

W.R. 1.
SECTION
No. 94189419

STEEL STEAMER or MOTORSHIP.

Received at London Office

19 July 1930

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 *12 July 1930.*

Port of *Bilbao*

No. *4458*

Survey held at *Bilbao*

Date First Survey *20th Sept. 1929*

Last Survey *2nd July* 1930

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

Single Screw Motor Ship "Ariza-Mendi" (Machinery fitted Amidships)

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

Complete Superstructure

State Type of Erections

TONNAGE under Tonnage Deck...

2062.

CLASS *100 A.1*

State if with freeboard as condition of Class *yes.*

Built at *Bilbao*

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 335' 0"*

Launched *30th April 1930* Yard No. *91.*

Total

Breadth (greatest moulded) *B 45' 6"*

Builders *C^{ia} Zaskaluna de Const. y Rep.*

Gross Tonnage *2954.69*

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 28' 0"*

Owners *C^{ia} Naviera Sotia y Aznar*

Register Tonnage *1527.06*

1st Longitudinal Number (L x D) *= 9380*

Managers *Sotia y Aznar*
(Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D) *= 24622*

Residence *Udanez de Bilbao - Bilbao*

REGISTERED DIMENSIONS.

FEET.

Length *335' 0"*

Framing Depth "d," at middle of length. See Sec. 3 (1d) *17' 2"*

Port of Registry *Bilbao (Spanish)*

Breadth *45' 6"*

Proportions—Depth to Length—Uppermost continuous deck to top of keel *12' 0"*

If surveyed while building, afloat, or in dry dock

Depth *17' 2"*

Do. Long Bridge to top of keel *18' 10 1/4"*

While building, afloat & in dry dock.

