

## STEEL STEAMER or MOTORSHIP.

Received at London Office

27 APR 1931

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 12<sup>th</sup> of April 1931Port of HamburgNo. 19864Survey held at EmdenDate First Survey 19<sup>th</sup> of December 29Last Survey 20<sup>th</sup> of March 1931On the (State if Machinery fitted Aft and) Steel Twin Sc. "J. H. Senior" Machinery aft, Cruiser sternState Type (Full Scantling, Complete Superstructure) Full Scantling, Petrol. in bulk, Long frame State Type of Erections Forecastle Bridge and after bridgeTONNAGE under 11586, 91 CLASS 100 A1 State if with freeboard no Built at EmdenDo. 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) 520'Launched 14<sup>th</sup> of December 1930 Yard No. 173Breadth (greatest moulded) B 70'Builders Vereinigte Stahlwerke AG, Nordseewerke EmdenDepth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 38'9"Owners Standard Shipping CompanyTotal ✓Gross Tonnage 12185, 43Register Tonnage 6953, 611st Longitudinal Number (L × D) =20150Managers Baltisch-Amer. Petr. Import GmbH.2nd Numeral L × (B + D) =56550Residence Danzig

## REGISTERED DIMENSIONS.

Framing Depth "d," at middle of length. See Sec. 3 (1d) ✓Port of Registry DanzigLength 521' 3 1/4" 27 27Proportions—Depth to Length—Uppermost continuous deck to top of keel 13,42Breadth 70' 4 1/2" 34 34Depth 38' 11" 91 91Do. Long Bridge to top of keel ✓Draught Moulded ✓

If surveyed while building, afloat, or in dry dock

While building on stocks + afloat.

## 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	see Long. Framing	✓	Bracket Floors, Frame	✓	✓
" " from 1/2 length to Collision bulkhead	750/850	✓	" " Reversed Frame	✓	✓
" " in peaks	610	✓	" " Vertical Struts	✓	✓
Motor space aft	760	✓	Centre Girder, depth and thickness amidships	motor space 1750 × 16,5	✓
SIDE FRAMING.			" " top Angles	double 90. 90. 14,5	✓
Frame Amidships, Angle, [ or ]	see Long. Framing	✓	" " bottom Angles	double 100. 100. 14,5	✓
" " Extends up to	✓	✓	Side Girders, No. each side and thickness	3. 13,5	✓
Web in motor space	915 × 12,5	✓	Margin Plate depth (excl. of flange) and thickness	16 horizontal	✓
Reversed Frame Amidships, Angle	250 × 90 × 13,5	✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	✓	✓
Face angle Extends up to	250 × 90 × 13,5	✓	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	✓	✓
Depth of Framing Girder	after bridge 200. 90. 10 spacing 760	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓	✓
Frames in Uppermost Continuous Deck, Angle, [ or ]	250. 90. 11 spacing 610	✓	" " Gussets, spacing and scantling forward 1/2 len. from stem	✓	✓
" " Forecastle Deck, Angle, [ or ]	250. 90. 12	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	engine seatings	✓
" " Third " " A.P.	250. 90. 11	✓	INNER BOTTOM PLATING, motor space		
Framing in Peaks, Angle, [ or ] F.P.	see Long. Framing 22 × 120 at ends	✓	Breadth and thickness of Middle Line Strake	16	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	see Long. Framing	✓	Thickness of remainder in Holds	16	✓
State if Frame Joggled	no	✓	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bankers and Boiler Room?	14,5 aft yes	✓
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	FR. 3 Flats of beams with stringer 250 × 125 11 stringer 127 plate with 6 200. 90. 12 above 2. deck form. deck plate webframes 3 bottom strakes each side amidships thickness to coll. b'head. Frame 11 90 to coll. b'head 90 × 90 + 11 back bars fitted to Long. fr.	✓	BEAMS.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars		✓	Second deck + tween deck		
SINGLE BOTTOM.			Uppermost Continuous Deck amidships in Wells, Angle, [ or ]	see Long. Framing	✓
Floors Depth and thickness at mid-line in Holds	1780 × 12,25	✓	before coll. b'head way of Bridge, Angle, [ or ]	230. 90. 11	✓
Face angle	320. 100. 16	✓	Spacing	610	✓
Height of Brackets at side above base line at toe of frame	lugs to shell 150 × 150. 12	✓	Second Deck, amidships, Angle, [ or ]	250. 90. 11,5 to 230. 90. 11	✓
Middle Line Keelson on Floors, Angles, [ or ]	1375 see next page	✓	Spacing	610	✓
" " Through Plate or Intercostal Plate	✓	✓	Second, at aft behind eng. casing	280. 90. 12	✓
" " Foundation Plate on Floors	✓	✓	Third Deck, amidships, Angle, [ or ]	200. 75. 10	✓
" " Flat Plate Keel Angles	100. 100. 16	✓	Spacing	760 610	✓
brackets to transverses	11,25	✓	Stringer in motor space 12/23	230. 90. 11	✓
Side Keelsons, No. each side	✓	✓	Fourth Deck, amidships, Angle, [ or ]	230. 90. 11	✓
" " thickness of Intercostal Plate	✓	✓	Spacing	760	✓
" " Angles	✓	✓	After Bridge		
DOUBLE BOTTOM. motor space + fuel oil bunker			Peep Deck, Angle, [ or ]	200. 75. 9	✓
Solid Floors, thickness and spacing	135-11,5	✓	Spacing	760	✓
" " Are Frame and Reversed Frame joggled?	yes	✓	Bridge Deck, Angle, [ or ]	see Long. Framing	✓
Bracket Floors, breadth and thickness at middle line	✓	✓	Spacing	✓	✓
" " breadth and thickness at margin plate	✓	✓	Forecastle Deck, Angle, [ or ]	250. 90. 11,5	✓
			Spacing	610	✓



