

STEEL STEAMER OR MOTORSHIP.

Received at London Office 29 OCT 1939

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 *10th of October 1939* Port of *Amsterdam* No. *15788^A*Survey held at *Amsterdam* Date First Survey *25th of May 38* Last Survey *5 October* 1939On the (State if Machinery Fitted Aft and if Single, Twin or Triple Screw) *Steel Single Screw motorship "ARIA" (machinery fitted aft)*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling* State Type of Erections *BRIDGE, Poo/p*TONNAGE under Tonnage Deck... *9357.93* CLASS *100A1* State if with freeboard) *Carrying Petroleum in bulk condition of Class* Built at *Amsterdam*Do. of space or spaces between Tonnage Dk. and Upper Dk. *1* Length from fore part of stem to after part of stern } L *500* Launched *14 July* Yard No. *273*Total Breadth (greatest moulded) B *64.25* Builders *N. V. Nederl. Scheeps B. B. V.*Gross Tonnage *10354.34* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D *37* Owners *N. V. Petroleum B. V. La Carona*Register Tonnage *6146.14* 1st Longitudinal Number (L x D) = *18500* Managers " " " " " " (Where necessary to be entered in Reg. Book.)REGISTERED DIMENSIONS. *M²* FEET. Residence *S' Grovenhage*Length *153.81 = 504.65* Proportions—Depth to Length—Uppermost continuous deck to top of keel *1351* Port of Registry *S' Grovenhage*Breadth *19.64 = 64.54* Do. Long Bridge to top of keel *29-6" = 9016 mm* If surveyed while building, afloat, or in dry dockDepth *11.24 = 37.00* Draught Moulded *29-6" = 9016 mm* *Whole 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	<i>768 1/2</i> ✓		Bracket Floors, Frame	✓	
" " from 3/4 length amidships to Collision bulkhead.....	<i>711</i> ✓	<i>in forward deep tank</i>	" Reversed Frame	✓	
" " in peaks.....	<i>610</i> ✓		" " Vertical Struts		<i>Only in Motorroom</i> ✓
IN MOTOR ROOM	<i>488</i> ✓		Centre Girder, depth and thickness amidships	<i>1530 x 14 mm</i> ✓	
SIDE FRAMING.			" top Angles <i>double</i>	<i>90 x 90 x 13 mm</i> ✓	
Frame Amidships, Angle <i>E</i> or <i>F</i>	<i>230 x 90 x 11 1/2</i> ✓	<i>in cargo tanks</i>	" bottom Angles <i>double</i>	<i>130 x 130 x 14 mm</i> ✓	
" " Extends up to	<i>250 x 90 x 11</i> ✓	<i>in forward tanks</i>	" two of <i>15 mm</i> in way of motor sealing		
" " Extends up to	<i>main deck</i>	<i>N^o 8-9-10 & forward hold</i>	Side Girders, No. each side and thickness	<i>one of 11 mm</i>	
Reversed Frame Amidships, Angle <i>E</i> or <i>F</i>	<i>280 x 90 x 11 1/2</i> ✓	<i>300 x 90 x 13</i>	Margin Plate depth (excl. of flange) and thickness	<i>14 mm</i> ✓	<i>straight to ship's side</i>
" " Extends up to	<i>tween deck</i>	<i>deep tank deck</i>	" Vertical Angle to Tank side		
WEL FRAMES IN MOTOR ROOM AT EVERY 5' IR	<i>1040 x 11 1/2</i> ✓	<i>FACE STRAP</i>	" Bracket abaft 1/4 len. from stem		
Depth of Framing Girder (IN F.W. HOLD.)	<i>460 x 11</i> ✓	<i>460 x 19 to 23 mm</i>	" Vertical Angle to Tank side		
AT EVERY 4' FRAME (IN DEEP TANK)	<i>1040 x 11</i> ✓	<i>and all as approved</i>	" Bracket from forward 1/4 len. from stem to Panting Area		
Frames in Uppermost Continuous 'tween Decks, Angle <i>E</i> or <i>F</i>	<i>230 x 90 x 10</i> ✓	<i>in way of motor room</i>	" Gussets, spacing and scantling abaft 1/4 len. from stem		