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>610</i>		Bracket Floors, Frame <i>Single Angle</i>	<i>115 x 75 x 8 1/2"</i>	
" " from 3/4 length to Collision bulkhead	<i>610</i>		" " Reversed Frame <i>S. Angle</i>	<i>100 x 75 x 8 1/2"</i>	
" " in peaks	<i>610</i>		" " Vertical Struts <i>Channel</i>	<i>200 x 75 x 75 x 8 1/2"</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>940 x 12</i>	
Frame Amidships, Angle, \angle or \square	<i>203 x 76 x 12</i>	<i>200 x 75 x 12</i>	" " top Angles	<i>7/6 x 7/6 x 11</i>	
" " Extends up to	<i>2nd 7/2</i>		" " bottom Angles	<i>100 x 100 x 13 1/2"</i>	
Reversed Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness	<i>One 8"</i>	
" " Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>710 x 11</i>	
Depth of Framing Girder	<i>203</i>		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<i>90 x 90 x 12</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, \angle or \square	<i>153 x 90 x 9 1/2"</i>	<i>150 x 90 x 9 1/2"</i>	" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	<i>90 x 90 x 12</i>	
" " Second 'tween Decks, Angle, \square or \square	<i>✓</i>		" " Gussets, spacing and scantling abaft 1/4 len. from stem	<i>Continuous plate</i>	
" " Third " " " "	<i>✓</i>		" " Gussets, spacing and scantling forward 1/4 len. from stem	<i>—</i>	
Framing in Peaks, Angle or \square	<i>153 x 90 x 9 1/2"</i>	<i>150 x 90 x 9 1/2"</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>1430 x 9 1/2" from base line</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>22-17-7 diams.</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>No</i>		Breadth and thickness of Middle Line Strake	<i>1220 x 11 for 1/2 L</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Stringers, Brackets and double logs.</i>		Thickness of remainder in Holds	<i>10 1/2 x 9 1/2 x 8 1/2"</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Half height Girders</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>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, \angle or \square	<i>178 x 75 x 8 1/2"</i>	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, \square or \square	<i>178 x 75 x 8 1/2"</i>	
Middle Line Keelson, on Floors, Angles, \square or \square			Spacing	<i>610</i>	
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, \angle or \square	<i>215 x 75 x 10 1/2"</i>	
" " Foundation Plate on Floors			Spacing	<i>610</i>	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, \angle or \square <i>Channel</i>	<i>305 x 90 x 90 x 15</i>	
Side Keelsons, No. each side			Spacing	<i>1220</i>	
" " thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, \square or \square	<i>✓</i>	
" " Angles			Spacing	<i>✓</i>	
DOUBLE BOTTOM.			Poop Deck, Angle, \square or \square	<i>✓</i>	
Solid Floors, thickness and spacing	<i>9-11-1830</i>		Spacing	<i>✓</i>	
" " Are Frame and Reversed Frame joggled?	<i>No</i>		Bridge Deck, Angle, \angle or \square	<i>153 x 75 x 8 1/2"</i>	
Bracket Floors, breadth and thickness at middle line	<i>700 x 8 1/2" spaced 65" p/m.</i>		Spacing	<i>1220</i>	
" " breadth and thickness at margin plate	<i>900 x 8 1/2" spaced 65" p/m.</i>		Forecastle Deck, Angle, \square or \square	<i>✓</i>	
			Spacing	<i>✓</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>m/m</i> <i>One row</i>		Stringer Plate, breadth and thickness in way of Bridge	<i>m/m</i> <i>✓</i>	
„ in 'tween Decks, Size and Spacing.....	<i>70 diam 1220</i>		Thickness of Plating abreast Deck openings in way of Wells	<i>✓</i>	
„ „ „ „ „	<i>90-85</i>		Thickness of Plating abreast Deck openings in way of Bridge	<i>85.95</i>	
„ in Holds <i>at hatch end Reams</i>	<i>125 x 95</i>		Thickness of Plating within line of openings...	<i>✓</i>	
„ „ „ „ „	<i>305-235-268-205</i>		If Sheathed, material and thickness	<i>✓</i>	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	<i>✓</i>		Stringer Plate, breadth and thickness.....	<i>1145 and Tre Plais 85</i>	
Plating, thickness of	<i>✓</i>		If Plated, state thickness	<i>Sheathed with wood 65 m Plais</i>	
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	<i>✓</i>	
Stringer Plate, breadth and thickness in Wells	<i>1270 x 105</i>		If Plated, state thickness	<i>✓</i>	
„ „ „ „ in way of Bridge	<i>✓</i>		Poop Deck.		
„ Angle in Wells	<i>✓</i>		Stringer Plate, breadth and thickness	<i>✓</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>95</i>		Plating, Sheathing, material and thickness ...	<i>✓</i>	
Thickness of Plating abreast Deck openings in way of Bridge	<i>✓</i>		Bridge Deck.		
Thickness of Plating within line of openings...	<i>✓</i>		Stringer Plate, breadth and thickness.....	<i>450 x 8</i>	
If Sheathed, material and thickness	<i>no</i>		Plating, Sheathing, material and thickness ...	<i>Pitch Pine 65 m Plais</i>	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	<i>1140 x 85</i>		Stringer Plate, breadth and thickness.....	<i>✓</i>	
			Plating, Sheathing, material and thickness ...	<i>✓</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? <i>no</i>		No. of Rows of Rivets.		RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.			Diam.	Spacing or to cr.
FLAT PLATE KEEL	<i>1220</i>	<i>16</i>	<i>14</i>	<i>14</i>		<i>Double</i>	<i>22 6.R.h.f.</i>	<i>Treble fore aft</i>	<i>22</i>	<i>3 1/2 d</i>	<i>Strapped</i>
„ DBLG. (if any)		<i>none</i>				<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
BOTTOM PLATING, No. of Strakes <i>Two</i>	<i>1616</i>	<i>12</i>	<i>10 5</i>	<i>10 5</i>		<i>Double</i>	<i>19 7.R.h.f.</i>	<i>Treble fore aft</i>	<i>19</i>	<i>3 1/2 d</i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes <i>Two</i>	<i>1615</i>	<i>12</i>	<i>10 5</i>	<i>10 5</i>		<i>—</i>	<i>19 —</i>	<i>— 1/2 L</i>	<i>19</i>	<i>3 1/2 d</i>	<i>—</i>
SIDE PLATING, No. of Strakes <i>Two</i>	<i>1615</i>	<i>12</i>	<i>10</i>	<i>10</i>		<i>—</i>	<i>19 —</i>	<i>— 1/2 L</i>	<i>19</i>	<i>3 1/2 d</i>	<i>—</i>
2nd DECK, Sheer-strake in Wells.....	<i>1615</i>	<i>12</i>	<i>10</i>	<i>10</i>		<i>—</i>	<i>19 —</i>	<i>— 1/2 L</i>	<i>19</i>	<i>3 1/2 d</i>	<i>—</i>
UPPER DECK, Sheer-strake in Bridge ...	<i>1270</i>	<i>15</i>	<i>10</i>	<i>10</i>		<i>—</i>	<i>19 —</i>	<i>— 1/2 L</i>	<i>19</i>	<i>3 1/2 d</i>	<i>—</i>
STRAKE BELOW Sheer-strake in Wells.....	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>		<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
STRAKE BELOW Sheer-strake in Bridge ...	<i>1275</i>	<i>14 5</i>	<i>10</i>	<i>10</i>		<i>Double</i>	<i>22 6.R.h.f.</i>	<i>Treble 1/2 L</i>	<i>22</i>	<i>3 1/2 d</i>	<i>Lapped</i>
POOP SIDE PLATING	<i>✓</i>		<i>✓</i>	<i>✓</i>		<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
BRIDGE SIDE PLATING ...	<i>✓</i>		<i>✓</i>	<i>✓</i>		<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
FORECASTLE SIDE PLATING	<i>✓</i>		<i>✓</i>	<i>✓</i>		<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	<i>5</i>
Extending to Upper Deck (Sec. 3 c)	<i>Three</i>
„ Deck next below	<i>Two</i>
As per Rule	<i>yes</i>

