

STEEL ~~STEAMER~~ OF MOTORSHIP.

Received at London Office

JUL 25 1938

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 *15<sup>th</sup> of July 1938*Port of *Rotterdam*No. *27107a*Survey held at *Flushing*Date First Survey *25/2-1937*Last Survey *14-7*

1938

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

*Steel screw motor Tanker "CLEODORA"*

(Machinery of single screw)

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

*Full Scantling*State Type of Erections *Coop, bridge, forecastle*TONNAGE under Tonnage Deck... *7236.49*CLASS *100A1*

State if with freeboard

*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 most on summer L.W.L. See Sec. 3 (1a)

L *460.5*Launched *30/4.1938* Yard No. *206*Total *7236.49*

Breadth (greatest moulded)

B *59.5*Builders *n.v. Kon. maats. "De Schelde"*Gross Tonnage *8025.84*

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

D *34.5*Owners *n.v. Petroleum maats. "La Corona"*Register Tonnage *4723.99*1st Longitudinal Number (L x D) = *15640*Managers *✓*

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

2nd Numeral L x (B + D) = *42780*Residence *S. Gravenhage*

## REGISTERED DIMENSIONS.

FEET.

Length *463.1*Breadth *59.3*Depth *33.9*

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

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

*13.5*Port of Registry *S. Gravenhage*

Do. Long Bridge to top of keel

If surveyed while building, afloat, or in dry dock

Draught Moulded *27.4**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>800</i>	<i>✓</i>	<b>Bracket Floors, Frame</b>	<i>✓</i>	
" " from $\frac{3}{8}$ length amidships to Collision bulkhead	<i>686</i>	<i>✓</i>	" " Reversed Frame	<i>✓</i>	
" " in peaks	<i>610</i>	<i>✓</i>	" " Vertical Struts	<i>✓</i>	
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	<i>1524</i>	<i>13.5</i> <i>✓</i>
Frame Amidships, Angle, <i>E or F</i>	<i>250 90 11</i>	<i>✓</i>	" " top Angles	<i>90 90</i>	<i>12.5</i> <i>✓</i>
" " Extends up to	<i>upper deck</i>	<i>✓</i>	" " bottom Angles	<i>100 100</i>	<i>13.5</i> <i>✓</i>
<b>Reversed Frame Amidships, Angle</b>	<i>✓</i>		<b>Side Girders, No. each side and thickness</b>	<i>two 152</i>	<i>10.5</i> <i>✓</i>
" " Extends up to	<i>✓</i>		<b>Margin Plate depth (excl. of flange) and thickness</b>	<i>Straight to side</i>	<i>13.5</i> <i>✓</i>
<b>Depth of Framing Girder</b>	<i>all 2 frames</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem	<i>✓</i>	
<b>Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]</b>	<i>✓</i>		" " Vertical Angle to Tank side Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area	<i>✓</i>	
" " Second 'tween Decks, Angle, [ or ]	<i>✓</i>		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	<i>✓</i>	
" " Third " " " "	<i>✓</i>		" " Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area	<i>✓</i>	
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	<i>280 90 11</i>	<i>✓</i>	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<i>✓</i>	
" " in Peaks, Angle or [	<i>220 x 90 12</i>	<i>✓</i>	<b>INNER BOTTOM PLATING.</b>		
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	<i>7/8-5 1/2 and as approved</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>1800</i>	<i>17.5</i> <i>✓</i>
<b>State if Frame Joggled</b>	<i>Yes</i>	<i>✓</i>	Thickness of remainder in <i>Holds</i>	<i>29 1/2</i>	<i>13.5</i> <i>✓</i>
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>Yes</i>	<i>✓</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>✓</i>	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>Yes</i>	<i>✓</i>	<b>BEAMS.</b>		
<b>SINGLE BOTTOM.</b>			<b>Uppermost Continuous Deck, forward amidships in Wells, Angle, [ or ]</b>	<i>200 75</i>	<i>11.5</i> <i>✓</i>
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge Angle, [ or ]	<i>200 75</i>	<i>11.5</i> <i>✓</i>
Height of Brackets at side above base line at toe of frame			Spacing	<i>forward 686 and 610 aft 781 and 610</i>	<i>✓</i>
<b>Middle Line Keelson, on Floors, Angles, [ or ]</b>	<i>1016</i>	<i>10.5</i> <i>✓</i>	<b>Second Deck, amidships, Angle, [ or ]</b>	<i>✓</i>	
" " Through Plate or Intercoastal Plate			Spacing		
" " Foundation Plate on Floors			<b>Third Deck, amidships, Angle, [ or ]</b>	<i>✓</i>	
" " Flat Plate Keel Angles	<i>100 100</i>	<i>12.5</i> <i>✓</i>	Spacing		
<b>Side Keelsons, No. each side</b>			<b>Fourth Deck, amidships, Angle, [ or ]</b>	<i>✓</i>	
" " thickness of Intercoastal Plate			Spacing		
" " Angles			<b>Poop Deck, Angle, [ or ]</b>	<i>200 75</i>	<i>11.5</i> <i>✓</i>
<b>DOUBLE BOTTOM. in motor space</b>			Spacing	<i>781 2 610</i>	<i>✓</i>
Solid Floors, thickness and spacing	<i>10.5-12.5</i>	<i>781</i> <i>✓</i>	<b>Bridge Deck, Angle, [ or ]</b>	<i>200 75</i>	<i>12</i> <i>✓</i>
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>	<i>✓</i>	Spacing	<i>800</i>	<i>✓</i>
<b>Bracket Floors, breadth and thickness at middle line</b>	<i>✓</i>		<b>Forecastle Deck, Angle, [ or ]</b>	<i>230 90</i>	<i>10</i> <i>✓</i>
" " breadth and thickness at margin plate	<i>✓</i>		Spacing	<i>686 2 610</i>	<i>✓</i>

