transverse Frames		Spacing of Transverse Frames														
State if joggled or liners.		State if joggled or liners.		State if joggled or liners.														
Longitudinal Beams of L, L or C		Longitudinal Beams of L, L or C		Longitudinal Beams of L, L or C														
Bridge Deck		Bridge Deck		Bridge Deck														
Upper Center		Upper Center		Upper Center														
Second Wings		Second Wings		Second Wings														
Third		Third		Third														
230 90 11		230 90 11		230 90 11														
Transverse		Transverse		Transverse														
230 90 11		230 90 11		230 90 11														
framing		framing		framing														
837.5		837.5		837.5														
762		762		762														
736 x 10.5		736 x 10.5		736 x 10.5														
150 x 90 x 11		150 x 90 x 11		150 x 90 x 11														
736 x 10.5		736 x 10.5		736 x 10.5														
150 x 90 x 11		150 x 90 x 11		150 x 90 x 11														

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 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, etc., on the first page.



EQUIPMENT No.										LETTER <i>C +</i> ✓	ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.			
3243	1st Bower ...	77	3	2	Stockless			57	12	2	0	Gruen Stockless	Magdalen - Buchanan
3193	2nd " ...	77	0	11	"			57	8	3	0	"	21-6-1938 N. Stoltz
3140	3rd " ...	75	3	27	"			56	15	0	0	"	8-3-1938 N. Stoltz
	Collective weight.												29-12-1937 N. Stoltz
3194	Stream .....	22	1	22	5	2	23	22	15	0	0	Ordinary	8-3-1938 N. Stoltz

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.	Statutory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
4172	300	2 7/16	106 9/10	149 5/8	924-1-14		890-1-0		300	2 7/16	Stud	Kon Ned Groepm	Leiden 28-2-38 A.C. Buys	TOWLINE...	130	5 1/4	77.5	130	5 1/4
														HAWSERS & WARPS	2x100	3 1/4	21.7	2x100	3 1/4
														"	2x100	3 1/4	21.7	2x100	3 1/4
		Cir.								Cir.									
Iron-Steel Chain on Steel Wire	130	5		52.8					130	5		H. V. Staal draad kabel & Hercules touw fabriek							

Steering Gear, Type (Power or hand) *Steam, hydraulic direct acting* Alternative Means of Steering *relieving tackle fitted..*

Steering Chains (Size and Test) ✓ Windlass *steam patent* Boats *4 lifeboats..*

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

Cargo Hatchways.—(Upper Deck) *oil tight hatches..* Thickness of Hatches *Steel covers.*

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 }

Builder's Signature

DE ROTTERDAMSCH E DROOGDOCK MIJ,

Directeur

*A. Knappe*

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 *Motor.*

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo ✓ 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 Workmanship has been found good and the vessel has been built in accordance with the approved plans, copies of which are being retained in the London Office for record, in agreement with the instructions contained in Secretary's Letters respecting this case, detailed on other side and in general conformity with the Society's Rules..*

*Main cargo tanks, wing tanks, fuel bunkers, settling tanks, deep tanks, fore and afterpeak tanks, cofferdams and double bottom tanks in Motorspace have been tested by a head of water as required by the Rules and found sound and tight.*

*Freeboard has been marked on the vessel's sides, verified and cut in.*

*Certificates of Stemplate and Rudder and Interim Certificate are enclosed herewith..*

The amount of Entry Fee .....	<i>£ 132.00</i>	Fees applied for,	(Special notations, where part of class, to be stated.)
Special Survey Fee....	<i>£ 7213.00</i>	<i>17.9.1938</i>	
Travelling Expenses, if any	<i>£ 24.00</i>	Received by me,	
		<i>4/10.1938</i>	
State whether the Vessel has been built under Special Survey	<i>Yes.</i>	Signature	<i>L. Vuyk</i>
Certificate to be sent to	<i>Rotterdam Surveyors,</i>	Surveyor to Lloyd's Register of Shipping.	
Date of issue	<i>7/10/38</i>		

Committee's Minute

FRI 23 SEP 1938

Character assigned

*+100A1*

*Carrying petroleum in bulk*

*Wijk Apts.*

*Lloyd's A.C.P.*

*+ LULC 8.38*  
*DB 180 lb.*

*Oil imp.*

Lloyd's Register Foundation



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. S. "CLEA" Rotterdam Report No 26918.

