

STEEL STEAMER or MOTORSHIP.

Received at London Office 15 APR 1929

State if Report has been sent on the Freeboard of the Vessel

Yes No 8260

State if Report is sent on the Machinery of the Vessel

Yes

Date of completion of report

11th April 1929

Port of

TRIESTE

No.

8341

Survey held at

TRIESTE

Date First Survey

4th June 1928

Last Survey

27th March

19 29

On the

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

TWIN SCREW MOTOR VESSEL

FUSIJAMA

State Type

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

FULL SCANTLING

State Type of Erections

Poop. Br. Yele

TONNAGE under
Tonnage Deck

5024.98

CLASS

State if with freeboard
as condition of Class

No

Built at

Trieste

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 131.06

Launched

1st Dec 1928

Yard No. 773

Total

Breadth (greatest moulded)

B 16.84

Builders

Stab. Lec. Tristano

Gross Tonnage

6669.20

Register Tonnage

4195.73

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

D 9.21

Owners

Lloyd Tristano

1st Longitudinal Number (L x D)

1207

2nd Numeral L x (B + D)

3414

Managers

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

Residence

Port of Registry

Trieste

If surveyed while building, afloat, or in dry dock

Building, afloat and in dry dock

FRAMES, DOUBLE BOTTOM AND BEAMS.

	m/m INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		m/m INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	710		Bracket Floors, Frame	Ba 230 90 11	app 220 x 85 x 11
" " from $\frac{3}{4}$ length to Collision bulkhead	685		" " Reversed Frame	Ba 200 85 11	
" " in peaks	610		" " Vertical Struts	Ba 200 85 11	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	1100 x 13.5	
Frame Amidships, Angle, E or [	250 90 11		" " top Angles	90 90 12.5	
" " Extends up to	2nd Dk		" " bottom Angles	100 100 14.5	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	one 10	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	830 x 12.5	
Depth of Framing Girder	250		" " Vertical Angle to Tank side	90 90 11	
Frames in Uppermost Continuous 'tween Decks, Angle, E or [	190 85 9.5		" " Bracket abaft $\frac{1}{4}$ len. from stem	90 90 11	
" " Second 'tween Decks, Angle, [or [			" " Vertical Angle to Tank side	90 90 11	
" " Third " " " "			" " Bracket forward $\frac{1}{4}$ len. from stem	90 90 11	
Framing in Peaks, Angle or [	190 85 10.5		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	90 90 11	TANK Top Plating forms continuous gusset, and connected to margin by 90 x 90 x 12.5
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	$\frac{7}{8}$ " C 6 1/4"		" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	90 90 11	
State if Frame Joggled	Yes		Tank Side Brackets, height above base line at toe of Frame and thickness	1630 x 11	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	beams in peak webs + stringers in No 1 Hold		INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	single hrs double rivetted extra girder bottom plating midship thickness 35		Breadth and thickness of Middle Line Strake	1300 x 12.5 x 10.5	
SINGLE BOTTOM.			Thickness of remainder in Holds	10.5 x 9.5	
Floors, Depth and thickness at mid-line in Holds			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?	Yes	
Height of Brackets at side above base line at toe of frame			BEAMS.		
Middle Line Keelson, on Floors, Angles, [or [			Uppermost Continuous Deck, amidships in Wells, Angle, E or [	230 90 11	app 220 x 85 x 12
" " Through Plate or Intercostal Plate			" " in way of Bridge, Angle, E or [	230 90 11	app 220 x 85 x 12
" " Foundation Plate on Floors			Spacing	710, 685, 610	
" " Flat Plate Keel Angles			Second Deck, amidships, Angle, E or [	230 90 13	app 240 x 90 x 11.5
Side Keelsons, No. each side			Spacing	710, 685, 610	
" " thickness of Intercostal Plate			Third Deck, amidships, Angle, [or [
" " Angles			Spacing		
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, [or [
Solid Floors, thickness and spacing	10 every 3rd		Spacing		
" " Are Frame and Reversed Frame joggled?	Yes		Poop Deck, Angle, E or [	150 70 9	
Bracket Floors, breadth and thickness at middle line	1000 x 10		Spacing	610, 710	
" " breadth and thickness at margin plate	830 x 10		Bridge Deck, Angle, E or [	200 85 10.5	
			Spacing	710	
			Forecastle Deck, Angle, E or [	190 85 10.5	
			Spacing	685, 610	

PILLARS AND DECKS.

