

STEEL STEAMER or MOTORSHIP.

JAN 7 1939

Received at London Office

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 2-1-1939

Port of Copenhagen

No. 10769.

Survey held at Odense

Date First Survey 4th May 1938Last Survey 22nd December 1938

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

Steel single screw motor tanker "LUCELLUM" (mch^y fitted aft)

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

Full scantling

State Type of Erections P, B & F

TONNAGE under Tonnage Deck

8656.63

CLASS +100 A1

State if with freeboard

no

Built at

Odense

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a)

L 480'-0"

Launched

29-10-38

Yard No. 77

Total

8656.63

Breadth (greatest moulded)

B 65'-3"

Builders

Messrs. Odense Staalshværf

Gross Tonnage

9424.99

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

D 35'-10"

Owners

H. E. Moss & Co's. Tankers Ltd.

Register Tonnage

5741.81

1st Longitudinal Number (L x D) = 16800

Managers

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

2nd Numeral L x (B + D) = 48120

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

13.36

Residence

London

Length

485.6'

Breadth

65.5'

Depth

35.75'

Draught Moulded 27'-9 3/4"

Port of Registry

Liverpool

If surveyed while building, afloat, or in dry dock

while building

FRAMES, DOUBLE BOTTOM AND BEAMS.

| | IN SHIP. | Any Departure from Approved Plans to be Noted. | | IN SHIP. | Any Departure from Approved Plans to be Noted. |
|---|--------------------|--|--|--------------------------|--|
| FRAMES, Spacing amidships | 800 | ✓ | Bracket Floors, Frame | | |
| " " from 1/3 length amidships to Collision bulkhead | 660 | ✓ | " " Reversed Frame | | |
| " " in peaks | 605 | ✓ | " " Vertical Struts | | |
| SIDE FRAMING. | | | Centre Girder, depth and thickness amidships | 2300 12 1/2 | ✓ |
| Frame Amidships, Angle, E or F | 250 90 12 | ✓ | " " top Angles | 90 90 14 | double ✓ |
| " " Extends up to | upper deck | ✓ | " " bottom Angles | 130 130 16 | -4- ✓ |
| Reversed Frame Amidships, Angle | | | Side Girders, No. each side and thickness | 3 19-11 | ✓ |
| " " Extends up to | | | Margin Plate depth (excl. of flange) and thickness | | |
| Depth of Framing Girder | | | " " Vertical Angle to Tank side | | |
| Frames in Uppermost Continuous 'tween Decks, Angle, E or F | | | " " Bracket abaft 1/2 len. from stem | | |
| " " Second 'tween Decks, Angle, E or F | | | " " Vertical Angle to Tank side | | |
| " " Third " " " " | | | " " Bracket from forward 1/2 len. from stem to Panting Area | | |
| " " from 1/2 len. for'd. to 15% len. from Stem | | | " " Gussets, spacing and scantling abaft 1/2 len. from stem | | |
| " " in Peaks, Angle, E or F | 230 90 11 | app. 10- ✓ | " " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area | | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 22 135 | ✓ | Tank Side Brackets, height above base line at toe of Frame and thickness | 12 | ✓ |
| State if Frame Joggled | yes | ✓ | INNER BOTTOM PLATING, in motor room | | |
| Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? | yes | ✓ | Breadth and thickness of Middle Line Strake | 1415 13 1/2 | ✓ |
| Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? | yes | ✓ | Thickness of remainder in Holds | 13 1/2 | ✓ |
| SINGLE BOTTOM. | | | 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? | ✓ | |
| Floors, Depth and thickness at mid-line in Holds | ✓ | | BEAMS. | | |
| Height of Brackets at side above base line at toe of frame | 1865 | ✓ | Uppermost Continuous Deck, amidships | 230 90 11 | ✓ |
| Middle Line Keelson, in Floor Angles, E or F | 150 75 11 | double ✓ | " " in Walls, Angle, E or F | | |
| " " Through Plate or Intercoastal Plate | 1475 11 | ✓ | " " in way of Bridge, Angle, E or F | 230 90 11- 200 75 10 1/2 | ✓ |
| " " Foundation Plate on Floors | ✓ | | Spacing | every frame | ✓ |
| " " Flat Plate Keel Angles | 100 100 15- 13 1/2 | double ✓ | Second Deck, amidships, Angle, E or F | 250 90 11- 200 75 9 | ✓ |
| Side Keelsons, No. each side | | | Spacing | every frame | ✓ |
| " " thickness of Intercoastal Plate | | | Third Deck, amidships, Angle, E or F | | |
| " " Angles | | | Spacing | | |
| DOUBLE BOTTOM, in motor room | | | Fourth Deck, amidships, Angle, E or F | | |
| Solid Floors, thickness and spacing | 11 every frame | ✓ | Spacing | | |
| " " Are Frame and Reversed Frame joggled? | yes | ✓ | Bridge Deck, Angle, E or F | | |
| Bracket Floors, breadth and thickness at middle line | | | Spacing | | |
| " " breadth and thickness at margin plate | | | Forecastle Deck, Angle, E or F | 200 75 11 1/2-10 1/2 | ✓ |
| | | | Spacing | every frame | ✓ |