" " Second 'tween Decks, Angle <i>E</i> or <i>F</i>	<i>230 x 90 x 10</i> ✓	<i>AT ALTERNATE</i>	" Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area		
" " Third " " " " " " " "	<i>L 150 x 90 x 10</i> ✓	<i>IN POOP SPACE</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>1220 x 12 mm</i> ✓	<i>above tank top</i>
" " from 1/4 len. for'd. to 15% len. from Stem	<i>250 x 90 x 11</i> ✓		INNER BOTTOM PLATING.		
" " in Peaks, Angle <i>E</i> or <i>F</i>	<i>250 x 90 x 11</i> ✓	<i>TILL FORECASTLE DECK</i>	Breadth and thickness of Middle Line Strake	<i>2010 x 17 1/2 mm</i> ✓	<i>in way of motor sealing 32 mm</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8" rivets spaced 4 7/8"</i> ✓		Thickness of remainder in <i>Holds Motor Room</i>	<i>14 mm</i> ✓	
State if Frame Joggled	<i>yes only amidships</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>yes</i> ✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>all as approved</i>		BEAMS.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>all as approved</i>		Uppermost Continuous Deck, amidships in Wells, Angle <i>E</i> or <i>F</i>	<i>230 x 90 x 11</i> ✓	<i>Longitudinal frames in way of</i>
SINGLE BOTTOM.			" " in way of Bridge, Angle <i>E</i> or <i>F</i>	<i>230 x 90 x 11</i> ✓	<i>Cargo tanks</i>
Floors, Depth and thickness at mid-line in Holds <i>FORWARD DEEP TANK</i>	<i>1220 x 11</i> ✓		Spacing	<i>813</i> ✓	
Height of Brackets at side above base line at toe of frame	<i>2286</i> ✓		IN WAY OF MOTOR ROOM		
Middle Line Keelson, on Floor, Angles, <i>E</i> or <i>F</i>	<i>Centre line bulkhead in deep tank 10 mm plate</i>		Second Deck, amidships, Angle <i>E</i> or <i>F</i>	<i>230 x 90 x 10 mm</i> ✓	
" " " Through Plate or Intercoastal Plate.....	<i>1220 x 10 1/2</i> ✓	<i>in Cargo tanks</i>	IN WAY OF HOLD (FORW)	<i>200 x 90 x 10 mm</i> ✓	
" " " Foundation Plate on Floors		<i>800 x 400 x 12 1/2</i> ✓	Spacing	<i>788</i> ✓	
" " " Flat Plate Keel Angles	<i>100 x 100 x 15 mm</i> ✓	<i>double</i>	SECOND Third Deck, amidships, Angle <i>E</i> or <i>F</i>	<i>230 x 90 x 9 1/2</i> ✓	<i>in way of motor room</i>
Side Keelsons, No. each side <i>one</i> Longitudinal bulkhead wing tank	<i>11 mm</i> ✓		Spacing	<i>788</i> ✓	
" " thickness of Intercoastal Plate.....	<i>90 x 90 x 10 1/2</i> ✓		SECOND Fourth Deck, amidships, Angle <i>E</i> or <i>F</i>	<i>200 x 75 x 10 1/2</i> ✓	<i>in way of forward hold</i>
" " Angles <i>double</i>	<i>90 x 90 x 10 1/2</i> ✓		Spacing	<i>711</i> ✓	
DOUBLE BOTTOM. IN MOTOR ROOM			Poop Deck, Angle <i>E</i> or <i>F</i>	<i>230 x 90 x 10</i> ✓	<i>strong beams</i>
Solid Floors, thickness and spacing	<i>12 1/2 mm</i> ✓	<i>spaced 788 mm</i>	Spacing	<i>788</i> ✓	<i>[254 x 89 x 9 1/2]</i>
" " Are Frame and Reversed Frame joggled?	<i>yes</i> ✓		Bridge Deck, Angle <i>E</i> or <i>F</i>	<i>230 x 90 x 10</i> ✓	
Bracket Floors, breadth and thickness at middle line.....	✓		Spacing	<i>768 1/2 mm</i> ✓	
" " breadth and thickness at margin plate.....	✓		Forecastle Deck, Angle <i>E</i> or <i>F</i>	<i>200 x 75 x 12</i> ✓	<i>200 x 75 x 9</i>
			Spacing	<i>711 mm</i> ✓	<i>610 mm</i>

