

F.E. FROM ACCTS.	21/12
F.E. FROM ADP	24/12
PLANS RECD.	21/12
CERTS. RECD.	Date of completing report
TO RPT'S.	Survey held at

DISCLOSED

SECTION

No. 902

Port

Haren (Gro)

DISCLOSED

SECTION

No. 902

No. 2025²

When handed in at Local Office

27-11-59

Received London

First Visit

12-3-59

Last Visit

23-10-59

No. of Visits

38

FIRST ENTRY SHIP REPORT

ON THE SS/MS

"SOLVANTI"

Has Report been sent on (1) Freeboard of Ship?

yes

(2) Machinery?

yes

(Rpt. C11 & Rpt. C11 (Comp.) are to be forwarded in advance when freeboards are assigned by the Society. In cases where freeboards are assigned by another Authority or when ships are exempt from Load Lines, Rpt. C11 only need be forwarded).

Type of Ship

full scantling

Is machinery fitted aft?

yes

Length (D 201 of Rules)*

55.00 m

Built at

Waterhuizen

Breadth (D 202 of Rules)

9.15 m

Launched

5-9-59

Yard No.

954

Depth (D 203 of Rules)

3.645 m

Builders

Scheepswerren Gebr. v. Diepen NV

Draught (summer moulded) (D 204 of Rules)

3.600 m

Deck Factor "F" excluding d_t

Owners

N.V. Antigoon

" " "F" including d_t

Address

Hessenplein 37, Antwerp

Gross tonnage

491.04

Managers

Net tonnage

355.50

Address

Official number

Port of Registry

Antwerp

Signal letters

ONSS

Date of last survey in drydock

not drydocked

902

GENERAL DECLARATION

Has the ship been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters?

yes

Have the scantlings and arrangements of the ship as built been checked by you and found to be in accordance with the approved plans or with equivalent arrangements?

yes

Have any modifications and/or additions to the original approved arrangements made during construction, been indicated in ink of a distinctive colour other than red on the approved plans now forwarded, and approved locally as being in accordance with or by standards equivalent to Rule requirements?

yes

If separate plans of midship section and profile and decks showing the ship as built are forwarded, have they been checked with the approved arrangements and found in order?

yes

Are the materials and workmanship satisfactory?

yes

Have the freeboards been satisfactorily marked on the ship's sides and verified?

yes

BUILDER'S DECLARATION: To the best of my knowledge the ship has been built in conformity with the Rules, Regulations and requirements of Lloyd's Register of Shipping.

SCHEEPSWERVEN GEBR. VAN DIEPEN N.V.

Waterhuizen bij Groningen

Builder's Signature

FEES, etc.

Special Survey fee

f2460. - less 25% rebate (f615.-) = f1845.-

Travelling expenses

105.-

Late attendance fees

Fees applied for

30-11-59

Received

Classification Certificate to be sent to

Gro via Rot

Date of issue

2.3.60

Has an Interim Certificate been issued?

yes

This Ship in my opinion is eligible to be classed: **100A1**
(Special notations where part of class to be stated) "Longitudinal Framing at Bottom"

Signature

Surveyor(s) to Lloyd's Register of Shipping

Committee's Minute

FRIDAY - 5 FEB 1960

Character Assigned

+100 A1

LACP

+LMC

ES

TS

10.57

Write gro (lon)

Write bologne



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012678-012685-0239 1/2

STEEL

Manufacturer's Name and/or Trade Mark of the steel used in the construction of the ship:—

Plates:— *Kon. Ned. Hoogovens en Staalfabrieken N.V.*

Sections:— *Dorman Long (Steel) Limited ; Colvilles Ltd ; Raine & Co (Sales) Ltd.*

Has the steel been manufactured at works recognised by the Committee and tested in accordance with the Rules? *yes*

Process of manufacture (e.g. Open hearth, electric furnace, etc.) *open hearth process*

Particulars of Special Quality Steel used
(Advice notes to be forwarded separately with plan showing disposition of these plates)

ELECTRIC WELDING

Parts of main structural importance electrically welded *Bottom plating ; butts of side plating ; webframes ; double bottom ; decks and beams ; hatchways ; bulkheads ; engine seat ; [stern frame & rudder.*