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..... | | | | Stringer Plate, breadth and thickness in way of Bridge | | | |
| " in 'tween Decks, Size and Spacing..... | | | | Thickness of Plating abreast Deck openings) in way of Wells | | | |
| " " " " " | | | | Thickness of Plating abreast Deck openings) in way of Bridge | | | |
| " in Holds " " | | | | Thickness of Plating within line of openings... | | | |
| 2" long. side " " " " | | | | If Sheathed, material and thickness | | | |
| Centre Line Bulkhead. | | | | Third Deck. | | | |
| Stiffeners and Spacing..... | 250 | 90 13 | ✓ | Stringer Plate, breadth and thickness..... | | | |
| Plating, thickness of | 13 | - 10 | ✓ | If Plated, state thickness..... | | | |
| STRINGERS AND DECKS. | | | | Fourth Deck. | | | |
| Uppermost Continuous Deck. | | | | Stringer Plate, breadth and thickness..... | | | |
| Stringer Plate, breadth and thickness in Wells | 1865 | 21 - 11 | ✓ app. 1760 ✓ | If Plated, state thickness | | | |
| " " " " in way of Bridge | 1865 | 27 - 11 | ✓ app. 1760 ✓ | Poop Deck. | | | |
| " " " " ends - poop frame | 180 | 180 19 | ✓ | Stringer Plate, breadth and thickness | 990 | 9 1/2 | ✓ |
| " Angle in Wells | | | | Plating, Sheathing, material and thickness ... | 7 1/2 - 6 1/2 | 2 1/2 O.P. | ✓ |
| Thickness of Plating abreast Deck openings) in way of Wells | 21 | - 9 | ✓ | Bridge Deck. | | | |
| Thickness of Plating abreast Deck openings) in way of Bridge | 21 | | ✓ | Stringer Plate, breadth and thickness..... | 1900 | 10 | ✓ |
| Thickness of Plating within line of openings... | 14 1/2 | | ✓ | Plating, Sheathing, material and thickness ... | 8 | no sheathing | ✓ |
| If Sheathed, material and thickness | ✓ | | | Forecastle Deck. | | | |
| Second Deck. | | | | Stringer Plate, breadth and thickness..... | 915 | 9 1/2 | ✓ |
| Stringer Plate, breadth and thickness in Wells... | ✓ | | | Plating, Sheathing, material and thickness ... | 10 - 9 | no sheathing | ✓ |

SHELL PLATING.

