

STEEL STEAMER OR MOTORSHIP.

Received at London Office

2 NOV 1954

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 18TH OCTOBER 1954 Port of CADIZ No. 2282Survey held at CADIZ Date First Survey 20TH SEPT 1949 Last Survey 14TH OCTOBER 1954On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) STEEL SINGLE SCREW CARGO SHIP "ALMIRANTE LOBO"State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING State Type of Erections POOP, BRIDGE & FORECASTLE WITH RAISED QUARTER, DK.GE under Deck ... 3095.17space or spaces in Tonnage Dk. Upper Dk. —Tonnage 4183.34Tonnage 2246.71

REGISTERED DIMENSIONS.

FEET
344.63
48.08
25.66CLASS 100A1 LONGITUDINAL

FRAMING AT BOTTOM AND AT DECK.

State if with freeboard as condition of Class NOLength from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 105.07Breadth (greatest moulded) B 14.66Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 7.2231st Longitudinal Number (L x D) 821.962nd Numeral L x (B + D) 2362.29Framing Depth "d," at middle of length. See Sec. 3 (1d) —Proportions—Depth to Length—Uppermost continuous deck to top of keel —Do. Long Bridge to top of keel —Draught Moulded 6.897Built at CADIZLaunched 23RD SEPT. 1953 Yard No. 40Builders ASTILLEROS DE CADIZ S.A.Owners Spanish Government MARINA DE GUERRA ESPAÑOLAManagers —

(Where necessary to be entered in Reg. Book)

Residence MINISTERIO DE MARINA, MADRIDPort of Registry —If surveyed while building, afloat, or in dry dock WHILST BUILDING, AFLOAT & IN DRY DOCK (VESSEL UNDOCKED 4TH SEPT. 1954)

LONGITUDINAL FRAMING PER REPORT 1*

FRAMES, DOUBLE BOTTOM AND BEAMS.

| | Inches in Ship. mm. | Any Departure from Approved Plans to be Noted. | | Inches in Ship. mm. | Any Departure from Approved Plans to be Noted. |
|---|-----------------------------------|--|---|------------------------|--|
| AMERS, Spacing amidships | — | | Bracket Floors, Frame | — | |
| " " from 1/2 length amidships to Collision bulkhead | — | | " " Reversed Frame | — | |
| " " in peaks | 610 | ✓ | " " Vertical Struts | — | |
| FRAMING. | | | Centre Girder, depth and thickness amidships | 1016 x 12 | ✓ |
| Frame Amidships, Angle, [or] | SEE REPORT 1* | ✓ | " " top Angles & FORD. SINGLE | 150 150 15 | ✓ |
| " " Extends up to | PAGE 5. | ✓ | " " MIDSHIPS DOUBLE | 90 90 11.5-15 | ✓ |
| Reversed Frame Amidships, Angle | — | | " " AFT SINGLE | 150 150 15 | ✓ |
| " " Extends up to | — | | " " MIDSHIPS DOUBLE | 90 90 11.5-15 | ✓ |
| Depth of Framing Girder | — | | " " bottom Angles & FORD. DOUBLE | 90 90 11.5-15 | ✓ |
| Frames in Uppermost Continuous 'tween Decks, Angle, [or] | — | | Side Girders, No. each side and thickness | 1 @ 9 | ✓ |
| " " Second 'tween Decks, Angle, [or] | — | | Margin Plate depth (excl. of flange) and thickness | 840 x 10.5 | ✓ |
| " " Third " " " " | — | | " " Vertical Angle to Tank side | DOUBLE AT | ✓ |
| " " from 1/2 len. for'd. to 15% len. from Stem | — | | " " Bracket abaft 1/4 len. from stem | 150 150 11 TRANSVERSE | ✓ |
| " " in Peaks, Angle or [| 177.8 x 76.2 x 9.6 | ✓ | " " Vertical Angle to Tank side | SINGLE CLEAR OF | ✓ |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 19 @ 105 | ✓ | " " Bracket from forward 1/4 len. from stem to Panting Area | 90 90 9 TRANSVERSE | ✓ |
| State if Frame Joggled | TRANSVERSE FRAME ANGLES YES | ✓ | " " Gussets, spacing and scantling abaft 1/4 len. from stem | 500 500 9 | ✓ |
| Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? | AS APPROVED | ✓ | " " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area | 2325 x 11.5 | ✓ |
| Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? | AS APPROVED | ✓ | Tank Side Brackets, height above base line at toe of Frame and thickness | 2325 x 11.5 | ✓ |
| DOUBLE BOTTOM. | | | INNER BOTTOM PLATING. | | |
| Floors, Depth and thickness at mid-line in Holds | — | | Breadth and thickness of Middle Line Strake | 1015 x 11.5 to 9.5 | ✓ |
| Height of Brackets at side above base line at toe of frame | — | | Thickness of remainder in Holds | 9.5 | ✓ |
| Middle Line Keelson, on Floors, Angles, [or] | — | | Are Rule requirements complied with regard- ing increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room? | YES | ✓ |
| " " Through Plate or Inter- costal Plate | — | | BEAMS. | | |
| " " Foundation Plate on Floors | — | | Uppermost Continuous Deck, amidships in Wells, Angle, [or] | SEE REPORT 1* | ✓ |
| " " Flat Plate Keel Angles | — | | " " in way of Bridge, Angle, [or] | PAGE 5. | ✓ |
| Side Keelsons, No. each side | — | | Spacing | — | |
| " " thickness of Intercoastal Plate | — | | UPPER DECK IN POOP A.E. TO FR. 10 | 2032 38.9 9.92 | ✓ |
| " " Angles | — | | Second Deck, amidships, Angle, [or] | 2032 38.9 9.92 | ✓ |
| DOUBLE BOTTOM. | | | Spacing | 610 | ✓ |
| Solid Floors, thickness and spacing | SPACED 1676.5 | ✓ | UPPER DECK IN F'CLE. FR. 72 TO RE. | 2034 38.9 9.92 | ✓ |
| " " Are Frame and Reversed Frame joggled? | YES | ✓ | Third Deck, amidships, Angle, [or] | 2034 38.9 9.92 | ✓ |
| Bracket Floors, breadth and thickness at middle line | — | | Spacing | 610 | ✓ |
| " " breadth and thickness at margin plate | — | | Fourth Deck, amidships, Angle, [or] | — | |
| | | | Spacing | — | |
| | | | A.E. TO FR. 4 | 177.8 76.2 8.65 | ✓ |
| | | | Poop Deck, Angle, [or] | — | |
| | | | Spacing | 610 | ✓ |
| | | | Bridge Deck, Angle, [or] | — | |
| | | | Spacing | — | |
| | | | Forecastle Deck, Angle, [or] | — | |
| | | | Spacing | — | |

