



34369

STEEL STEAMER OR MOTORSHIP.

Received at London Office

16 DEC 1955

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YESDate of completion of report 1st DECEMBER, 1955 Port of BREMEN No. 1477Survey held at BREMERHAVEN Date First Survey 25th FEBRUARY, 1955 Last Survey 29th NOVEMBER, 1955On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) STEEL O.C. M.V. "TARAPACA"State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) COMPLETE SUPERSTRUCTURE VESSEL "O.S.D" State Type of Erections FORECASTLE AND POOP ON SHELTER DECK

TONNAGE under Tonnage Deck ... 898,514 CLASS 100 A1 State if with freeboard as condition of Class YES 0'-2" Built at BREMERHAVEN

Do. of space or spaces between Tonnage Dk. and Upper Dk. 819,966 Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 247.71 (75.5 M.) Launched 23rd AUGUST, 55 Yard No. 272

Total 1718,480 Breadth (greatest moulded) 40.03 (12.20 M.) Builders RICKMERS WERFT

Gross Tonnage 1385,767 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 22.64 (6.90 M.) Owners CORPORACION DE FOMENTO DE LA PRODUCCION

Register Tonnage 631,543 1st Longitudinal Number (L x D) = Managers / (Where necessary to be entered in Reg. Book)

Residence SANTIAGO DE CHILEPort of Registry VALPARAISO

If surveyed while building, afloat, or in dry dock
WHILST BUILDING ON STOCKS, Afloat AND IN
DRYDOCK AT BREMERHAVEN. LAST DRYDOCKING
DATE = 18th NOVEMBER, 1955

REGISTERED DIMENSIONS.

METRIC

Length = 79.99 M. (262.44')Breadth = 12.23 M. (40.12')Depth = 6.34/3.71 M. (20.8/12.17')

Draught Moulded

14'-7 1/2"

FRAMES, DOUBLE BOTTOM AND BEAMS.