003029-003037-0075

## PILLARS AND DECKS.

		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
<b>PILLARS, No. of Rows.....</b>	<i>Two</i>				
" in <i>Forecastle</i> <del>Between Decks</del> Size and Spacing.....	<i>75" alternate beams</i>				
" " <i>Bridge</i> " " " <i>90</i> "	<i>Steel Plating</i>				
" in Holds " "					
" <i>Two longitudinal ribs in Tanks</i>					
<b>Centre Line Bulkhead.</b>					
Stiffeners and Spacing...	<i>L. 250 x 90 x 11 and 280 x 90 x 11 1/2 spaced 800-</i>				
Plating, thickness of .....	<i>10.5 and 11</i>				
<b>STRINGERS AND DECKS.</b>					
<b>Uppermost Continuous Deck.</b>					
Stringer Plate, breadth and thickness in Wells	<i>2420 x 20</i>				
" " " " <i>at break</i> in way of Bridge	<i>2582 1/2</i>				
" Angle in Wells .....	<i>180 180 17 1/2</i>				
Thickness of Plating abreast Deck openings in way of Wells .....	<i>19</i>				
Thickness of Plating abreast Deck openings in way of Bridge .....					
Thickness of Plating within line of openings...	<i>14.5</i>				
If Sheathed, material and thickness .....					
<b>Second Deck.</b>	<i>Forward and aft</i>				
Stringer Plate, breadth and thickness in Wells...	<i>9210</i>				
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 .....					
<b>Third Deck.</b>					
Stringer Plate, breadth and thickness .....					
If Plated, state thickness .....					
<b>Fourth Deck.</b>					
Stringer Plate, breadth and thickness .....					
If Plated, state thickness .....					
<b>Poop Deck.</b>					
Stringer Plate, breadth and thickness .....					
Plating, Sheathing, material and thickness ...	<i>6.5 pick Pine</i>				
<b>Bridge Deck.</b>					
Stringer Plate, breadth and thickness .....	<i>2280</i>				
Plating, <del>Sheathing</del> , material and thickness ...	<i>8 1/2</i>				
<b>Forecastle Deck.</b>					
Stringer Plate, breadth and thickness .....	<i>900</i>				
Plating, Sheathing, material and thickness ...	<i>9-7 1/2 Pick Pine 64</i>				