PARTICULARS OF LONGITUDINAL FRAMING.

| PILLARS, No. of Rows | Inches in Centre | | Any Departure from Approved Plans to be Noted. | Inches in Centre | Any Departure from Approved Plans to be Noted. |
|---|------------------|--------|--|------------------|--|
| | mm. | mm. | | | |
| ONE ROW ON CENTRELINE | 150 | 150 | ✓ | 150 | 150 |
| in 'tween Decks, Size and Spacing | 150 | 150 | ✓ | 150 | 150 |
| ANGLES AT ENDS OF HATCHES | 150 | 150 | ✓ | 150 | 150 |
| in Holds | 150 | 150 | ✓ | 150 | 150 |
| Centre Line Bulkhead. Stiffeners and Spacing | 150 | 150 | ✓ | 150 | 150 |
| Plating, thickness of | 150 | 150 | ✓ | 150 | 150 |
| STRINGERS AND DECKS. | | | | | |
| Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells | 1400 | 22 1/2 | ✓ | 1400 | 22 1/2 |
| in way of Bridge | 1400 | 22 1/2 | ✓ | 1400 | 22 1/2 |
| Angle in Wells | 150 | 150 | ✓ | 150 | 150 |
| Thickness of Plating abreast Deck openings in way of Wells | 150 | 150 | ✓ | 150 | 150 |
| Thickness of Plating abreast Deck openings in way of Bridge | 150 | 150 | ✓ | 150 | 150 |
| Thickness of Plating within line of openings | 150 | 150 | ✓ | 150 | 150 |
| If Sheathed, material and thickness | 150 | 150 | ✓ | 150 | 150 |
| Second Deck. Stringer Plate, breadth and thickness in Wells | 1400 | 22 1/2 | ✓ | 1400 | 22 1/2 |

SHELL PLATING.

| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | RIVETING. | | | |
|-------------------------------------|---------------|-----------|------|------------|--|--------------|-----|--------|------------|
| | AMIDSHIPS. | FORWARD. | AFT. | THICKNESS. | | UPPER EDGES. | NO. | BUTTS. | THICKNESS. |
| Flat Plate Keel | 17 | 16 | 15.5 | ✓ | | DOUBLE | 22 | 90 | ✓ |
| Dbg. (if any) | 12.5 | 14 | 10.5 | ✓ | | DOUBLE | 22 | 100 | ✓ |
| Bottom Plating, No. of Strakes | 12.5 | 10.5 | 10.5 | ✓ | | " | 22 | 100 | ✓ |
| Bilge Plating, No. of Strakes | 12.5 | 10.5 | 10.5 | ✓ | | " | 22 | 100 | ✓ |
| Side Plating, No. of Strakes | 12.5 | 10.5 | 10.5 | ✓ | | " | 22 | 100 | ✓ |
| Upper Deck, Sheer-strake in Wells | 1300 | 17/19 AFT | 10.5 | ✓ | | " | 25 | 115 | ✓ |
| Upper Deck, Sheer-strake in Bridge | 1300 | 12.5 | 8.5 | ✓ | | " | 28 | 115 | ✓ |
| Strake below Sheer-strake in Wells | 16 FORD. | 17/25 AFT | 10.5 | ✓ | | " | 25 | 115 | ✓ |
| Strake below Sheer-strake in Bridge | 18.5 | | | ✓ | | " | 25 | 115 | ✓ |
| Poop Side Plating | | | | ✓ | | " | 25 | 115 | ✓ |
| Bridge Side Plating | 12.5 | | | ✓ | | " | 25 | 115 | ✓ |
| Forecastle Side Plating | 9.5 | | | ✓ | | " | 25 | 115 | ✓ |

WATERTIGHT BULKHEADS.

| | |
|--|---|
| Total No. of W.T. BULKHEADS in Vessel— | 6 |
| Extending to Upper Deck (Sec. 3 c) | 6 |
| Deck next below | 6 |
| As per Rule | 6 |

STIFFENERS.

| MIDSHIP BULKHEAD, Upper 'tween decks | Plating Thickness. | VERTICAL. | | HORIZONTAL. | |
|--------------------------------------|--------------------|-------------|----------|-------------|----------|
| | | Scantlings. | Spacing. | Scantlings. | Spacing. |
| Second | 7.5/7 | 220x6x889 | 914 | 1 GIRDER | 3.4 |
| Third | 10.5/7.5 | 220x6x889 | 914 | 1 GIRDER | 3.4 |
| Holds | FR. 48 | 220x6x889 | 914 | 1 GIRDER | 3.4 |
| COLLISION | FR. 71 | 220x6x889 | 914 | 1 GIRDER | 3.4 |
| AFTER PEAK | FR. 19 | 220x6x889 | 914 | 1 GIRDER | 3.4 |

FORGINGS AND CASTINGS.

| KEEL, Bar | Casting or Forging. | Scantlings. | Maker's Name. | Any Departure from Approved Plans to be Noted. |
|---|---------------------------|-------------------|-----------------|--|
| | | | | |
| STEM | STEEL | 240x65 | AS PER S.E.C.N. | ✓ |
| STERN FRAME | CAST | PER APPROV. PLAN. | REINOSA | ✓ |
| Speed of Vessel | 12 | KNOTS | | ✓ |
| RUDDER—Type | STEEL | 11 SQ. M. | | ✓ |
| A x D | FORGING | 190 | AS PER S.E.C.N. | ✓ |
| Diam. of head | CAST | PER APPROV. PLAN. | | ✓ |
| Mainpiece at top pintle | STEEL | PER APPROV. PLAN. | | ✓ |
| heel | FABRICATED OF M.S. PLATE. | | | ✓ |
| how constructed | DOUBLE | | | ✓ |
| double or single plate coupling, vertical or horizontal | HORIZONTAL. | | | ✓ |

FRAMING.