# 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.	
one Longit. 6' head and each side Long. 6' head from 2 <sup>nd</sup> deck to upper deck in connection with webs from 2 <sup>nd</sup> deck to 6 <sup>th</sup> deck. 3 R. in 1830/2440 sp. ● 85 diam											
PILLARS, No. of Rows		to upper deck 3R " " " ● 75 diam									
motor space and Spacing		180-180-18 3R. 3040 sp.									
at sides		200-75-85-115 2R. 3040 sp.									
" " " " " "		300-100-10-16 middle									
in Bridge one Row in centre ● 95 diam 3040 sp.											
forward 2 " long. 6' heads.											
" on 2 <sup>nd</sup> deck in F.P.		● 120 diam 3R									
Centre Line Bulkhead.		● 130 " 2085 sp.									
Stiffeners and Spacing		5 300-90-13									
		6 200-75-9.5									
		in 750 to 850 sp.									
Plating, thickness of		13.75 10 12.25									
STRINGERS AND DECKS.											
Uppermost Continuous Deck.											
Stringer Plate, breadth and thickness in Wells		1870-215-115									
" " " " in way of Bridge		1890-26.5									
" Angle in Wells		200-200-19									
		ends 150-150-15									
Thickness of Plating abreast Deck openings in way of Wells		21.5 17.75-9.75									
Thickness of Plating abreast Deck openings in way of Bridge		21.5 17.75									
Thickness of Plating within line of openings		21.5 17.75-9.75									
If Sheathed, material and thickness		V									
Second Deck. (Summertank)											
Stringer Plate, breadth and thickness in Wells		1900-12.25-9.75									
Stringer Plate, breadth and thickness in way of Bridge		1900-12.25									
Thickness of Plating abreast Deck openings in way of Wells		12.25-9.75									
Thickness of Plating abreast Deck openings in way of Bridge		12.25									
Thickness of Plating within line of openings		11.25-8.5									
If Sheathed, material and thickness		V									
Third Deck. aft											
Stringer Plate, breadth and thickness		11.75-8.5									
abreast openings within " "		11.25-8.5									
If Plated, state thickness		8.5									
Stringer in motor space 12/23											
Stringer Plate, breadth and thickness		8.5									
If Plated, state thickness		8.5									
Fourth Deck.											
Stringer Plate, breadth and thickness		1220-10 1040-10									
Plating, Sheathing, material and thickness		8.5 wood sheathed 8									
Bridge Deck.											
Stringer Plate, breadth and thickness		1145-11.5									
Plating, Sheathing, material and thickness		9.5									
Forecastle Deck.											
Stringer Plate, breadth and thickness		940-10									
Plating, Sheathing, material and thickness		9.5									