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks	<i>10.95</i>	<i>178 x 75 x 95</i>	<i>760 L</i>	<i>✓</i>	<i>✓</i>
„ „ Second	<i>10.88</i>	<i>65</i>	<i>10 x 75 x 85</i>	<i>760 L</i>	<i>✓</i>
„ „ Third	<i>10.93</i>	<i>10.95</i>	<i>178 x 75 x 95</i>	<i>760 L</i>	<i>✓</i>
„ „ Holds	<i>10.126</i>	<i>10.95</i>	<i>203 x 75 x 95</i>	<i>760</i>	<i>✓</i>
COLLISION „ (in Hold)	<i>10.159</i>	<i>10.95</i>	<i>70 x 75 x 10 Z.A.</i>	<i>610</i>	<i>✓</i>
AFTER PEAK „	<i>10.8</i>	<i>95</i>	<i>150 x 75 x 7 Z.A.</i>	<i>610</i>	<i>✓</i>

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	<i>Plate</i>	<i>Plate</i>	<i>keel</i>	
STEM	<i>Forging</i>	<i>26 x 57</i>	<i>Ora Euskaluna</i>	
STERN FRAME {	Propeller Post	<i>Castings</i>	<i>240 x 160</i>	<i>Talleres de Deusto</i>
	Rudder „	<i>—</i>	<i>216 x 160</i>	<i>—</i>
RUDDER—A x D	<i>8.66</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
Speed of Vessel	<i>13 knots</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
RUDDER mainpiece at head ...	<i>Forging</i>	<i>216 diam</i>	<i>Soc Esp de Constr Navia</i>	
„ „ heel ...	<i>—</i>	<i>158</i>	<i>—</i>	<i>—</i>
„ how constructed	<i>Plate and Arms</i>			
„ double or single plate	<i>Single plate</i>	<i>26 m m m m</i>		
„ coupling, vertical or horizontal	<i>Vertical</i>			

STEEL.

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

Siderurgica del Mediterraneo and Altos Hornos de Vizcaya

Has the Steel been tested as required by the Rules?

yes

CHAIN CABLES.

HAWSERS AND WARPS.