DIMENSIONS METRIC	m/m IN SHIP.	Any Departure from Approved Plans to be Noted.	m/m IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships.....	625	No	Bracket Floors, Frame	%
" " from 1/2 length amidships to Collision bulkhead.....	625	No	" " Reversed Frame.....	%
" " in peaks	600	No	" " Vertical Struts	%
SIDE FRAMING.			Centre Girder, depth and thickness amidships	800 x 11 - No
Frame Amidships, Angle <u>E.W.</u> <u>B.P.</u> <u>180 x 8.0</u>	No		" " top Angles <u>NONE</u> <u>E.W.</u> <u>4.5</u>	No
" " Extends up to <u>2nd DECK</u>	No		" " bottom Angles <u>NONE</u> <u>E.W.</u> <u>4.5</u>	No
" " IN SHELTER TWEEN DECK <u>B.P.</u> <u>120 x 5.5</u>	No		Side Girders, No. each side and thickness (HOLDS) <u>ONE</u> - <u>7.5</u>	No
Reversed Frame Amidships, Angle <u>NONE</u>	No		Margin Plate depth (excl. of flange) and thickness <u>800 x 10.0</u>	No
" " Extends up to <u>NONE</u>	No		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem <u>NONE</u> <u>E.W.</u>	No
Depth of Framing Girder <u>IN HOLDS</u> <u>180</u>	No		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area <u>300 x 12.5</u>	No
Frames in Uppermost Continuous <u>tween</u> <u>B.P.</u> <u>200 x 9</u>	No		" " Gussets, spacing and scantling abaft 1/2 len. from stem <u>187.5 x 9.0</u>	No
" " <u>SHELTER</u> <u>2nd DECK</u> <u>B.P.</u> <u>100 x 7</u>	No		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area <u>NONE</u>	No
" " <u>SHELTER TWEEN DECK AFT AT FRAME 7-15</u> <u>B.P.</u> <u>80 x 6.5</u>	No		Tank Side Brackets, height above base line at toe of Frame and thickness <u>850 x 9</u>	No
" " <u>1st DECK</u> <u>B.P.</u> <u>100 x 6</u>	No		INNER BOTTOM PLATING.	
" " from 1/2 len. for'd. to 15% len. from Stem <u>B.P.</u> <u>180 x 8</u>	No		Breadth and thickness of Middle Line Strake <u>1000 x 10</u>	No
" " in Peaks, Angle <u>E.W.</u> <u>B.P.</u> <u>120 x 7.5</u>	No		Thickness of remainder in Holds <u>8.5 - 8.0</u>	No
" " IN FORECASTLE & POOP ABOVE SHELTER DECK <u>B.P.</u> <u>100 x 7-6</u>	No		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? <u>YES</u> <u>10.0 IN E.R.</u>	No
Diameter and Spacing of Rivets through Frame and Shell Plating amidships <u>E.W.</u> <u>4.5 x 75</u> <u>180</u> <u>HOLDS</u> <u>NO</u> <u>E.W.</u> <u>4 x 75</u> <u>180</u> <u>TWEENDECK</u> <u>NO</u>	No		BEAMS.	
State if Frame Joggled.....	No		Uppermost Continuous Deck, <u>SHELTER DECK</u> <u>B.P.</u> <u>120 x 5.5</u>	No
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? <u>YES</u>	No		" " <u>Wells, Angle</u> <u>E.W.</u> <u>B.P.</u> <u>140 x 7.0</u>	No
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? <u>YES</u>	No		" " IN WAY OF CARGO HOLDS AND AT ENDS <u>B.P.</u> <u>120 x 6.5</u>	No
SINGLE BOTTOM.			" " <u>ENGINE ROOM</u> <u>B.P.</u> <u>120 x 5.5</u>	No
Floors, Depth and thickness at mid-line in Holds.....	No		" " Spacing <u>625 AND 600</u>	No
Height of Brackets at side above base line at toe of frame.....	%	%	" " IN WAY OF CARGO HOLDS <u>B.P.</u> <u>120 x 5.5</u>	No
Middle Line Keelson, on Floors, Angles, <u>[or]</u>	%	%	" " <u>2nd DECK</u> <u>B.P.</u> <u>140 x 7.0</u>	No
" " Through Plate or Inter-costal Plate.....	%	%	" " IN WAY OF MOTOR ROOM <u>B.P.</u> <u>160 x 9.0</u>	No
" " Foundation Plate on Floors.....	%	%	" " Spacing <u>B.P.</u> <u>140 x 7.0</u>	No
" " Flat Plate Keel Angles.....	%	%	" " <u>SPACING</u> <u>625 AND 600</u>	No
Side Keelsons, No. each side.....	%	%	Third Deck, amidships, Angle, <u>[or]</u>	No
" " thickness of Inter-costal Plate.....	%	%	" " Spacing.....	%
" " Angles.....	%	%	Fourth Deck, amidships, Angle, <u>[or]</u>	No
DOUBLE BOTTOM. (SEE ALSO PARTICULARS LONGITUDINAL FRAMING)			" " Spacing.....	%
Solid Floors, thickness and spacing <u>IN HOLDS</u> <u>9.0 x 2500</u>	No		Poop Deck, Angle <u>E.W.</u> <u>B.P.</u> <u>100 x 5.0</u>	No
" " Are Frame and Reversed Frame joggled? <u>NO</u>	No		" " Spacing <u>600 AND 625</u>	No
Bracket Floors, breadth and thickness at middle line <u>140 x 9</u>	%	%	Bridge Deck, Angle, <u>[or]</u>	No
" " breadth and thickness at margin plate <u>190 x 9</u>	%	%	" " Spacing.....	%
			Forecastle Deck, Angle <u>E.W.</u> <u>B.P.</u> <u>140 x 8.0</u>	No
			" " <u>B.P.</u> <u>120 x 5.5</u>	No
			" " Spacing <u>600 AND 625</u>	No