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.....	<i>two</i>			
<i>FORE CASTLE</i>				
in <i>Fore Deck</i> , Size and Spacing.....	<i>100 m diam</i>	<i>spaced 9-12 frame spaces apart extra pillars fitted in way of windlass all as approved</i>	Stringer Plate, breadth and thickness in way of Bridge <i>IN WAY OF FORWARD HOLD.....</i>	<i>2100 x 9 mm</i>
<i>BRIDGE</i>	<i>100 m diam</i>	<i>spaced 4 frame spaces apart all as approved</i>	Thickness of Plating abreast Deck openings in way of Wells.....	<i>8 1/2 mm</i>
in Holds			Thickness of Plating abreast Deck openings in way of Bridge.....	<i>✓</i>
<i>IN MOTOR ROOM</i>	<i>all as approved</i>		Thickness of Plating within line of openings.....	<i>✓</i>
Centre Line Bulkhead, <i>WING TANKS N1-7</i>	<i>3m N8 & 9 and in N10 wing tank</i>		If Sheathed, material and thickness.....	<i>✓</i>
Stiffeners and Spacing <i>5-230 x 90 x 11-1/2</i>	<i>5-250 x 90 x 10 5-250 x 90 x 10 1/2</i>		Third Deck.	
<i>all spaced 46 8 5</i>	<i>11 1/2 mm</i>	<i>12 mm</i>	Stringer Plate, breadth and thickness.....	<i>✓</i>
Plating, thickness of.....	<i>11 mm</i>	<i>12 mm</i>	If Plated, state thickness.....	<i>✓</i>
STRINGERS AND DECKS.	<i>in conjunction of sole stringers</i>	<i>all as approved</i>	Fourth Deck.	
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	<i>✓</i>
Stringer Plate, breadth and thickness in Wells	<i>1096 x 23 1/2</i>	<i>Poop 30 mm</i>	If Plated, state thickness.....	<i>✓</i>
" " " " in way of Bridge	<i>1096 x 23 1/2</i>	<i>at break of Bridge 29 mm</i>	Poop Deck.	
" Angle in Wells.....	<i>200 x 200 x 14 mm</i>		Stringer Plate, breadth and thickness.....	<i>1000 x 9 1/2</i>
Thickness of Plating abreast Deck openings in way of Wells.....	<i>20 and 21 mm plating</i>	<i>at break of</i>	Plating, Sheathing, material and thickness.....	<i>6 1/2 mm plating 64 mm pine deck</i>
Thickness of Plating abreast Deck openings in way of Bridge.....	<i>20 and 21 mm</i>	<i>Bridge and Poop all as approved</i>	Bridge Deck.	
Thickness of Plating within line of openings.....	<i>15 mm</i>		Stringer Plate, breadth and thickness.....	<i>2195 x 10 mm</i>
If Sheathed, material and thickness.....	<i>✓</i>		Plating, Sheathing, material and thickness.....	<i>9</i>
Second Deck. IN WAY OF MOTOR ROOM	<i>stringer plate</i>	<i>Remainder plates</i>	Forecastle Deck.	
Stringer Plate, breadth and thickness in Wells.....	<i>1250 x 10 mm</i>	<i>9 1/2 mm</i>	Stringer Plate, breadth and thickness.....	<i>1780 x 9 1/2 mm</i>
			Plating, Sheathing, material and thickness.....	<i>9 mm</i>