| SCANTLINGS. | | | | | RIVETING. | | | | | | | | |
|--|---------------|------------|------------|------------|--|-------------------|----------------------|---------|-----------------------|---------------------------|---------|----------------------------------|------------------------|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. | | | BUTTS. | | | | |
| | AMIDSHIPS. | | FORWARD. | AFT. | | State if joggled? | 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. | |
| | | | | | | | Inches. | Inches. | | Inches. | Inches. | | |
| FLAT PLATE KEEL | 2 | 2 | 2 | 2 | | double | 1 | 3 1/2 | ✓ 3 | 1 1/8 | 4 1/2 | double strap | |
| „ DELG. (if any) | | ✓ | | | | | | | ✓ | | | | |
| BOTTOM PLATING, No. of Strakes A..... | A, B | 17 1/2 ✓ | 15 ✓ | 14 ✓ | | double | 7/8 | 3 1/8 | ✓ 4-3 | 7/8 | 3 1/2 | ✓ | |
| | C, D | 18 1/2 ✓ | 15 ✓ | 15 ✓ | | | | | ✓ 5-3 | 7/8 | 4 | lapped | |
| BILGE PLATING, No. of Strakes 1..... | | 18 1/2 ✓ | 17 ✓ | 18 1/2 ✓ | | - u - | 7/8 | 3 1/8 | ✓ 5-3 | 7/8 | 4 | - u - | |
| SIDE PLATING, No. of Strakes 3..... | | 17 1/2 ✓ | 12 ✓ | 12 ✓ | | - u - | 7/8 | 3 1/8 | ✓ 4-3 | 7/8 | 3 1/2 | - u - | |
| UPPER DECK, Sheer- strake in Wells..... | 1520 | 26 ✓ | 12 1/2 ✓ | 12 ✓ | | - u - | 1 | 3 1/2 | ✓ 3 | 1 1/8 | 4 1/2 | double strap (lapped at ends) | |
| UPPER DECK, Sheer- strake in Bridge | 1700 | 30 ✓ | ✓ | ✓ | | - u - | 1 | 3 1/2 | ✓ 3 | 1 1/8 | 4 1/2 | double straps | |
| STRAKE BELOW Sheer- strake in Wells..... | 2260 | 17 1/2 ✓ | 12 ✓ | 12 ✓ | | - u - | 7/8 | 3 1/8 | ✓ 4-3 | 7/8 | 3 1/2 | lapped | |
| STRAKE BELOW Sheer- strake in Bridge ... | | ✓ | | | | | | | ✓ | | | | |
| POOP SIDE PLATING | | | | 10 1/2 ✓ | | single | 3/4 | 3 | ✓ 2-1 | 3/4 | 2 1/2 | lapped | |
| BRIDGE SIDE PLATING ... | | 11 ✓ | | | | - u - | 3/4 | 3 | ✓ 2 | 3/4 | 2 1/2 | - u - | |
| FORE'C'TLE SIDE PLATING | | | 11 ✓ | | | - u - | 3/4 | 3 | ✓ 1 | 3/4 | 2 1/2 | - u - | |

WATERTIGHT BULKHEADS.

| | |
|---|------|
| Total No. of W.T. BULKHEADS in Vessel— | |
| Extending to Upper Deck (Sec. 3 c) | 14 ✓ |
| „ Deck next below | ✓ |
| As per Rule | ✓ |

FORGINGS and CASTINGS.

| | Casting or Forging. | Scantlings. | Maker's Name. | Any Departure from Approved Plans to be Noted. |
|-------------------------------------|---------------------|-------------|---------------|--|
| KEEL, Bar | | — | | |
| STEM | forging | 270 x 70 | ✓ | |
| STERN { Propeller Post | cast steel | ⊔ | ✓ | |
| FRAME { Rudder " | forged | 254 Z | ✓ | |
| Speed of Vessel | | 12 knots | ✓ | |
| RUDDER—Type | | | | |
| " A x D | | | | |
| upper " Diam. of head | | balanced | | |
| " Mainpiece at top pintle | | reaction | | |
| lower " " heel | | rudder | ✓ | |
| " how constructed | | | | |
| " double or single plate | | | | |
| " coupling, vertical or | | | | |
| " horizontal | | | | |

| | | Plating Thickness. | STIFFENERS. | | | |
|-------------------|-----------------------|--------------------|---------------------|----------|-------------------------|----------|
| | | | VERTICAL. | | HORIZONTAL. | |
| | | | Scantlings. | Spacing. | Scantlings. | Spacing. |
| | | 2 | 2 | 2 | 2 | 2 |
| MIDSHIP BULKHEAD, | Upper tween decks | 13 1/2 - 9 | 280 · 90 · 12 L | 815 | R. 1450 × 1 1/2 | ✓ |
| " | center bulkhead | ✓ | ✓ | ✓ | ✓ | ✓ |
| " | second | | | | frames 320 · 110 · 15 L | ✓ |
| " | Third | 13 1/2 - 9 | 250 · 90 · 12 1/2 L | 842 | R. 1000 × 10 | ✓ |
| " | side bulkhead | ✓ | ✓ | ✓ | ✓ | ✓ |
| " | Holds | | | | frames 230 · 90 · 12 L | ✓ |
| COLLISION | above peakdeck | 8 - 6 1/2 | 180 · 75 · 9 1/2 L | 610 | | |
| | (no Hold) | | | | | |
| AFTER PEAK | below peakdeck | 12 - 8 | 230 · 90 · 12 L | 610 | Tankdeck & stringer | |
| | above boiler platform | 8 1/2 - 7 1/2 | | | | |
| | below boiler platform | 12 - 9, 25 | 200 · 75 · 12 L | 610 | boiler platform | |

STEEL.

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

Plates: - Appleby-Frodingham Steel Co. Ltd.

Profiles: - " " " " " and The Hamarsholme Steel Co. Ltd. and Downan Long & Co. Ltd.