PILLARS AND DECKS.

	m/m Tonnage IN SHIP.	Any Departure from Approved Plans to be Noted.	m/m Tonnage IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	NONE	No		
" in 'tween Decks, Size and Spacing	1.	1.		
" " " " "	1.	1.		
" in Holds " " "	1.	1.		
" " " " "	1.	879 1.		
Centre Line Bulkhead. IN CARGO HOLDS FWD. = 180 x 12		No		
Stiffeners and Spacing " AFT = 140 x 7		No		
SPACING - - - = 12.50		No		
STIFFENERS IN THEWENDECKS - - - = 120 x 6.5		No		
Plating thickness of SPACING - - - = 12.50		No		
PLATING IN HOLDS / THEWENDECK 7.5 / 6.5		No		
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Walls 1320 x 9.5		No		
" " " " in way of Bridge 1.		1.		
" Angle in Walls D.A. 90 x 90 x 9.5		No		
Thickness of Plating abreast Deck openings } 9.0		No		
in way of Walls HATCH NO I } 8.5		No		
" " " " " II } 8.0		No		
Thickness of Plating abreast Deck openings } 8.5 AND 10.0		No		
in way of Bridge HATCH NO III } 7.5		No		
IN WAY OF ENGINE CASING - - - }				
Thickness of Plating within line of openings...				
If Sheathed, material and thickness.....	NONE	No		
Second Deck.				
Stringer Plate, breadth and thickness in Walls 7.5		No		
Stringer Plate, breadth and thickness in way of Bridge } NONE		No		
Thickness of Plating abreast Deck openings } 8.0		No		
in way of Walls HATCHES NOS II & III } 7.0		No		
Thickness of Plating abreast Deck openings } 7.5		No		
in way of Bridge ENGINE ROOM... }				
Thickness of Plating within line of openings...	6.5	No		
If Sheathed, material and thickness.....	NONE	No		
Third Deck.				
Stringer Plate, breadth and thickness.....	NONE	No		
If Plated, state thickness	X	X		
Fourth Deck.				
Stringer Plate, breadth and thickness.....	NONE	No		
If Plated, state thickness.....	1.	1.		
Poop Deck.				
Stringer Plate, breadth and thickness.....	NONE	No		
Plating, Sheathing, material and thickness PLATING 6.0 OREGON PINE 65		No		
Bridge Deck.				
Stringer Plate, breadth and thickness.....	NONE	No		
Plating, Sheathing, material and thickness ...	1.	1.		
Forecastle Deck.				
Stringer Plate, breadth and thickness.....	NONE	No		
Plating, Sheathing, material and thickness... 6.5 AND 10.0		No		
	NONE SHEATHING	No		

SHELL PLATING.

SCANTLINGS.						WELDING AND RIVETING.							
STRAKES.	m/m AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	Yes, Bilge Strake Upper Landing Only		RIVETS.		STRAPPED OR LAPPED.		
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	RIVETS.		No. of Rows of RIVETS.		RIVETS.	
								Diam.	Spacing or. to cr.			Diam.	Spacing or. to cr.
	inches.	inches.	inches.	inches.		inches.	inches.		inches.	inches.			
Flat Plate Keel... F.K.	2000	14.0	14.0	14.0	No	ELECTRIC. BUTT WELDED		ELECTRIC. BUTT WELDED					
„ Dblg. (if any)	%	NONE	%		No	%	%	%	%	%	%		
Bottom Plating, No. of Strakes TWO = A, B.	2350	10.5	14.5	10.0	No	ELECTRIC. BUTT WELDED		ELECTRIC. BUTT WELDED					
Bilge Plating, No. of Strakes ONE = C.	1100	10.5	14.0	10.0	No	UPPER (C) STRAKE LANDING (BILGE) DOUBLE RIVETED	19 78	—	—	%	%		
Side Plating, No. of Strakes ONE = D.	2350	10.5	9.5	9.5	No	ELECTRIC. BUTT WELDED		ELECTRIC. BUTT WELDED					
Upper Deck, Sheer- strake in Walls F.	1520	11.5	7.5	7.0	No	—	—	—	—	%	%		
Upper Deck, Sheer- strake in Bridge ...	%	%	%	%	%	%	%	%	%	%	%		
Strake below Sheer- strake in Walls F.	2350	11.5	9.5	9.5	No	ELECTR. BUTT WELDED		ELECTRIC. BUTT WELDED.					
Strake below Sheer- strake in Bridge ...	%	%	%	%	%	%	%	%	%	%	%		
Poop Side Plating...	2100	%	%	6.0	No	ELECTRIC. BUTT WELDED		ELECTRIC. BUTT WELDED					
Bridge Side Plating.....	%	%	%	%	%	%	%	%	%	%	%		
Forecastle Side Plating	2300	%	7.0	%	No	ELECTR. BUTT WELDED		ELECTRIC. BUTT WELDED.					