Parts examined by radiography

bottom - and side plating

Were the electrodes used of types approved by the Committee? *yes*

FORGINGS, CASTINGS AND FABRICATED PARTS

ITEM	FORGING, CASTING OR FABRICATED (Certificates to be forwarded)	MAKER'S NAME
Stem bar	<i>fabricated</i> ✓	<i>yard</i>
Shaft brackets	—	—
Stern frame	<i>fabricated + forging</i> ✓	<i>N.V. Pekelder Machinefabriek</i>
Rudder mainpiece or post	<i>fabricated</i> ✓	<i>N.V. Pekelder Machinefabriek</i>
Rudder head	<i>forging</i> ✓	<i>N.V. Pekelder Machinefabriek</i>
Quadrant	—	—
Tiller	<i>forging</i> ✓	<i>C.v.d. Giessen's Werktuigenfabriek N.V.</i>

GENERAL PARTICULARS

Steering gear (Type & Maker) *hand hydr. C.v.d. Giessen* ✓ Auxiliary steering gear *spare tiller with tackles ; P.M.F.*

Steering chains (Size & test) — Windlass (Type & Maker) *motor driven ; Bodewes' Lierenfabriek*

Ceiling in holds (Material & thickness) *fir ; 2 1/2"* ✓ Are cargo battens fitted in holds? *yes* ✓ in 'tween decks? *yes* ✓

Parts of bottom plating on which cement or an approved composition is laid (if fitted):— *double bottom cement washed*

Particulars of composition (if any):—

Insulated cargo compartments (if any):—

Parts of structure of material other than steel (if any):— *front and top of wheelhouse aluminium* ✓

If mechanical ventilation is fitted, state in which cargo spaces:— *hold and 'tween deck* ✓

If cathodic protection is fitted, state in which tanks:—

K ✓

5) Ltol.

mes :

no ✓

CAST STEEL ANCHOR HEAD DROP TEST

See letter dated 26/2/60

Moulded length (see Key to Register Book) 180'-5" Moulded breadth 30'-0" Moulded depth 11'-11½"

one steel & pt Sdk. ✓

Fo'cle (superimp'd) 28'-3" Trunk

Rise of floor nil ✓

Is duct keel fitted?.....no

in bottom ✓

no ✓

no X

the ship (if not a motorship) fitted for the carriage and burning of oil as fuel?

the ship (if not an oil tanker) fitted for carrying oil as cargo? no and if so state where, together with the flash point where required to be inserted in the notation:—

Watertight and/or Oiltight Bulkheads (state number required by Rules)

Total = 3 ✓

Total = 0

Position Fixing Device fitted

...signaling apparatus titled ?

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CAPACITIES OF TANKS (35 c.f. per ton) (Capacity Plan to be forwarded)

(O.F. or F.W. ONLY to be inserted against tanks used exclusively for oil fuel or fresh water)

Double bottom tanks:— No. 1 ^{= 335 m³} 32.8 No. 2 ^{= 556 m³} 54.4 No. 3 ^{= 795 m³} 78.0 No. 4 sides ^{= 305 m³} 29.2 No. 4 centre O.F. only No. 6 —
No. 7 — No. 8 — No. 9 — No. 10 — No. 11 — No. 12 —
Fore peak tank ^{= 865 m³} bottom 40.3, top 45.0 After peak tank ^{= 235 m³} 22.4 Midship deep tank —
Deep tank aft — Deep tank fwd. — Topside tanks —
Tanks at sides of tunnel — Tanks in way of tunnel O.F. only Deck tanks —
Side tanks — Wing tanks — Other tanks Stern tank F.W. only

If ship is an oil tanker state the numbers of main cargo tanks used exclusively for water ballast (if any) with capacities:—

GENERAL REMARKS

Names and yard numbers of sister or similar ships to be stated below. Numbered list of "Approved" and "As Built" plans to be given below or furnished separately (Port, Report Number, Builders' Name and Yard Number, Name of Ship and title of plan in English to be stated on outside of all plans folded to a maximum size of 11" x 9". List of forging, casting or equivalent fabricated parts, certificates to be given below with Certificate number, Port and Date.)

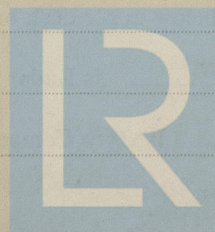
Plans as built attached:

- ✓ 1. Construction plan
- ✓ 2. Transverse bulkheads
- ✓ 3. Forepeak
- ✓ 4. Engine seat
- ✓ 5. Aft peak
- ✓ 6. Rudder and Sternframe
- ✓ 7. Tank deck aft + bulkheads
- ✓ 8. Steel hatches
- ✓ 9. Capacity plan (2 sheets)

Certificates attached:

- ✓ Copy interim ship certificate, dated Groningen, 23-10-'59
- ✓ Cert. LL S.T., dated Groningen, 23-10-'59
- ✓ " sternframe certificate N° 59/354
- ✓ " rudder certificate N° 59/353
- ✓ " certificate of tiller N° 59/2548

SPECIAL FEATURES



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