Has the Steel been tested as required by the Rules? *yes*

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. Inches. | Rivets in Brackets to Bulkheads. | |
| | | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Diam. | Speng. | Number. | | Diameter. | |
| Framing of L, L or C | | | | | | | | | | | | | | | | | | |
| Frames in Bridge between Decks L | | 180 | 75 | 10 1/2 | ✓ | — | | 180 | 75 | 10 1/2 | ✓ | — | | | | | | |
| Frames from Uppermost Continuous Deck in centre bunks No. 1 | | 17 | 4 | 4 1/2 | ✓ | — | | 17 | 4 | 4 1/2 | ✓ | — | | 7/8 | 5/4 | 3 (10 off) | 19 | 7/8 |
| | | | | | | | | | | | | | | | | 4 in no. 1 bank | | |
| " 2 | | | | | | | | | | | | | | | | | | |
| " 3 | | | | | | | | | | | | | | | | | | |
| " 4 | | | | | | | | | | | | | | | | | | |
| " 5 | | | | | | | | | | | | | | | | | | |
| " 6 | | | | | | | | | | | | | | | | | | |
| " 7 | | | | | | | | | | | | | | | | | | |
| " 8 | | | | | | | | | | | | | | | | | | |
| " 9 | | | | | | | | | | | | | | | | | | |
| " 10 | | | | | | | | | | | | | | | | | | |
| " 11 | | | | | | | | | | | | | | | | | | |
| " 12 | | | | | | | | | | | | | | | | | | |
| " 13 | | | | | | | | | | | | | | | | | | |
| " 14 | | | | | | | | | | | | | | | | | | |
| " 15 | | | | | | | | | | | | | | | | | | |
| " 16 | | | | | | | | | | | | | | | | | | |
| Spacing of Longitudinal Frames | | Amidships 815 1/2 ✓ | | | — | | | 815 1/2 ✓ | | | — | | | | | | | |
| | | At Ends ✓ | | | | | | ✓ | | | | | | | | | | |
| Double Bottoms L, L or C | | Tank Top Longitudinals | | | | | | | | | | | | | | | | |
| | | Bottom " | | | | | | | | | | | | | | | | |
| Spacing of Longitudinals | | Amidships ✓ | | | | | | ✓ | | | | | | | | | | |
| | | At Ends... | | | | | | | | | | | | | | | | |
| Transverses. | | | | | | | | | | | | | | Rivets in Lugs to Shell | | | | |
| | | | | | | | | | | | | | | Diam. | Speng. | | | |
| In Bridge 'tween Decks | | Depth and Thickness 380 9 1/2 ✓ | | | — | | | 380 9 1/2 ✓ | | | — | | | | | | | |
| | | Face Angles 75 75 10 1/2 ✓ | | | — | | | 75 75 10 1/2 ✓ | | | — | | | | | | | |
| | | Lugs to Shell* 90 90 10 ✓ | | | — | | | 90 90 10 ✓ | | | — | | | | | | | |
| In Upper 'tween Decks | | Depth and Thickness ✓ | | | | | | ✓ | | | | | | | | | | |
| | | Face Angles ✓ | | | | | | ✓ | | | | | | | | | | |
| | | Lugs to Shell* ✓ | | | | | | ✓ | | | | | | | | | | |
| Bottom Transverses | | Depth and Thickness 1400 12 1/2 ✓ | | | | | | 1400 12 1/2 ✓ | | | | | | | | | | |
| | | Face Angles 230 90 12 double ✓ | | | | | | 230 90 12 double ✓ | | | | | | | | | | |
| In Hold | | Lugs to Shell* 150 150 12 ✓ | | | | | | 150 150 12 ✓ | | | | | | 7/8 | 4 | ✓ | | |
| In bunks | | " " Back Bars 90 90 12 1/2 ✓ | | | ✓ | | | 90 90 12 1/2 ✓ | | | | | | 7/8 | 4 | ✓ | | |
| | | Brackets 2200 x 2445 x 12 1/2 ✓ | | | | | | 2200 x 2445 x 12 1/2 ✓ | | | | | | | | | | |
| Spacing of Transverse Frames | | 3 off in each bank equally spaced ✓ | | | | | | 3 off in each bank equally spaced ✓ | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| Longitudinal Beams of L, L or E | | Bridge Deck 150 75 8 ✓ | | | — | | | 150 75 8 ✓ | | | — | | | 815 1/2 | ✓ | 250 x 8 1/2 150 x 75 x 12 250 x 8 1/2 150 x 75 x 12 1/2 | | |
| | | Upper 230 90 11 ✓ | | | — | | | 230 90 11 ✓ | | | — | | | 815 1/2 | ✓ | 760 x 10 1/2 150 x 75 x 12 1/2 760 x 10 1/2 150 x 75 x 12 1/2 | | |
| | | Second — | | | | | | — | | | | | | | | | | |
| | | Third — | | | | | | — | | | | | | | | | | |

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.