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	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.	
	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$	$\frac{m}{m}$									
FLAT PLATE KEEL	1400✓	27½✓	21✓	21✓		double✓	25✓	100✓	Quadruple✓	28✓	128✓	Lapped✓	
„ DBLG. (if any)	✓	✓	✓	✓	Bottom plating from	✓	✓	✓	✓	✓	✓	✓	
BOTTOM PLATING, No. of Strakes ...3.....	2585✓	18✓	14✓	15✓	½ L form. to Collision bulkhead 21 $\frac{m}{m}$	double✓	22✓	89✓	Quadruple✓	22✓	99✓	Lapped✓	
BILGE PLATING, No. of Strakes10.....	2060✓	18✓	15✓	14✓	Plating to stern frame 10 $\frac{m}{m}$ and	double✓	22✓	89✓	Quadruple✓	22✓	99✓	Lapped✓	
SIDE PLATING, No. of Strakes ...4.....	2400✓	17½✓	13✓	14✓	17½ $\frac{m}{m}$	treble✓	22✓	89✓	Quadruple✓	22✓	88✓	Lapped✓	
UPPER DECK, Sheer-strake in Wells...1✓	2270✓	28½✓	13✓	17½✓	at break of Poop 34 $\frac{m}{m}$	treble✓	25✓	100✓	Quadruple✓	28✓	128✓	Lapped✓	
UPPER DECK, Sheer-strake in Bridge .1✓	2270✓	28½✓			at break 34 $\frac{m}{m}$	treble✓	25✓	100✓	Quadruple✓	32✓	142✓	Lapped✓	
STRAKE BELOW Sheer-strake in Wells...1✓	2400✓	17½✓			Plating at ✓	treble✓	25✓	100✓	Quadruple✓	22✓	99✓	Lapped✓	
STRAKE BELOW Sheer-strake in Bridge .3✓	2400✓	17½✓			Counter 13 $\frac{m}{m}$	treble✓	25✓	100✓	Quadruple✓	22✓	99✓	Lapped✓	
POOP SIDE PLATING	2152✓		10½✓		at break 12 $\frac{m}{m}$	single & double✓	22✓	89✓	double✓	19✓	65✓	Lapped✓	
BRIDGE SIDE PLATING ...	2212✓	11½✓				double✓	22✓	89✓	double✓	19✓	65✓	Lapped✓	
FORE'C'TLE SIDE PLATING	2152✓		11½✓			single✓	22✓	89✓	single✓	19✓	65✓	Lapped✓	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) *10 including peak bulkhead*

" Deck next below.....

As per Rule.....

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	<i>13 mm</i>				
" " Second					
" WING TANKS <i>Bottom pl. hor.</i>	<i>13</i>	<i>5-230 x 90 x 11 1/2</i>	<i>813</i>	<i>838 x 10 1/2</i>	<i>2210 mm</i>
" " <i>Plating, vert.</i>	<i>10 1/2</i>	<i>5-230 x 90 x 11 1/2</i>	<i>813</i>	<i>838 x 10 1/2</i>	<i>and as</i>
" CENTRE LINE <i>Bottom pl. hor.</i>	<i>13</i>	<i>5-230 x 90 x 11 1/2</i>	<i>813</i>	<i>838 x 10 1/2</i>	<i>approved</i>
" " <i>Plating, vert.</i>	<i>10 1/2</i>	<i>5-230 x 90 x 11 1/2</i>	<i>813</i>	<i>838 x 10 1/2</i>	<i>approved</i>
" COLLISION (in Hold) <i>IN PEAK TANK</i>	<i>13-8</i>	<i>5-280 x 90 x 12 1/2</i>	<i>610</i>	<i>SEMI 60% BEAM</i>	<i>1830</i>
" AFTER PEAK	<i>12-8</i>	<i>5-230 x 90 x 9 1/2</i>	<i>610</i>	<i>SEMI 60% BEAM</i>	<i>2100</i>

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar.....	<i>That plate keel</i>			
STEM.....	<i>rolled</i>	<i>2 1/4 x The Ramack shire 43 Steel C & L</i>		
STERN FRAME { Propeller Post.....	<i>Cast</i>	<i>2 1/2 x RUHR STAHL AG</i>		
{ Rudder.....	<i>steel</i>	<i>2 1/4 x STAHLWERK KRIEGER</i>		
Speed of Vessel.....	<i>14</i>	<i>13 knots</i>		
RUDDER—Type.....	<i>Simplex Balanced Rudder</i>			
" A x D.....	<i>520</i>			
" Diam. of head.....	<i>forged 13</i>	<i>Gute Hoffnungs.</i>		
" Mainpiece at top pintle.....	<i>See plan</i>	<i>HUTTE A.G.</i>		
" " heel.....		<i>DUSSELDORF</i>		
" how constructed.....	<i>ELECTRICALLY WELDED</i>			
" double or single plate.....	<i>double plated 16 mm</i>			
" coupling, vertical or horizontal.....	<i>HORIZONTAL</i>			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open Heart Process*