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		FIVE	
Extending to Upper Deck (Sec. 3 c)		TWO	
Deck next below		THREE	
As per Rule		FOUR	

ALL SCANTLING OF BULKHEAD PLATING AS APPROVED. SCANTLING OF STIFFENERS AND STRINGERS ARE AS APPROVED OR EQUIVALENT THERETO PER STRONGER.	Plating Thickness. n/y	STIFFENERS. n/y			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper between decks	HOLD AT FRAME 42 7.5 9.5	O.A.E.W. 130	600 ÷ 65 × 8.5	600 670	120 × 10.5 380 × 9.0 E.W.
" " Second	HOLD AT FRAME 61 6.5 9.0	B.P.E.W. BILGE	740 9.0	740 160 = 9-7 AND O.A. 130 × 6.5 × 8	NONE E.W.
" " Third	HOLD AT FRAME 92 6.5 9.5	B.P.E.W. BILGE	550-750 9.5	550-750 280 × 11 AND O.A. 130 × 6.5 × 8	NONE E.W.
" " IN SHELTER TWEEN DECK	HOLD AT FRAME 100 6.5	O.A.E.W. 100	740 65 × 7	740	NONE
" " COLLISION	(in Hold)	B.P.E.W. 80	600 180 × 10: 140 × 9 AND O.A. 100 × 6.5 × 7.5	600	2 ND DECK AND CHAIN LOCKER BOTTOM PLATE E.W.
" " AFTER PEAK		B.P.E.W. 14.5	600 160 × 7 &	600	2 ND DECK AND RECESS PLATFORM

FORGINGS AND CASTINGS.

METRIC DIMENSIONS		Casting or Forging	Scanlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
KEEL, Bar		Y.	NONE	Y.	NO
STEM	SOFT PLATE STEM	S. M.	4.5-12	RICKMERS	NO
STERN FRAME	Propeller Post Rudder	CAST STEEL 500S AND RUDDER BEARING PIERCE AND S. M. STEEL PLATES E. W.	AS APPR. WERT BREMERHAVEN	RICKMERS WERT	NO NO
Speed of Vessel		Y.	12.5	KNOTS	NO
RUDDER—Type			ELECTRIC WELDED STREAM LINE RUDDER		NO
"	A x D.		5.133 SQ. M. x	0.715 M	NO
"	Diam. of head		FORG.	170	GEORGE MORIEN HITTE, OSNABRÜCK
"	Mainpiece at top pintle		RUDDER BUILT OF S. M. STEEL PLATES AND	RICKMERS WERT NORD. STAHL	NO
"	" heel		2 CASTINGS AS APPROVED	WERKE NEHMÜNSTER	
"	how constructed		ELECTRICALLY WELDED		
"	double or single plate		DOUBLE PLATE RUDDER		NO
"	coupling, vertical or		COUPLING HORIZONTAL		NO
"	horizontal				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture). DORTMUND HOERDER HEIT-
TEN UNION A.G. WERK HÖRDE; HÜTTENWERK OBERHAUSEN A.G.; MANNESMANN HÜTTENWERKE A.G.
DUISBURG - HUCKINGEN. O.H. See G.D. page 8.