	m/m INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		m/m INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	<i>two</i>		Stringer Plate, breadth and thickness in way of Bridge	<i>1800 x 9</i>	
" in 'tween Decks, Size and Spacing.....	<i>wide spaced with intercostal deck girders as approved</i>		Thickness of Plating abreast Deck openings in way of Wells	<i>8</i>	
" " " " " "			Thickness of Plating abreast Deck openings in way of Bridge	<i>8</i>	
" in Holds " "	<i>wide spaced with intercostal deck girders as approved</i>		Thickness of Plating within line of openings...	<i>7.5</i>	
" " " " " "			If Sheathed, material and thickness	<i>✓</i>	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	<i>None</i>		Stringer Plate, breadth and thickness.....	<i>✓</i>	
Plating, thickness of	<i>✓</i>		If Plated, state thickness.....	<i>✓</i>	
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	<i>✓</i>	
Stringer Plate, breadth and thickness in Wells	<i>1700 x 16</i>		If Plated, state thickness	<i>✓</i>	
<i>wells beyond 1/2L amidships</i>			Poop Deck.		
" " " " in way of Bridge	<i>1700 x 9.5</i>		Stringer Plate, breadth and thickness	<i>9</i>	
<i>increased locally at E. Coaming</i>			Plating, Sheathing, material and thickness ...	<i>7.5 not sheathed</i>	
" Angle in Wells	<i>150 150 16</i>		Bridge Deck.		
Thickness of Plating abreast Deck openings in way of Wells	<i>16 15</i>		Stringer Plate, breadth and thickness.....	<i>1700 x 12</i>	
Thickness of Plating abreast Deck openings in way of Bridge	<i>9</i>		Plating, Sheathing, material and thickness ...	<i>11. 9</i>	
<i>increased locally at E. Coaming</i>	<i>8.5</i>		<i>Sheathed locally over accommodation</i>		
Thickness of Plating within line of openings...	<i>✓</i>		Forecastle Deck.		
If Sheathed, material and thickness	<i>✓</i>		Stringer Plate, breadth and thickness.....	<i>9</i>	
Second Deck.			Plating, Sheathing, material and thickness ...	<i>8.5 sheathed</i>	
Stringer Plate, breadth and thickness in Wells...	<i>1800 x 9</i>				

SHELL PLATING.

SCANTLINGS.						RIVETING.					
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>No</i>		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS. Diam. Spacing cr. to cr.	No. of Rows of Rivets.	RIVETS. Diam. Spacing cr. to cr.		STRAPPED OR LAPPED.
	Breadth. Inches. m/m	Thickness. Inches. m/m	Thickness. Inches. m/m	Thickness. Inches. m/m					Inches. Inches.	Inches.	
FLAT PLATE KEEL	<i>1270</i>	<i>20.5</i>	<i>18</i>	<i>18</i>		<i>double</i>	<i>1 4</i>	<i>four</i>	<i>1 4</i>	<i>lapped</i>	
" DBLG. (if any)											
BOTTOM PLATING, No. of Strakes <i>4</i>		<i>15.5</i>	<i>12</i>	<i>12</i>		<i>double</i>	<i>7/8 3.5</i>	<i>four</i>	<i>7/8 3.5</i>	<i>lapped</i>	
BILGE PLATING, No. of Strakes <i>1</i>		<i>15.5</i>	<i>12</i>	<i>12</i>		<i>double</i>	<i>7/8 3.5</i>	<i>four</i>	<i>7/8 3.5</i>	<i>lapped</i>	
SIDE PLATING, No. of Strakes <i>3</i>		<i>15.5</i>	<i>11.5</i>	<i>11.5</i>		<i>double</i>	<i>7/8 3.5</i>	<i>three</i>	<i>7/8 3 1/8</i>	<i>"</i>	
UPPER DECK, Sheer- strake in Wells.....	<i>1700</i>	<i>18 (28 at break)</i>				<i>double</i>	<i>7/8 3.5</i>	<i>three</i> <i>see plan</i>	<i>7/8 3 1/8</i>	<i>"</i>	
UPPER DECK, Sheer- strake in Bridge ...		<i>15.5</i>				<i>double</i>	<i>7/8 3.5</i>	<i>three</i>	<i>7/8 3 1/8</i>	<i>"</i>	
STRAKE BELOW Sheer- strake in Wells.....	<i>1800</i>	<i>14 (16 at break)</i>				<i>double</i>	<i>7/8 3.5</i>	<i>three</i> <i>see plan</i>	<i>7/8 3 1/8</i>	<i>"</i>	
STRAKE BELOW Sheer- strake in Bridge ...		<i>15.5</i>				<i>double</i>	<i>7/8 3.5</i>	<i>three</i>	<i>7/8 3 1/8</i>	<i>"</i>	
POOP SIDE PLATING				<i>9.5</i>		<i>single</i>	<i>3/4 3</i>	<i>single</i>	<i>3/4 2 5/8</i>	<i>"</i>	
BRIDGE SIDE PLATING ...		<i>16</i>				<i>(one strake only)</i>	<i>- -</i>	<i>five</i>	<i>7/8 4</i>	<i>"</i>	
FORECASTLE SIDE PLATING			<i>10.5</i>			<i>single</i>	<i>3/4 3</i>	<i>single</i>	<i>3/4 2 5/8</i>	<i>"</i>	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—					
Extending to Upper Deck (Sec. 3 c).....	<i>eight</i>				
" Deck next below	<i>-</i>				
As per Rule	<i>seven</i>				
	Plating Thickness. m/m	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings. m/m	Spacing.	Scantlings. m/m	Spacing.
MIDSHIP BULKHD, Upper tween decks	<i>7-6.5</i>	<i>150x75x10</i>	<i>760</i>	<i>-</i>	<i>-</i>
" " Second "	<i>✓</i>				
" " Third "	<i>✓</i>				
" " Holds	<i>12 5</i>	<i>220x80x9.5x14</i>	<i>760</i>	<i>-</i>	<i>-</i>
COLLISION " (in Hold)	<i>12.5-7.5</i>	<i>200x85x10</i>	<i>610</i>	<i>lower D⁴ in peak</i>	<i>✓</i>
AFTER PEAK " " 	<i>12-8</i>	<i>170x85x10</i>	<i>610</i>	<i>tunnel recess top</i>	<i>✓</i>