## 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.	
	<i>inches</i>	<i>inches</i>	<i>inches</i>	<i>inches</i>			<i>inches</i>	<i>inches</i>		<i>inches</i>	<i>inches</i>		
FLAT PLATE KEEL .....	1420	29	22	22		double	25	100	{ 3	28	112	double strapped	
DBLG. (if any)	At oiltight 6' heads long overlaps and doubling plates under 6' heads on 3 bottom strakes each side								{ 4	28	112	at ends	
BOTTOM PLATING, No. of Strakes .....	2100	18,5	14,5	15	stern frame 19	double	22	88	5	22	99	overlap	
	1925												
	2155												
BILGE PLATING, No. of Strakes .....	1845	18,5	14	19		double	22	88	{ 3	22	77	strapped	
	2080												
SIDE PLATING, No. of Strakes .....	21910	17,5	13,25	13,25		one double 3 triple	22	88 77	4	22	88	overlap	
	21800												
UPPER DECK, Sheer-strake in Wells.....					30,5 at ends				4	28	112	double	
UPPER DECK, Sheer-strake in Bridge ...	2035	25,5	13,25	13,25	of bridge + after br.	double	28	112	3	28	98	strapped	
STRAKE BELOW Sheer-strake in Wells...1.	1830	23	13,5	13,5		double	25	100	3	25	88	double strapped	
STRAKE BELOW Sheer-strake in Bridge ...													
POOP SIDE PLATING .....	11,25 - 15,5	at ends				single	22	88	2	22	77	overlap	
BRIDGE SIDE PLATING ...	11,5 - 15,5	at ends				triple ends quadruple	28	<i>all plates</i>	2	22	77	overlap	
FORE'TLE SIDE PLATING	11,5 - 14	at aft				single	22	88	2	22	77	overlap	

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	16
Extending to Upper Deck (Sec. 3 c)	1
Deck next below	1
As per Rule	as approved

## STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	13.75			5 340-100-14 800	
" Pump room	9.75			200-90-10 850	
" Second	14.25				
" Third				230 (ed. letter)	
" Holds	14.5			200-90-11 762 spacing	
COLLISION (in Hold)	9.5			200-75-9	
AFTER PEAK	11.5			300-100-14 600 sp.	
	9.5			150-75-9.5	

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	shoe casting		Stahlwerk	
STEM	upper forging	280-75	Krieger	
STERN FRAME	stern frame casting		Bochumer	
	Propeller Post		Verein	
	stern column forging	2650		
	bracket casting			
RUDDER—A x D				
Speed of Vessel	12 miles			
RUDDER mainpiece at head	V V			
" " heel	built stream line (Simplex rudder)			
" how constructed	electrically welded as approved			
" double or single plate	castings plates, angles.			
" coupling, vertical or horizontal	double			

## STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) open hearth process  
 Hoerder Verein, August Thyssen-Hütte, Henschel & Co, Charlottenhütte, Hoechst, Kiderichhütte, Kette  
 Gebr. Knipping  
 Has the Steel been tested as required by the Rules? yes



EQUIPMENT No. <u>57536</u>												LETTER <u>9+</u>		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.			
<u>1562</u>	1st Bower ...	<u>98</u>	<u>2</u>	<u>19</u>	<u>✓</u>			<u>66</u>	<u>17</u>	<u>2</u>	<u>0</u>	<u>95</u>	<u>Union stockless anchor</u>	<u>Dort =</u>	<u>London A. Scott</u>
<u>1563</u>	2nd „ ...	<u>99</u>	<u>0</u>	<u>7</u>	<u>✓</u>			<u>67</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>95</u>	<u>“ “ “</u>	<u>munder</u>	<u>Düsseldorf</u>
<u>1564</u>	3rd „ ...	<u>98</u>	<u>1</u>	<u>14</u>	<u>✓</u>			<u>66</u>	<u>17</u>	<u>2</u>	<u>0</u>	<u>95</u>	<u>“ “ “</u>	<u>Union</u>	<u>7.10.30 J. Quast</u>
	Collective weight.	<u>295</u>	<u>3</u>	<u>12</u>								<u>271</u>			
<u>1565</u>	Stream .....	<u>36</u>	<u>2</u>	<u>13</u>	<u>✓</u>			<u>33</u>	<u>10</u>	<u>1</u>	<u>7</u>	<u>28</u>	<u>“ “ “</u>		

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.	Tons.	Fathoms. Cir.				
708	332 2 1/16	125 1/16	175 1/8	1300.0:14	1200			330 2 1/8	stud. Link	Carl Schlieper	Düsseldorf 23.10.30. Quast London, Carey	TOWLINE...	240 7"	159.91	130 7"				
												4 off manila	185 10"	36					
												4 off steel wire	220 2 3/4"	22.41	100 2 3/4"				
Iron Stream Chain or Steel Wire	220m 6"			103.73				120 6"	Steel wire	Verinigte Stahlwerke	26.11.20								

Steering Gear, Steam *Direct Electric, Atlaswerke good* Steering Gear, Hand *yes, efficient*  
Boats *4 metallic 24' 7" 1' 3" 0"* Steering Chains, Size and Test *no chains* Windlass *Atlas steam, good*  
Ceiling in Holds, thickness and material *no ceiling* Cargo Battens, thickness, material and spacing *no cargo battens*  
Cargo Hatchways.—(Upper Deck) *Built steel plates + angles incl. covers* Thickness of Hatches *12.25 7/8 steel hinged with turnbuckles*  
Size of No. 1 Hatchway (Forward) *one 9' 10' No. 2 14' 0" 6' 4' No. 3 6' 0" 5' 4' No. 4 24' 0" 2' 6" No. 5 2' 0" No. 6*  
Number of Shifting Beams and/or Fore and Afters *no shifting beams or fore and afters*  
*Verinigte Stahlwerke Aktiengesellschaft*  
Builder's Signature *H. V. Merkel*