of 7, L of E

in Bridge 'tween Decks

from Uppermost Continuous

No. 1

No. 2

No. 3

No. 4

No. 5

No. 6

No. 7

No. 8

No. 9

No. 10

No. 11

No. 12

No. 13

No. 14

No. 15

No. 16

No. 17

No. 18

No. 19

No. 20

No. 21

No. 22

No. 23

No. 24

No. 25

No. 26

No. 27

No. 28

No. 29

No. 30

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No. 70

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No. 73

No. 74

No. 75

No. 76

No. 77

No. 78

No. 79

No. 80

No. 81

No. 82

No. 83

No. 84

No. 85

| AMIDSHIPS. | | | ENDS. | | | Any Departure from Approved Plans to be Noted. | | RIVETING. | | Spacing of Rivets on each side of Transverses and Bulkheads. | | Rivets in Brackets to Bulkheads. | |
|------------|---------|---------|----------|---------|---------|--|--|--------------------------------|--------|--|--|----------------------------------|---------|
| In Ship. | | | In Ship. | | | | | Rivets in Longitudinal Frames. | | | | Number. Diameter. | |
| Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | | | Diam. | Speng. | Inches. | | | Inches. |
| mm. | mm. | mm. | mm. | mm. | mm. | | | mm. | mm. | mm. | | | mm. |
| 203.2 | 88.9 | 9.92 | | | | | | 22 | 132 | | | | |
| 203.2 | 88.9 | 9.92 | 203.2 | 88.9 | 9.92 | | | 22 | 132 | 132 | | WELDED. | |
| 203.2 | 88.9 | 9.92 | 203.2 | 88.9 | 9.92 | | | 22 | 132 | 132 | | " | |
| 203.2 | 88.9 | 9.92 | 203.2 | 88.9 | 9.92 | | | 22 | 132 | 110 | | " | |
| 203.2 | 88.9 | 9.92 | 203.2 | 88.9 | 9.92 | | | 22 | 132 | 110 | | " | |
| 203.2 | 88.9 | 10.16 | 203.2 | 88.9 | 10.16 | | | 22 | 132 | 110 | | " | |
| 228.6 | 88.9 | 10.92 | 228.6 | 88.9 | 10.92 | | | 22 | 110 | 90 | | " | |
| 228.6 | 88.9 | 10.92 | 228.6 | 88.9 | 10.92 | | | 22 | 110 | 90 | | " | |
| 228.6 | 88.9 | 13.50 | 228.6 | 88.9 | 13.5 | | | 22 | 110 | 90 | | " | |
| 203.2 | 88.9 | 9.92 | 228.6 | 88.9 | 13.5 | | | 22 | 110 | 90 | | " | |
| | | | 228.6 | 88.9 | 13.5 | | | 22 | 110 | 90 | | " | |
| | | | 203.2 | 88.9 | 9.92 | | | 22 | 110 | 90 | | " | |
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| EQUIPMENT No. <u>2523</u> | | | | LETTER <u>U</u> | | ANCHORS. | | |
|---------------------------|-------------------|----------------------------|--------------------------|--------------------------------|---------------------------------|--|--------------------------------|--|
| Number of Certificate. | Anchor. | WEIGHT, EX. STOCK. KGS. | WEIGHT OF STOCK. KGS. | TEST, PER CERTIFICATE. KGS. | WEIGHT REQUIRED BY TABLE 53. | Description of Anchor. | Makers. | Where and when tested, and Superintendent. |
| 437 | 1st Bower | 2604 | — | 43848 | 2475 | "HALL'S TYPE" C.S. HEAD & R.S. SHANK (STOCKLESS) | S.A. TALLERES DE DEUSTO BILBAO | OCHANDIANO 11-9-51 A.E. SCOTT |
| 438 | 2nd " | 2639 | — | 44268 | 2475 | " | " | " |
| 439 | 3rd " | 2574 | — | 43275 | 2110 | " | " | " |
| | Collective weight | 7817 | | | 7060 | | | |
| 444 | Stream | 755 | 215 | 16642 | 660 | ORDINARY CAST STEEL (STOCK) | " | " |

CHAIN CABLES.

| 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. | Statutory. | Break-ing. | Supplied. | Per Rule. | Length. | Diam. | | | | | Length. | Cir. | | Length. | Cir. |
| 402 | 500m | 50 | 70567 | 9920 | 26401 | 27100 | 495 | 50.5 | M.S. STUD LINK UNION-MELT E.W. | HUOS DE VICINAY S. EN C. | OCHANDIANO G. B. 52 JOSÉ MA. RUIZ. | TOWLINE | 220 | 102 | 4120 | 220 | 102 |
| | | | | | | | | | | | | HAWSERS & WARPS | 20 | 64 | 15990 | 165 | 64 |
| | | | | | | | | | | | | | 20 | 64 | 15990 | 165 | 64 |
| | | | | | | | | | | | | | 165 | 64 | 15990 | 165 | 64 |
| Stream Chain or Steel Wire | 165 | 114 | — | 51900 | | | 165 | 114 | GALV. F.S.W.R. | FORJAS DE BUENA Y NUEVA MONTAÑA SANTANDER | | | | | | | |