Has the Steel been tested as required by the Rules? YES.

0229²/3

EQUIPMENT No. 1540

LETTER "9"

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.	Cwts.	qrs.	lbs.	qrs.				
4230	1st Bower	1.632	Kg	X	X	X	X	31.875	Kg	X	X	1.600	STOCKLESS "UNION"	DORTMUND	DORTMUND - 14.5.55 U.S.
4231	2nd "	1.666	Kg	X	X	X	X	31.875	Kg	X	X	1.600	"	HÖRDER	DORTMUND - 14.5.55 U.S.
4232	3rd "	1.617	Kg	X	X	X	X	31.875	Kg	X	X	1.600	"	HÖTTEN VEREIN	DORTMUND - 14.5.55 U.S.
	Collective weight	4.915	Kg	X	X	X	X	X	X	X	X	4.800	Kg	DORTMUND	
X	Stream	NONE		X	X	X	X	X	X	X	X	X		X	X

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 Cable.	Where and when tested, and Superintendent.	Material.	Length and size supplied.		Breaking Test of Steel Wire.	Length and size per Table 53.	
	Fathoms.	Diam.	Stations.	Break-Ing.	Supplied.	Per Rule.		Fathoms.	Diam.					Fathoms.	Ins.		Fathoms.	Ins.
X	X	X	X	X	X	X	X	255:0:0	240	1 1/4	ELECTRIC WELDED STEEL STUD LINK	DORTMUND 23.6.1955	TOWLINE	100	4	29.190	100	4
2684	240	1 1/4	77: 18:9	52: 0:0	264:1:6	X	X	X	X	X	KETTENWERKE SCHIEFER G.M.B.H. GRUHE	L.G.	HAWSERS & WARPS	100	2 1/2	11.480	100	2 1/2
X	X	X	X	X	X	X	X	X	X	X	X	X	X	100	2 1/2	11.480	100	2 1/2
X	X	X	X	X	X	X	X	X	X	X	X	X	X	100	2 1/2	11.480	100	2 1/2
Iron Stream Chain or Steel Wire	X	X	X	X	X	X	X	X	X	X	X	X	X	100	2 1/2	11.480	100	2 1/2

Steering Gear, Type (Power or hand) POWER, ELECTRIC HYDRAULIC, ATLAS WERKE TYPE-RH-2L4. WORKS NO - GOOD

Steering Chains (Size and Test) NONE

Windlass ELECTRIC LIESEN DUISBURG TYPE "BG" WORKS NO - GOOD

Alternativ Means of Steering HAND GEAR - GOOD

Boats 2 GALV. STEEL RIV. BOATS EACH 8.0 x 2.8 x 1.15 M. 15.57 m³ = 54 PERS. EACH

Holds, thickness and material 2 1/2" PINE - GOOD

Cargo Batches, thickness, material and spacing 2" WOOD, 9" AIR SPACE - GOOD

Hatchways. (Upper Deck) THREE CARGO HATCHWAYS - GOOD

Thickness of Hatches SHELTER DECK - MC. GREGOR 7.5 x 7.0

Hatchways No. 1 (Fwd.) 7.500 x 5.900 No. 2 10.000 x 5.900 No. 3 10.000 x 5.900 No. 4 8.750 x 5.900 No. 5 11.250 x 5.900 No. 6 11.250 x 5.900

Shifting Beams NO SHIFTING BEAMS, NO FORE-AND AFTERS MC. GREGOR STEEL HATCH COVERS VIZ. 5 COVERS - 7.5 x 7.0 ON HATCH NO. 1 AND 6 COVERS EACH ON HATCHES BUILDER'S SIGNATURE NOS. 2 AND 3 = 7.0 x 7.0 FITTED AS APPROVED - GOOD.