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

The vessel has been built in accordance with the approved and amended plans, the requirements embodied in the Secretary's letter and in all other respects in conformity with the Rules and Society's Requirements for "carrying petroleum in bulk", Longitudinal framing, bracketless system. The workmanship is throughout of the best description for this type of vessel, all parts conforming well with each other, without use of any packing and efficiently riveted together. The peak tanks, deep tanks, and double bottom tanks have been filled and tested as required by the Rules. All oil cargo tanks, cofferdams and discharge tanks have been filled and tested with a pressure of 8' 0" above the highest point of expansion trunk and were found perfectly tight. Air- and sounding pipes of all tanks as required by the Rules.

The amount of Entry Fee £ 12 : 0 : 0  
Special Survey Fee £ 715 : 19 : 5  
Freight 20 : 0 : 0  
Travelling Expenses, if any £ 147 : 0 : 7

Fees applied for,

28 1/2 / 19 21

Received by me,

14/5/31

I am of opinion the Vessel should be Classed **100 A1** carrying petroleum in bulk, Longitudinal framing, bracketless system.

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

Signature *J. Churholm, Hk. Jemel*

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Hamburg office* Date of issue *15/5/31*

Committee's Minute *TUE. 5 MAY 1931*

Character assigned *+100A1*

*Carrying Petrol. in Bulk*

*Lloyd's A & C.P.*

*+ L. No. 3.31 C.L.*

*Oil Eng. 2 D.R. (W.T.) 200 lb.*

*2 D.R. 100 lb.*

*W. H.*

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002401-002409-0044 3







## 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.	
			Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Spang.	Ins.	Number.
Framing of $\overline{\text{E}}$ , $\overline{\text{L}}$ or $\overline{\text{E}}$ .....																		
Frames in Bridge 'tween Decks...																		
Frames from Uppermost Continuous Deck																		
No. 1			180	90	10	180	90	10	✓						22	132		
" 2			200	90	10.5	180	90	10	✓						22	132		
" 3			200	90	11	180	90	10	✓						22	132		
" 4			200	90	12	180	90	10	✓						22	132		
" 5			230	90	11	200	90	10	✓						22	132		
" 6			230	90	11	200	90	10	✓						22	132		
" 7			250	90	13	230	90	10	✓						22	132		
" 8			280	90	12	230	90	11	✓						22	132		
" 9			280	90	12	230	90	13	✓						22	132		
" 10			280	90	14	250	90	11	✓						22	132		
" 11			300	90	13	250	90	13	✓						22	132		
" 12			300	90	13	280	90	12	✓						22	132		
" 13			300	90	14	280	90	14	✓						22	132		
" 14			300	90	15	280	90	14	✓						22	132		
" 15			381/104.15/16			381/104.15/16			✓						22	132		
" 16			381/104.15/16			381/104.15/16			✓						22	132		
Spacing of Longitudinal Frames			Amidships 800/762			At Ends 800/680												
Double Bottoms			Tank Top Longitudinals															
Bottom																		
Spacing of Longitudinals			Amidships 762			At Ends... 762												
Transverses.																		
In Bridge 'tween Decks			Depth and Thickness			750 x 10												
			Face Angles			150. 90. 10												
			Lugs to Shell			90. 90. 11												
In Upper 'tween Decks.			Depth and Thickness			1065 x 11.25												
			Face Angles			150. 90. 11												
			Lugs to Shell			150. 150. 11												
In Hold.			Depth and Thickness			1320/1980. 12.25												
			Face Angles			150. 90. 10												
			Lugs to Shell			150. 150. 12												
			Brackets			each side 11.25												
Spacing of Transverse Frames			2130			3050 (see letter plan)												
Longitudinal Beams of $\overline{\text{E}}$ , $\overline{\text{L}}$ or $\overline{\text{E}}$			Bridge Deck			165. 75. 8.5			150. 75. 9.5									
			Upper			200. 90. 10.5			150. 75. 9									
			Second			230. 90. 11			150. 75. 9									
			Third			150. 75. 9												
			Spacing.			762			762			762						
			Transverse			280. 10.25 150 fl.												
			Beams.			535. 10.25 sides												
						915 x 11.25 2 150. 90. 13												
						280 x 9.5 7 150. 90. 10												

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.