August Thyssen-Hütte Aktiengesellschaft, Deutsche Rohrenwerke Aktiengesellschaft, Gute Hoffnungs-Hütte, Dortmund-Hoerder-Hüttenverein

Has the Steel been tested as required by the Rules? *yes*

(Req. 1a.)

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To the S

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.	Speng.	Ins.	Speng.	Ins.	Speng.	Ins.	Speng.	Ins.	Speng.	Diam.	Speng.	Ins.	Speng.	Number.	Diameter.			
Framing of L, L or C																				
Frames in Bridge 'tween Decks ...		H. S. Toria																		
Frames from Uppermost Continuous Deck No. 1																				
" 2		All ordinary side frames as per report																		
In wing tanks																				
Uppermost stringer		610 x 10 1/2	610 x 10 1/2	610 x 10 1/2	610 x 10 1/2	to shell														
" 5		610 x 10	610 x 10	610 x 10	610 x 10	to longitudinal bulkhead														
" 6		90 x 90 x 11	90 x 90 x 11	90 x 90 x 11	90 x 90 x 11	face bar to stringers														
" 7		760 x 10 1/2	760 x 10 1/2	760 x 10 1/2	760 x 10 1/2	Struts in way of transverses														
2nd stringer		685 x 10 1/2	685 x 10 1/2	685 x 10 1/2	685 x 10 1/2	to shell														
" 9		685 x 10	685 x 10	685 x 10	685 x 10	to longitudinal bulkhead														
" 10		90 x 90 x 11	90 x 90 x 11	90 x 90 x 11	90 x 90 x 11	face bar to stringers														
1st stringer		762 x 10 1/2	762 x 10 1/2	762 x 10 1/2	762 x 10 1/2	to shell														
" 12		762 x 10	762 x 10	762 x 10	762 x 10	to longitudinal bulkhead														
" 13		90 x 90 x 11	90 x 90 x 11	90 x 90 x 11	90 x 90 x 11	face bars to stringers														
extra stringer in		762 x 10 1/2	762 x 10 1/2	762 x 10 1/2	762 x 10 1/2	to shell & longitudinal bulkhead														
forward wing tank		90 x 90 x 11	90 x 90 x 11	90 x 90 x 11	90 x 90 x 11	face bar to stringers														
" 16																				
Spacing of Longitudinal Frames		Amidships			At Ends															
Double Bottoms		Tank Top Longitudinals			Bottom			In cargo tanks			In forward cargo tank No. 10			7/8" 5/4" and 3/16" for 10 rivets						
Spacing of Longitudinals		Amidships			At Ends									7/8" 3/16" on each side of bulk and transverses						
Transverses.		m/m			m/m			m/m			m/m			Rivets in Lugs to Shell						
In Wing Tanks		Depth and Thickness			965 x 11			965 x 11			965 x 11			965 x 11			7/8" 3/16" In way of brackets to shell and to longitudinal bulk 3 1/2" e.t.c.			
" 12		Face Angles single			150 x 90 x 12 1/2			150 x 90 x 12 1/2			150 x 90 x 12 1/2			150 x 90 x 12 1/2						
" 13		Lugs to Shell* joggled			150 x 150 x 11			150 x 150 x 11			150 x 150 x 11			150 x 150 x 11						
" 14		Back Bars			90 x 90 x 11			90 x 90 x 11			90 x 90 x 11			90 x 90 x 11						
In Upper 'tween Decks		Depth and Thickness			1931 x 1295/840			1931 x 1295/840			1931 x 1295/840			1931 x 1295/840						
" 15		Face Angles			90 x 90 x 11			90 x 90 x 11			90 x 90 x 11			90 x 90 x 11						
" 16		Brackets to Longitudinal Bulkheads			1931 x 1295/840			1931 x 1295/840			1931 x 1295/840			1931 x 1295/840						
" 17		Depth and Thickness			1220 x 11 1/2			1220 x 11 1/2			1220 x 11 1/2			1220 x 11 1/2						
" 18		Face Angles			150 x 100 x 16			150 x 100 x 16			150 x 100 x 16			150 x 100 x 16						
In Centre Tanks		Lugs to Shell*			150 x 150 x 11			150 x 150 x 11			150 x 150 x 11			150 x 150 x 11			7/8" 3/16"			
" 19		" " Back Bars			90 x 90 x 11			90 x 90 x 11			90 x 90 x 11			90 x 90 x 11			7/8" 3/16"			
" 20		Brackets			1955 x 1900 x 11 1/2			1955 x 1900 x 11 1/2			1955 x 1900 x 11 1/2			1955 x 1900 x 11 1/2						
Spacing of Transverse Frames		3074			3074			3074			3074									
Longitudinal Beams of L L L		Upper Bridge Deck			1600 x 10			Centre girder			813			In Centre and wing tanks						
" 21		Upper			230 x 90 x 11			In centre & wing tanks			813			762 x 11 150 x 90						
" 22		Second			Forward and aft transverse beams			as per report						x 14 x 14						
" 23		Third																		