Steering Gear, Type (Power or hand) STEAM Alternative Means of Steering HAND GEAR

Steering Chains (Size and Test) TELE MOTOR Windlass STEAM Boats 4 WOOD (INCLUDING 2 MOTOR)

Ceiling in Holds, thickness and material 65 mm. WOOD Cargo Battens, thickness, material and spacing 40 mm. WOOD SPACED 230 mm

Cargo Hatchways.—(Upper Deck) STEEL PLATE COAMINGS 610 mm. HIGH RIVETED TOOK Thickness of Hatches 65 mm. WOOD.

Size of Hatchways No. 1 (Fwd.) 7754 x 6400 mm No. 2 10659 x 6400 mm No. 3 10059 x 6400 mm No. 4 9145 x 6400 mm No. 5 2740 x 5000 mm No. 6

Number of Shifting Beams and/or Fore and Afters } 7 7 7 5 ASTILLEROS DE CADIZ, S. A.

Builder's Signature

Director

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. YES

(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 (where required to be inserted in the Notation).

THIS SHIP 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 THE REPORT AND AS SHOWN AND AMENDED ON THE APPROVED PLANS NOW FORWARDED. ALL MODIFICATIONS OR ADDITIONS TO THE ORIGINAL APPROVED ARRANGEMENTS MADE DURING CONSTRUCTION HAVE BEEN INDICATED ON THE PLANS AND HAVE BEEN APPROVED AS BEING IN ACCORDANCE WITH, OR BY STANDARDS EQUIVALENT TO, THE RULE REQUIREMENTS. THE PLANS OF MIDSHIP SECTION AND PROFILE AND DECKS SHOWING THE SHIP AS BUILT, NOW FORWARDED HEREWITH, HAVE BEEN CHECKED WITH THE APPROVED ARRANGEMENTS AND FOUND IN ORDER. THE MATERIALS AND WORKMANSHIP ARE GOOD. FORE & AFT PEAK TANKS, ALL DOUBLE BOTTOM TANKS & COFFERDAMS, TUNNEL, W.T. DOORS, DECKS & BULKHEADS & BILGE SUCTIONS HAVE BEEN TESTED TO RULE REQUIREMENTS & FOUND SATISFACTORY. STEERING GEAR & WINDLASS TESTED UNDER WORKING CONDITIONS AND FOUND SATISFACTORY. FREEBOARD VERIFIED & MARKS CUT IN. OIL FUEL, F.P. ABOVE 150°F, IS CARRIED IN NOS 1, 2, 5 AND 6 DOUBLE BOTTOM TANKS AND SECTION 20 OF THE RULES COMPLIED WITH.

The amount of Entry Fee FREEBOARD 5720

Special Survey Fee £ 118000

Travelling Expenses, if any £ 5000

Fees applied for, BY 19. INSTALMENTS Received by me, 19.

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

WE ARE

I am of opinion the Vessel should be Classed *100 A1 LONGITUDINAL FRAMING AT BOTTOM AND AT DECK.

State whether the Vessel has been built under Special Survey YESCertificate to be sent to CADIZ OFFICEDate of issue 21/12/54

Signature J. R. Russell & N. M. Russell Surveyors to Lloyd's Register of Shipping.

Committee's Minute

FRIDAY 3 DEC 1954

Character assigned

+100 A1
9.54 Cdy.

Fitted for oil fuel 10.54 F.P. above 150°F.

Lloyds A & CR

+LMC 10 54

2 WTB 228 lb. (Spl.)

DB. 180 lb. Ck.



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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 the Plans should be embodied.)

SISTER SHIP S.S. "ANCUD" (YARD NO 39 BUILT AT ASTILLEROS DE CADIZ, SPAIN).

PLANS OF MIDSHIP SECTION AND PROFILE AND DECK (AS BUILT) FORWARDED HERewith.

THE FOLLOWING PLANS ARE APPLICABLE TO THIS VESSEL (YARD NO 40) AND ARE FORWARDED HERE

PROFILE AND DECKS.

MIDSHIP SECTION.

SHELL EXPANSION.

STEM.

UPPER AND RAISED QUARTER DECKS.

W.T. BULKHEADS NOS 9, 11, 20, 31, 44, 54 AND 71.