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Propeller brackets	<i>casting</i>	<i>as app</i>	<i>Witkowski</i>	
KEEL, Bar	<i>-</i>	<i>-</i>	<i>-</i>	
STEM	<i>Casting</i>	<i>as app</i>	<i>Breda</i>	
STERN FRAME { Propeller Post	<i>-</i>	<i>-</i>	<i>-</i>	
{ Rudder	<i>Casting</i>	<i>350x65x35 hollow as app</i>	<i>Witkowski</i>	
RUDDER—A x D	<i>not stated on app. plan</i>			
Speed of Vessel	<i>13</i>			
Rudder stock	<i>forged</i>	<i>327</i>	<i>Witkowski</i>	
RUDDER mainpiece at head ...	<i>Casting</i>	<i>280x290</i>	<i>80</i>	
" " heel ...	<i>Casting</i>	<i>130x290</i>	<i>80</i>	
" how constructed	<i>built</i>			
" double or single plate	<i>double</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) <i>open hearth steel</i>			
	<i>Witkowski, Donawitz</i>			
	Has the Steel been tested as required by the Rules? <i>Yes</i>			

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EQUIPMENT No.										LETTER	A+	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.						
1251	1st Bower ...	73	2	17	stocked			55	15	-	-	68	Union	Dortmunder	Düsseldorf 1-10-28 Kellner		
1250	2nd „ ...	73	1	25	"			55	10	-	-	68	A	A	A 3-10-28 Haus		
1252	3rd „ ...	63	0	11	"			50	2	2	0	58 1/2	A	A	A 3-10-28 Haus		
	Collective weight.	210	0	25								194 1/2					
1253	Stream	21	1	21	5	3	13	22	-	-	-	19	ordinary	Dortmunder	Düsseldorf 3-10-28 Haus		
1254		8	3	3	2	1	10	11	-	-	-		ordman	A	A		
3 additional to Rule Requirements										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.	Status.	Break- ing.	Supplied.		Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.	
	Fathoms.	Ins.	Ths.	Fths.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.		Fathoms.	Ins.	
85154	135	2 5/16	134 3/4	96 1/4	360	2	13				stad	Hungley	Kielhafen 31-8-28 Green	TOWLINE...	238	133	69342	220	138	
85145	135	2 5/16	134 3/4	96 1/4	360	3	15	720	3/4	270	2 5/16	stad	Hungley	do 28-8-28 do	HAWSERS & WARPS	165	203		165	203
85164	36 ft	2 5/16	134 3/4	96 1/4	12	3	3				stad	Hungley	do 11-9-28 Wright			165	203		165	203
85165	36 ft	2 5/16	134 3/4	96 1/4	12	3	16				stad	Hungley	do do do			165	178		165	178
Iron Stream Chain or Steel Wire	m.	in/m		sq.					m	in/m						165	178		165	178

Steering Gear, *Steam electric efficient* Steering Gear, *Hand efficient*

Boats *two* Steering Chains, Size and Test *direct geared* Windlass *electric efficient*