Hatch Beams 6 HATCH BEAMS Hatch Beams 8 HATCH BEAMS Hatch Beams 8 HATCH BEAMS

ALL APPROVED. NO FORE AND AFTERS - GOOD.

Signature Wickmers Werft Bremerhaven

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 VESSEL

whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. No 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 vessel has been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters. The scantlings and arrangements of the ship are as given in this report and as shown and amended on the approved plans now forwarded. All modifications or additions to the original approved plans made during the construction have been indicated on the plans and have been approved as being in accordance with, or by standard equivalent to, the requirements of the Rules. The plan of "Midship Section" and "Profile and Deck" showing the ship "As built", is forwarded herewith, it has been checked with the approved plans and was found in order. This new construction has been surveyed from the commencement of the work on the Builders' yard until the completion of the ship and final tests and trials. The material used in the construction of this ship was found free from defects, made by the Open Hearth Process by P.T.O.

The amount of Entry Fee NONE £ 1:1:1

Full Fee = £ 523:0:0 ÷ 25% REDUCTION = £ 130:15:0 = £ 392:5:0

Special Survey Fee £ 392:5:0

Received by me, London 27/1/56

(Special notations, where part of class, to be stated.)

LONGITUDINAL FRAMING AT BOTTOM - "ELECTRICALLY WELDED EXCEPT UPPER BILGE STRAKE LANDING AND SHELTER DECK STRINGER ANGLE" - "LLOYD'S A. & C.P."

Travelling Expenses, if any £ 60:0:0

(Freeboard Fee = £ 32:10:0 See Special Report)

State whether the Vessel has been built under Special Survey YES

I am of opinion the Vessel should be Classed 100 A1

Certificate to be sent to Bmn Date of issue 8/3/56

Signature O. J. J. J. Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRIDAY 10 FEB 1956

Character assigned 100A1

11.55 Bmn

12.55 Bmn

13.55 Bmn

14.55 Bmn

15.55 Bmn

16.55 Bmn

17.55 Bmn

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GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of the Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

firms recognised by the Committee and tested as required by the Rules. The workmanship is throughout satisfactory. The Rules for Electric Arc Welding have been complied with and approved electrodes have been used only by duly trained welders. The double bottom tanks, fuel oil tank, fore- and after peak tanks and Fresh water tween deck tanks have been hydraulically tested as prescribed by the Rules, examined internally and externally and found in order. The masts, rigging, life boats, davits and lanching gear have been examined and found in order. The deck erections, deck houses, casings, skylights, companionways and all hatchways - and ventilator coverings and their closing appliances, air - and sounding pipes with striking plates examined and found in order. The equipment of anchors, chain cables, tow line and mooring ropes has been examined and was found in good order. The Special Survey has now been completed to my satisfaction except the windlass, see Foot note. A preboard Survey has been held, reported and the Society's Freeboard Marks placed on the ship's sides, checked and the Load Line Certificates and Port B (copy attached herewith) issued to the Builder.

NOTE CONCERNING SISTER SHIP: Main Rickmen's yard no 271 M.V. "ANTOFAGASTA"

NAVIGATION AIDS FITTED: RADAR, DETAILS SEE BELOW. — DIRECTION FINDER: HAGENUK TYPE GPE 52. FR 93/55. 235-555KHz. WIRELESS: HAGENUK MAIN TRANSMITTER MS 150 no 83/40 EMERG. TRANSM MS 150 no 83/40 EMERG. RECEIVER E 75 no 423 MAN RECEIVER UEM no 222 ELECT. COMBINED. AUTOM. KEYING DEVICE FITTED. PORT. RADIO SET TYPE J.M. 108 K.D.Z. ON BOARD. NO 1439

ECHO SOUNDEAR: ATLAS WERKE TYPE "MONOTYPE C" A.Z. 55 WORKS no 96216.
NOTE: The windlass worn wheel and worm should be of increased size (heated) to reduce the specific surface pressure in that gear. The manufacturer of the windlass has extended the guarantee period from 6 to 12 months. With the consent of the Owner the new worm - and worm wheel of increased size will be supplied to be fitted on board within that time. Satisfactory meantime. Builders Declaration later attached. An endorsement may be made.