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>no</i> ✓			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		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. <i>mp.</i>	Inches. <i>mp.</i>	Inches. <i>mp.</i>	Inches. <i>mp.</i>			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL .....	22.00	22 ✓	19.5	19.5		Double	1	4 ✓	V to IV	1	4 ✓	Lapped
„ DELG. (if any) ✓												
BOTTOM PLATING, No. } of Strakes ..... 3..... }	18.10 ✓ 25.00 ✓ 25.90 ✓	17 ✓ 16 1/2 ✓ 16 1/2 ✓	17 1/2 ✓ 15 ✓ 14 ✓	14 ✓ 13 ✓ 13 ✓		Do.	7/8	3 1/2 ✓ 3 1/2 ✓	IV to III	7/8	3 1/2 ✓ 3 1/2 ✓	„ „
BILGE PLATING, No. of } Strakes ..... 2..... }	23.00 ✓	16 1/2 ✓	14 ✓	15 ✓		Do	7/8	3 1/2 ✓	Do	7/8	3 1/2 ✓	„
SIDE PLATING, No. of } Strakes ..... 3..... }	20.00 ✓ 24.00 ✓ 24.00 ✓	16 1/2 ✓ 16 1/2 ✓ 16 1/2 ✓	12.5 ✓ 12.5 ✓ 12.5 ✓	12.5 ✓ 12.5 ✓ 12.5 ✓		Do	7/8	3 1/2 ✓ 3 1/2 ✓	Do	7/8	3 1/2 ✓ 3 1/2 ✓	„ „
UPPER DECK, Sheer- } strake in Wells..... }	13.00 ✓	26 ✓	12.5 ✓	12.5 ✓					V to III	1 1/8 to 7/8	4 1/2 to 3 1/16	Lapped
UPPER DECK, Sheer- } strake in Bridge ... }												
STRAKE BELOW Sheer- } strake in Wells..... }												
STRAKE BELOW Sheer- } strake in Bridge ... }												
POOP SIDE PLATING .....				10 ✓		Single	7/8	3 1/2 ✓	III to II	3/4	2 5/8	Lapped
BRIDGE SIDE PLATING ...		11 ✓				Double	7/8	3 1/2 ✓	II	3/4	2 5/8 ✓	„
FOREC'TLE SIDE PLATING				11 ✓		Single	3/4	3 ✓	I	3/4	2 5/8 ✓	„

## WATERTIGHT BULKHEADS.

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

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
<b>KEEL, Bar</b> .....		Flat hull plate	Larsen & Co.	
<b>STEM</b> .....	forged	254 x 70	✓	
<b>STERN FRAME</b> {	Propeller Post .....	Casting	as per	
	Rudder " .....	✓	approved plan.	
<b>Speed of Vessel</b> .....		12 knots	✓	
<b>RUDDER—Type</b> .....		Simplex Balance Rudder	✓	
" A x D .....		387	✓	
" Diam. of head .....	forged	280 mm	✓	N.S. Workshop
" Mainpiece at top pintle				
" " heel ...	Laminated shaft	254 mm	✓	N.S. Workshop
" how constructed .....		Electric Welded		Deutsche Werft A.G.
" double or single plate	Double	15 mm	✓	
" coupling, vertical or horizontal .....		horizontal	✓	

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD,	Upper tween-decks					
"	<del>Second</del>	"				
"	<del>Third</del>	"	12.5 - 13 10 - 11	250 x 90 x 10 BA Further all as approved.	762 1/2 837.	840 x 10 813 x 10 and as approved
"	Holds	"				
"	(in Hold)	"	12-10. 9-8 7-8, 6-8 above FR PLAT.	230 x 90 x 10.5 BA 100 x 75 x 10.5 BA 100 x 75 x 10.5 BA 130 x 75 x 9.5 A	610 610	3 parting stringers 2 W.T. flat P.P.C.
COLLISION		"				
AFTER PEAK		"	11.0. 7.5	280 x 90 x 10 BA 130 x 75 x 9 BA 100 x 75 x 9	610	

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Crescent. Martin process.* ✓  
*Thyssenhütte Dortmund Hoerder Hüttenverein Vereinigte Stahlwerke. Düsseldorf Eisenhütten-Gesellschaft*  
*Dorman Long & Co.*  
Has the Steel been tested as required by the Rules? *Yes* ✓