Ceiling in Holds, thickness and material *65 mm W.P.* Cargo Battens, thickness, material and spacing *2" W.P. 69"*

Cargo Hatchways.—(Upper Deck) *sides 444 ends 444* Thickness of Hatches *65 mm*

Size of No. 1 Hatchway (Forward) *24-7-20 ft* No. 2 *30-3-20 ft* No. 3 *25-6-20* No. 4 *16-3-20* No. 5 *23-3-20* No. 6 *21-20 ft*

Number of Shifting Beams and/or Fore and Afters *No. 1, 4; No. 2, 5; 4; 3; 4; 4*

Builder's Signature *Stabilimento Tecnico Triestino*

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *Yes* (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *Yes* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the approved plans and with the Rules

The workmanship is good

The freeboard has been verified and the marks set in on the vessel's side

All double bottom and peak tanks have been satisfactorily tested under pressure

The deep tank has been satisfactorily tested under pressure

The weather decks, bulkheads and tunnel have been hose tested with satisfactory results

The requirements of Sect 20 of the Rules where applicable have been complied with

The hatchway tarpaulins have been examined, two selected and hose tested with satisfactory results

Crude oil F.P. above 150°F is carried in the double bottom tanks

Deep tank is suitable for the carriage of oil F.P. above 150°F

Entry Fee *Liri* : 930.— Fees applied for, *to be combined with R1*

Special Survey Fee... *Liri* 34.108.— Received by me, *13.5.29*

Trava *Liri* 1.116.— I am of opinion the Vessel should be Classed *+ 100A.1.*

Working Expenses, if any *Liri* 936.— WITH NOTATION "FITTED FOR CARRYING OIL, 3-29, F.P. ABOVE 150°F IN DEEP TANK"

The Vessel has been built under Special Survey *Yes* Signature *Wm Baifour*

Sent to *Trieste office* Date of issue *7/5/29* Surveyor to Lloyd's Register of Shipping.

ee's Minute TUE. 23 APR 1929

r assigned *+ 100A.1 Fitted for carrying Oil (3-29) F.P. above 150°F in Deep Tank*

Lloyd's A.R.C. *L.M.P. 3-29 Cr.*

Oil Engines *S.B. 100 lbs*

Triste *Wg*

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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.)

List of approved plans

- (1) Midship Section, profile, pillars and girders; N°2 Decks and tanks top
N°3 Fore end framing; N°4 after end framing; N°5 Stern frame and rudder
N°6 Spectacle frame; N°7 Boss plating; N°8 Deep tanks; N°9 Motor sealings
N°10 Electric generator sealings; N°11. Masts (3 plans)

- 6 Forging and/or Casting reports enclosed
1 Certificate for steel wire.

The plans 'as built' are in preparation by the Builder and will be forwarded at a later date.

Kindly return the approved plans for dealing with the sister vessel N°774.

DUAL CLASS

L.R. & R.I.

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

1st Bower	47 19 24 16 ; K.H. 10002 ; 13. 9. 28 : Shank 26 0 21 ; K.H. 455 13. 9. 28
2nd "	47 0 26 ; K.H. 10001 ; 13. 9. 28 : Shank 26 0 27 ; K.H. 456 13. 9. 28
3rd "	40 2 26 ; K.H. 10005 ; 13. 9. 28 : Shank 22 1 13 ; K.H. 457 13. 9. 28
	21 1 21 ; K.H. 10007 ; 13. 9. 28 : Stock forged steel

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 35.5 ft., R.O.D. — ft., Bridge 283.4 ft., Forecastle 43.5 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (this information is to be given as it should appear in the Register Book) two decks steel

Official No. : Signal Letters

Is bottom of Vessel coated with cement Yes, clear of oil if not give particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	130.5	320	Fore peak tank,	23	114
Double bottom, under Engines and Boilers,			After peak tank,	21	47
Double bottom, if under Engines only, (incl. Lub oil tank)	46.6	176	Deep tank, aft,	42	1006
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	188.3	530	Other tanks, if fitted,		
	Total capacity of double bottom	1026	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 146

Date 21 June 1928

Dates of Surveys held while building

1928 June 4, 11, 19, Aug 2, 14, 17, 17, 18, 23, 29, Sep 5, 14, 17, 19, 24, 26, 27, 30, Oct 2, 3, 4, 6, 12, 16, 18, 23, 25, 27, 29, 30, Nov 3, 6, 8, 10, 19, 22, 24, Dec 1, 13, 20, 1929 Jan 19, 22, 31, Feb 4, 22, 23, Mar 5, 5, 21, 25, 27,

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Total No. of Visits 53