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 52735										LETTER P+		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.	Cwts.			
2435	1st Bower ...	89	2	11	stockless			63	5	0	0	90	Union stockless	Dortmund	Dortmund
2434	2nd „ ...	89	1	21	„	„	„	63	5	0	0		„	Hoerder	27-6-39
2433	3rd „ ...	88	3	9	„	„	„	62	15	0	0		„	Huttenverein	J. Loogen
	Collective weight.	267	3	13								257 1/2		Dortmund	
2436	Stream	27	1	15	7	2	7	26	15	0	0	26 1/2	Ordinary stock	„	„

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.	Statu- tory.	Break- ing.	Supplied.		Per Rule.	Length.	Diam.	Length.					Cir.	Fathoms.		Ins.	Tons.	Fathoms.	Ins.
					Cwts.	qrs. lbs.															
1429	303	2 5/8	120 9/10	169 1/4	1126-1-5			1050 1/2	300	2 5/8	Stud link	Kettingwerke Schleper of Grüne	Dortmund 18-3-39 Jub. Quast	STEEL FLOWLINE WIRE	130	5 1/2	0.44	130	5 1/2		
														HAWSERS & WARPS	2x100	3 3/4	21.7	2x100	2 3/4		
														"	2x100	3 3/4	21.7	2x100	2 3/4		
Iron Stream Chain or Steel Wire	120	5							120	5	Steel wire										

Steering Gear, Type (Power or hand) *Hydraulic direct acting* Alternative Means of Steering *Relieving tackle fitted*

Steering Chains (Size and Test) *Windlass Steam patent* *Emerson Walker Ltd* Boats *four life boats*

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

Cargo Hatchways.—(Upper Deck) *All oil tight hatches* Thickness of Hatches *Steel covers 12 1/2 mm*

Size of Hatchways No. 1 (Fwd.) *hold: 2440 x 3050 mm* *all oil tight hatches 1370 x 1040 mm*

Number of Shifting Beams and/or Fore and Afters *N.V. NEDERLANDSCHE SCHEEPSBOUW-MAATSCHAPPIJ*

Builder's Signature *P. B. B. B.*

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 *✓*

(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, and in accordance with the instructions contained in the Secretary's letters, respecting this case, and detailed on the attached form and in general conformity with the Society's Rules.

All cargo tanks, wing tanks, settling tanks, bunkers, cofferdams, sleep tanks fore and afterpeak tank, double bottom tanks and cofferdams in motorroom have been tested by a head of water as required by the Rules and found sound and tight.

Treeboard marking verified found correct and cut in the vessel's side as required.