## PARTICULARS OF LONGITUDINAL FRAMING.

No. 37106<sup>a</sup>

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. Inches.	Rivets in Brackets to Bulkheads.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Number.		Diameter.		
Framing of L, L or C .....																			
Frames in Bridge 'tween Decks ...																			
Frames from Uppermost Continuous Deck No. 1		Steel Single Screw motor Tanker "CLEODORA".																	
" 2		For ordinary side framing see first entry report. ✓																	
" 3																			
" 4																			
" 5		Upper Stringer in Wing Tanks.																	
" 6		To shell = 660 x 10.5 ✓ To long blk. 660 x 10 ✓																	
" 7		face bars. 90 x 90 x 11 ✓ " 90 x 90 x 10 1/2 ✓																	
" 8																			
" 9		Second Stringer in Wing Tanks																	
" 10		To shell = 762 x 11 ✓ To long blk. 762 x 10 1/2 ✓																	
" 11		face bars 90 x 90 x 11 ✓ " 90 x 90 x 11 ✓																	
" 12																			
" 13																			
" 14																			
" 15																			
" 16																			
Spacing of Longitudinal Frames		Amidships .....			At Ends .....														
Double Bottoms																			
L or C																			
Tank Top Longitudinals																			
Bottom "																			
Center		Amidships 17 x 4 x 4 x 52/68 x 837 ✓																	
Wing		At Ends... 10. x 762 ✓																	
Spacing of Longitudinals																			
Transverses.																			
In Bridge																			
'tween Decks																			
In																			
Upper 'tween Decks.																			
Bottom Transverses.																			
In Hold.																			
Depth and Thickness		Center. 10 1/2 x 11 ✓ Wings. 9 40 x 11 ✓																	
Face Angles		double 150 100 15 ✓ S. 150 x 100 15 ✓																	
Lugs to Shell*		150 150 11 ✓ 150 150 11 ✓																	
" " Back Bars ...		90 90 11 ✓ as per plan																	
Brackets .....																			
Spacing of Transverse Frames .....		3200 ✓ 3200 ✓																	
State if joggled or liners.																			
Longitudinal Beams of																			
L, L or I																			
Bridge Deck ...																			
Upper		center 230 90 11 ✓ Transverse framing ✓																	
Second		wing 230 90 11 ✓																	
Third																			
Spacing.																			
In Ships.																			
Plate.																			
Angles.																			
As approved.																			
Plate.																			
Angles.																			
Transverse Beams.		837 5 ✓ 762 ✓ 736 x 10 1/2 ✓ 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.

1m, 10, 29, T.

Committee's Minute

Character assigned

JUL 1898

+ 1000

Lloyd's Register  
Foundation

0015



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. 'CLEA' Ptdm report no. 26918.

Plans retained in London

Midship Section Lon. Letter m 23/11.36  
Outline Bks etc " " " 23/11.36  
List of frame spacing " " " 23/11.36  
Oil fuel bunker " " " 2/12.36  
Simpler Balance Rudder " " " 10/12.36  
Hull frame " " " 10/12.36  
Midship Oil tight B.H. " " " 10/12.36  
Section in wing tanks " " " 17/12.36  
Framing in " " " 22/12.36  
Forward cofferdam " " " 13/1-37  
Details of riveting " " " 26/1-37  
1. Oil tight longitudinal Bk " " " 9/2.37  
2. " " " " " " 22/2.37  
Bulkhead fore cofferdam " " " 15/2.37  
Length of framing " " " 26/2.37  
Shut expansion " " " 26/2.37  
Forepeak " " " 10/4.37  
Deep tank " " " 17/4.37

PARTICULARS OF ELECTRIC WELDING (if employed)

Rudder Simpler Electric welding ✓

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

Longitudinal framing at bottom and at Deck ✓

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

1st Bower Head 51-2-20<sup>ant</sup> n.s. 1832-17/12-37. Shank 20-1-16<sup>ant</sup> n.s. 1836 17-12-37-  
2nd " " 50-3-9 n.s. 1831-17/12-37 " 21-1-18<sup>ant</sup> n.s. 1835-17-12-37-  
3rd " " 50-1-6 n.s. 1833-17/12-37 " 21-1-1- n.s. 1834-17-12-37-

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 90.3 ft., R.Q.D. ✓ ft., Bridge 43 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 not joined

Official No. Signal Letters Extreme Breadth over Belting no belting Over-all Length 483'-3" ✓  
No. and Material of Decks One Dk (544) 2<sup>nd</sup> Dk. 544 clear of cargo tanks ✓  
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,		
Double bottom, if under Boilers only,	on 1 <sup>st</sup> Dk. 544		Deep tank, forward,	24.8	262 ✓
Double bottom, forward,			Other tanks, if fitted,		393 ✓
Total length (if continuous) and Capacity		156 ✓	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 206  
680

Date 7/12.36

Dates of Surveys held while building

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

Total No. of Visits 56.