Secretary's Letters. M 23/11; 25/11; 2/12; 10/12; 17/12; 22/12 - 1936.  
13/1; 26/1; 9/2; 15/2; 10/4; 17/4 - 1937.

Plans approved for this vessel.

Date of approval.	Description of plans.
23-11-36.	Mudship Section
23-11-36.	Outline bulkheads stringers & upper dk
23-11-36.	List of frames pacing
2-12-36.	Oil fuel bunkers and after cofferdam
10-12-36.	Simplex balanced rudder.
10-12-36.	Stern frame
10-12-36.	Mudship oil tight Bulkhead.
17-12-36.	Sections in wing tanks.
22-12-36.	Framing etc in wing tanks.
13-1-37.	Forward cofferdam
26-1-37.	Details of riveting
9-2-37.	Oil tight longitudinal bulkhead. Part 1.
22-2-37.	Oil tight longitudinal bulkhead. Part 2.
15-2-37.	Bulkhead of forward Cofferdam.
26-2-37.	Lengths of framing Parts 1-4.
26-2-37.	Shell Expansion Parts 1-3.
10-4-37.	Forepeak.
17-4-37.	Deep tank.

PARTICULARS OF ELECTRIC WELDING (if employed)

Simplex Rudder electrically welded. ✓

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Longitudinal framing at Bottom and at Deck.  
Rudder electrically welded. Leave out

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

1st Bower head 51-3-25 N.S. No 2037 Stellan 26-5-38; shank 21-1-19 N.S. No 2038 Stellan 26-5-38.  
2nd „ head 50-2-22 N.S. No 1931 Stellan 3-3-38; shank 22-0-6 N.S. No 1932 Stellan 3-3-38.  
3rd „ head 50-0-23 N.S. No 1805 Stellan 19-12-37; shank 21-1-19 N.S. No 1808 Stellan 19-12-37.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 91.3 ft., R.Q.D. ✓ ft., Bridge 43.0 ft., Forecastle 48.3 ft.  
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓

Official No. Signal Letters Extreme Breadth over Belting (Circ. 1611) ✓ no belting Over-all Length 483.3' ✓ (Circ. 1703)  
No. and Material of Decks One Dk (stl) 2nd Dk (stl) clear of cargo tanks. ✓ Mchry aft. ✓  
Parts of Bottom of Vessel coated with cement or approved composition cement in peaks only. ✓

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.	135. ✓
Double bottom, under Engines and Boilers,			After peak tank,	16.	83. ✓
Double bottom, if under Engines only,	64. ✓	156. ✓	Deep tank, aft,	24.8 ✓	262. ✓
Double bottom, if under Boilers only,			Deep tank, forward,		393. ✓
Double bottom, forward,			Other tanks, if fitted, Fuel Bunker.		
Total length (if continuous) and Capacity		156. ✓	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 898.

Date 7-6-1937.

Dates of Surveys held while building

27/7; 22/9; 7-15-20-22-27-28-29/10; 1-3-5-10-12-15-17-24-26-30/11;  
3-6-7-14-16-17-20-27-28-29/12, 1937.  
3-4-6-13-17-22-24-25-27-29/1; 2-8-14-19-20/2; 2-5-8-11-20-30/3; 2-6-7-11-13-19-22-26-27-28-29/4;  
2-4-6-7-11-12-13-16-17-18-19-20-23-25-28-30-31/5; 1-2-3-8-10-13-14-15-17-20-21-23-28-30/6;  
1-7-9-13-29/7; 1-11-12-16-17-18-20-24-26-30/8, 1938.

Total No. of Visits 107.