Certificates of Stern frame, Rudder stock, connection shaft, and tillers are sent here with

The amount of Entry Fee £144:- : Fees applied for, (Special notations, where part of class, to be stated.)

Special Survey Fee.... £8179.60 : Received by me, 13-10-1939

Travelling Expenses, if any £ 70:- : 25/10/1939

Treeboard 240.

State whether the Vessel has been built under Special Survey *yes* Signature *H. J. Jonker*

Certificate to be sent to *Amsterdam Surveyors* Date of issue *31/10/39* Surveyor to *Lloyd's Register of Shipping.*

Committee's Minute *FRI. 27 OCT 1939*

Character assigned *+100A1*

Carrying petroleum in bulk

Bulks of dk. pld. Elec. Weld

Lloyd's Arch. of

Write and

Inds

+ Link 10.39

2.5.180A

Orl dy

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. Tibia*
N.V. Nederlandsche Scheepsbouw Maatschappij yard N° 272
Amsterdam report N° 15738

PARTICULARS OF ELECTRIC WELDING (if employed)

For Electrodes see letter

Simplex. Balanced nodder Electrically welded ✓
Bulks of Upper deck and Bridge deck Electrically welded ✓
Straps for stringers to bulkheads and shell plating Electrically welded ✓
Straps for brackets of Longitudinal bottom frames to bulkheads and
straps for frame brackets to shell in way of wing tanks Electrically welded ✓

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

Carrying petroleum in bulk
Longitudinal framing at bottom and peak.
Bulks of Dk plating electrically welded

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

1st Bower *Weight 59-2-8 Cwt. J. Hoogen Cert. N° 405 Dortmund 23-6-39*
2nd *Weight 58-3-4 Cwt. J. Hoogen Cert. N° 404 Dortmund 23-6-39*
3rd *Weight 57-3-15 Cwt. J. Hoogen Cert. N° 403 Dortmund 23-6-39*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *102.75* ft., R.Q.D. *✓* ft., Bridge *45.75* ft., Forecastle *60.75* 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 *19.64* feet Over-all Length *525.25* feet

No. and Material of Decks *one steel deck (2nd steel deck clear of cargo tanks)*

Parts of Bottom of Vessel coated with cement or approved composition *Cement in fore and after peak, copperclams*
and double bottom tanks used for fresh water

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,	<i>28</i>	<i>246.3</i>
Double bottom, under Engines and Boilers,			After peak tank,	<i>18</i>	<i>129.6</i>
Double bottom, if under Engines only, <i>aft</i>	<i>77.5</i>	<i>194</i>	Deep tank, aft, <i>built in tween deck</i>	<i>16</i>	<i>107.8</i>
Double bottom, if under Boilers only,			Deep tank, forward,	<i>28</i>	<i>385.4</i>
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity	<i>77.5</i>	<i>194</i>	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. *213*

Date *21 March 1938*

Dates of Surveys
held while building

25-31/5, 2-3-11-13-14-15-16-17-21-22-23-24-27-28-29-30/6, 1-5-11-12-15-18-19-21-25-27/7, 1-2-3-29/8,
2-7-8-15-16-20-22-23-27-28-29-30/9, 3-4-5-6-7-8-11-12-13-17-18-19-20-21-24-25-26-27-29-31/10, 2-5-7-9-10,
14-15-16-18-21-23-25-29-30/11, 1-5-6-7-9-14-17-19-20-21-22-23-27-28-29/12-1938, 3-5-10-13-16-17-20-21-25
26-30-31/1, 1-2-3-4-6-8-9-10-13-14-17-20-22-25-27/2, 3-7-9-10-14-16-20-24-27-29-31/3, 3-8-12-15-17-19-21-26-27-28,
1-3-5-9-16-20-23-26/5, 2-3-6-7-9-13-15-20-22-23-24-26-27-28-29-30/6, 3-5-4-12-13-14-17-20-21-22-24/7,
26-27-28-29/4, 22-23-24-25-26-28-29-30-31/8, 1-2-4-5-6-7-11-12-13-14-15-16-18-19-20-21
22-23-25-27-28-29/9, 3-4-5/10-1939

Total No. of Visits *214*