Steering Gear, Steam *Electric* *Wastie* *Glasgow* Steering Gear, Hand *Also by hand* *Wastie*
Boats *2 Duve boats & 2 dingys* Steering Chains, Size and Test *Telemotor* Windlass *V. Electric*
Ceiling in Holds, thickness and material *65 m/m White Pine* Cargo Battens, thickness, material and spacing *as shown in sketch sent for 99 ship*
Cargo Hatchways.—(Upper Deck) *Plates and Angles* Thickness of Hatches *11 m/m Coaming* *65 m/m Thru Deck Covers*
Size of No. 1 Hatchway (Forward) *7.950 x 5.0* No. 2 *8540 x 5.0* No. 3 *8540 x 5.0* No. 4 *7.950 x 5.0* No. 5 *-* No. 6 *-*
Number of Shifting Beams and/or Fore and Afters *5 webs in all hatches -* *Fore and afters not fitted*

Builder's Signature

GENERAL DECLARATION. *It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel* Oil Engine *(b) 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*

(2) This vessel has been built in a dry dock, in general accordance with the approved Plans and Society Rules.

(b) The workmanship is sound solid and satisfactory. Also the materials employed in her construction.

10) The freeboard markings have been verified and etched on

(1) The links, weather decks, funnel and bulkheads have been tested in accordance with the Rule requirements and found satisfactory.

Note - This is a sister ship to Nos 78-79-81-82-86-87 and 90 of Cia Fiskalduna de Construcción y Reparación - Bilbao

The amount of Entry Fee £ *Rs 246-* Fees applied for, *4/7/1930*

Special Survey Fee.... £ *Rs 31,161-* Received by me, *9/7/1930*

Travelling Expenses, if any £ Rs 88-

Freeboard Survey Rs 492-

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

I am of opinion the Vessel should be Classed ~~X~~ 100 A.1 with freshboard

Signature

Certificate to be sent to *This office Bbo* Date of issue *25/7/30 (in duplicate)*

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 25 JUL 1930

Character assigned

+ 100H1

With freeboard

Write ~~do~~

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Lloyd's Register
Foundation

[illegible][illegible]

1st Bower 29-1.14 R.H. 7475- 28.1.30 "Anchor Wood."
2nd " 29.0.24 M.B. 7924 15.5.30 — " —
3rd " 29.0.7 R.H. 7758 27.3.30 — " —

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *3 decks - 3 tiers of beams - One of them*
the third deck covered with wood. This is held N^o 2 dispensed with.
 Official No. _____; Signal Letters _____ Is bottom of Vessel coated with cement *yes.* if not give
 particulars of composition _____

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity Tons.
Double bottom, aft, <i>Tank No 4</i>	<i>100. 0</i>	<i>179 4/5</i>	Fore peak tank, <i>no tank</i>	<i>✓</i>	<i>✓</i>
Double bottom, under Engines and Boilers, <i>✓</i>	<i>✓</i>	<i>✓</i>	After peak tank,	<i>14. 6'</i>	<i>15. 0 1/2</i>
Double bottom, if under Engines only, <i>Tank No 3</i>	<i>30. 0</i>	<i>59 ---</i>	Deep tank, aft,	<i>✓</i>	<i>✓</i>
Double bottom, if under Boilers only,			Deep tank, forward, <i>Tail tanks in Machinery Space</i>	<i>14. 0</i>	<i>1 1/2 ---</i>
Double bottom, forward, <i>Tanks No 1 & 2</i>	<i>126. 0</i>	<i>283 ---</i>	Other tanks, if fitted, <i>Double bottom under Water</i>	<i>14. 0</i>	<i>52 ---</i>
	Total capacity of double bottom	<i>489 ---</i>	(If necessary, furnish further information by sketch.)	<i>✓</i>	<i>✓</i>

Date 6th March 1929

Dates of Surveys

1929. Sep. 20. 25. 26. Oct. 7. 8. 19. 23. 24. 25. 28. 31. Nov. 5. 6. 12. 13. 16. 29.
Dec. 3. 5. 6. 9. 10. 11. 14. 16. 18. 19. 21. 27. 1930 January 3. 4. 11. 15. 23. 27.
Feb. 11. 21. 26. 27. March 4. 18. 24. 27. 27. April 1. 10. 10. 14. 15. 17. 21. 24. 25.
29. 30. May 6. 7. 8. 12. 12. 17. 20. 26. 27. June 11. 20. 28. July 2

Total No. of Visits 68