RUDDER

TANK TOP

W.T. Box IN E. R. FOR SEA INLET.

STERN FRAME.

RUDDER TRUNK AND FORE & AFTER PEAKS.

HATCHWAYS AND HATCH BEAMS.

TANK MARGIN BRACKETS FORWARD AND AFT.

ELECTRIC WELDING PROPOSALS.

HATCH BEAMS FOR 'TWEEN DECK HATCHES.

ALTERATION OF BOILER CASING.

'TWEEN DECK.

TRANSVERSES (3 SHEETS)

BRIDGE AND BOAT DECKS.

FORGINGS AND CASTINGS CERTIFICATE

STERN FRAME.

RUDDER HEAD.

RUDDER QUADRANT.

PARTICULARS OF ELECTRIC WELDING (if employed) 'TWEEN DECK PLATING SEAMS AND BUTTS.

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

LONGITUDINAL FRAMING, CRUISER STERN, RAISED QUARTER

DECK, LLOYD'S A. & C.P., RADAR, WIRELESS, DIRECTION FINDER,

ECHO SOUNDING DEVICE, GYRO COMPASS & OIL FUEL F.P. ABOVE 150°F

RADAR Equipment (State if fitted) YES.

State Type or Pattern No. TYPE 12.

State } Maker DECCA RADAR LTD.
Name } and/or
of } Supplier ENGLAND.

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

1st Bower 1666 KGS. A. DE B.

Nº 8324 21-7-51

2nd " 1696 " A. DE B.

Nº 8325 21-7-51

3rd " 1666 " A. DE B.

Nº 8326 21-7-51

TALLERES DE DEUSTO,

BILBAO.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 35.14 ft., R.Q.D. 26.49 ft., Bridge 98.98 ft., Forecastle 41.87 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 14.685 M. (Circ. 1611)

Over-all Length 111.487 M. (Circ. 1703)

No. and Material of Decks ONE DECK AND 2ND DECK IN NOS 2 AND 3 HOLDS OF STEEL.

Parts of Bottom of Vessel coated with cement or approved composition FORE AND AFTER PEAK TANKS.

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. | Water Capacity. | Where Fitted. | Length. | Water Capacity. |
|--|---------|-----------------|---|---------|-----------------|
| Double bottom, aft, FRS 12-31 | 33.073 | 269.00 | Fore peak tank, | 6.05 | 52.00 |
| Double bottom, under Engines and Boilers, COFF (FR 37-38) | 1.677 | — | After peak tank, | 6.71 | 271.00 |
| Double bottom, if under Engines only, F.W. TANK (FR 31-37) | 10.059 | 130.00 | Deep tank, aft, | — | — |
| Double bottom, if under Boilers only, F.W. TANK (FR 38-43) | 8.383 | 97.00 | Deep tank, forward, | — | — |
| Double bottom, forward, FRS 43-71 | 36.579 | 297.00 | Other tanks, if fitted, | — | — |
| Total length (if continuous) and Capacity | 89.771 | 566.6 | (If necessary furnish further information by sketch.) | | |

Order for Special Survey No. —

Date 28TH MAY 1943

Dates of Surveys held while building

| 1942 | 1943 | 1944 | 1945 | 1946 | 1947 |
|------------------------------------|--|---|--|---|--|
| NO RECORD OF VISITS PRIOR TO 1942. | FEB. 2, 14, 16, 23, 30, OCT. 5, NOV. 7 | JAN. 25, 30, MAR. 2, APR. 3, 17, MAY 1, 10, AUG. 2, 14, 30, SEPT. 4, 13, 25, 27, OCT. 2 | FEB. 26, MAR. 31, APR. 8, MAY 14, JULY 8, SEPT. 18, OCT. 3, 9, 13, 20, 22, 24, 30, NOV. 10, 13, 24, DEC. 1, 11, 17, 30 | JAN. 15, 17, 27, MAR. 4, 5, APR. 10, 22, JULY 8, AUG. 3, 24, SEPT. 3, 10, 17, NOV. 9, 27, DEC. 17 | JAN. 7, 19, 20, 27, FEB. 4, 6, MAR. 10, 15, 23, 26, 30, APR. 21, 29, MAY 3, 7, 19, 24, 25, JULY 19, AUG. 1, 14, 25, SEPT. 2, 3, 5, 20, 23, OCT. 11, 14 |

Has the Steel been tested as required by the Rules?