PARTICULARS OF ELECTRIC WELDING (if employed) Shell plating except upper bilge stake landing and shelter deck stringer angle, decks, sternframe and rudder, stern, bulkheads, double bottom longitudinal, transverses, girders, floors, tank top plating, frames, beams, hatchways, web frames, engine seatings, deck girders, coverings, deck erections, deck houses, casings, masts and bulwark except sheerstake landing.

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

"LONGITUDINAL FRAMING AT BOTTOM" — "ELECTRICALLY WELDED"

EXCEPT BILGE STRAKE LANDINGS AND SHELTER DECK STRINGER ANGLE"

— "LLOYD'S A. & C.P." — "RADAR" — "E.S.D." — "D.F."

RADAR Equipment (State if fitted) YES

State Type or Pattern No. RAYTHON "PATHEINDER"

State Name of Supplier ATLAS WERKE A.Z. 101 WORKS no 91469 MODEL A500 UNIT 195F-B. SERIAL no A-039

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

1st Bower 4230 = HEAD 1076 Kgs. no 4451-US. 4.55, SHANK = 556 Kgs. no 4455 - US. 4.55
2nd 4231 = HEAD 1093 Kgs. no 4452-US. 4.55, SHANK = 573 Kgs. no 4454 - US. 4.55
3rd 4232 = HEAD 1066 Kgs. no 4453-US. 4.55, SHANK = 553 Kgs. no 4456 - US. 4.55
ALL ANNEALED CAST STEEL DROPPED 12 AND 15 FEET — GOOD.

PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop 17.5 ft., R.O.D. 1. ft., Bridge 1. ft., Forecastle 24.4 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated NO

Official No. Signal Letters C.B.T.A. Extreme Breadth over Belting 40.17' Over-all Length 275.6' (Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 DECK STEEL AND SHELTER DECK

Parts of Bottom of Vessel coated with cement or approved composition BOTH PEAK TANKS AND ALL W.B. AND FRESH W. DOUBLE BOTTOM TANK

RISE OF FLOOR = 2 INCHES

Particulars of composition (if fitted) and of approval NONE

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	Water Capacity	Where Fitted	Length	Water Capacity
Double bottom, aft, D.B. TANKS nos. 6 & 7 (W.B.)	86	86	Fore peak tank, FRAME 14 - STEM (W.B. TANK)	34	34
Double bottom, under Engines and Boilers, nos 4 & 5 (OIL FUEL + FRESH W.)	79	79	After peak tank, FRAME 0-7 (W.B. TANK)	38	38
Double bottom, if under Engines only	1	1	Deep tank, aft, NONE	1	1
Double bottom, if under Boilers only	1	1	Deep tank, forward, NONE	1	1
Double bottom, forward, D.B. TANKS nos. 1, 2, 3 (W.B. AND OIL FUEL)	216	216	Other tanks, if fitted - OIL FUEL BUNKERS (39-45) FRESH WATER TANKS (46-53)	103	103
Total length (if continuous) and Capacity (FRAME 15 TO FRAME 14)	381	381	(If necessary furnish further information by sketch.) (39-43)	19	19

Order for Special Survey No. 2

Date 9th AUGUST 1954

Dates of Surveys held while building

25.2.55, March 11, 16, 25, 29, April 4, 15, 27, May 3, 18, 25, 27, 31 June 2, 9, 14, 15, 20, July 5, 9, 13, 19, 27, August 9, 11, 15, 17, 19, 23, 25, 31, September 6, 8, 12, 14, 17, 21, 23, 26, 29, October 7, 18, 20, 24, November 8, 11, 18, 22, 24, 29, 1955.

Total No. of Visits 50