EQUIPMENT No 49618 ✓

LETTER C-1 ✓

ANCHORS.

| Number of Certificate. | Anchor. | WEIGHT, EX. STOCK. | WEIGHT OF STOCK. | TEST, PER CERTIFICATE. | WEIGHT REQUIRED BY TABLE 53. | Description of Anchor. | Makers. | Where and when tested and Superintendent. |
|------------------------|--------------------|--------------------|------------------|------------------------|------------------------------|------------------------|------------------------|---|
| 97156 | 1st Bower ... | Cwts. 86 2 14 | qrs. 14 | lbs. 14 | 61 17 2 0 | Stockless | N. Hingley & Sons Ltd. | 14/3/38 J.R. Relf |
| 97157 | 2nd " ... | 85 3 0 | 14 | 61 10 0 0 | ✓ | - " - | - " - | - " - |
| 97160 | 3rd " ... | 74 0 0 | 14 | 55 15 0 0 | ✓ | - " - | - " - | - " - |
| | Collective weight. | 246 1 14 | | | 244.2.0 | | | |
| 96469 | Stream | 28 0 0 | 7 2 21 | | | Iron stock | - " - | - " - |

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. |
|------------------------|---------------------------|-----------------------|------------------------|-------------------------------|--------------|----------------------------|--|-----------------|---------------------------|------------------------------|-------------------------------|
| | Fathoms. Length. Diam. | Ins. Tons. Break-ing. | Supplied. Per Rule. | Fathoms. Length. Diam. | | | | | Fathoms. Length. Cir. | Tons. Test of Steel Wire. | Fathoms. Length. Cir. |
| 88841 | 150 2 9/16 | 116.7 163 3/8 | 497.2.13 | 989.0.0 | 300 2 9/16 | stud N. Hingley & Sons Ltd | Netherthorpe 11/2/37 J.R. Relf | TOWLINE... | 130 5 1/2 | 84.4 | 130 5 1/2 |
| 88913 | 150 2 9/16 | 116.7 163 3/8 | 500.3.24 | | | - " - | - " - | HAWSERS & WARPS | 2x100 2 3/4 | 15.2 | 2x100 2 3/4 |
| | | | | | | | | | 2x100 2 3/4 | 15.2 | 2x100 2 3/4 |
| Iron Stream | 120 4 3/4 | 64.6 | | | 120 4 3/4 | Jacob Holm & Sønner | Cpn. 19/10/38 | | | | |

Steering Gear, Type (Power or hand) Deutsche Werke, Kiel (Steam) Alternative Means of Steering direct ✓

Steering Chains (Size and Test) Telmotor ✓ Windlass Deutsche Werke Kiel (Steam) Boats 2 @ 24'-0" x 7'-6" x 3'-0"
1 dinghy @ 16'-0" x 6'-1" x 2'-3"

Ceiling in Holds, thickness and material O.T. ✓ Cargo Battens, thickness, material and spacing gaslight holding on 4.5" ✓

Cargo Hatchways. (Upper Deck) 1600 x 1225 x 300 2 x 12 1/2 thick Thickness of Hatches 3454 x 2640 x 760 2 x 11 1/2 thick

Size of Hatchways No. 1 (Fwd.) ✓ No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams }
and/or Fore and Afters }

ODENSE STAALSKIBSVÆRFT

Builder's Signature

VEP A. P. MØLLER
Thor Pedersen

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 is a tanker ✓ 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).

Vessel fitted for carrying oil fuel in double bottom, in wing tanks in motor room, in deep tanks forward. ~~and in boiler oil tanks above aft peak~~. F.P. of oils above 150 °F, also requirements of sec. 20 of the Rules complied with. ✓

The vessel has been built according to the approved plans, the Society's Rules, Secretary's letters and to our satisfaction. ✓

The vessel is intended to carry petroleum in bulk and all the cargo tanks, oil fuel and lub. oil tanks, cofferdams, deep tanks, wing tanks, double bottom tanks, peak tanks, F.W.- and feed water tanks etc. have been tested according to the Rules and found tight. ✓

Windlass and steering gear tried and found satisfactory. ✓

The material and workmanship is good and to our satisfaction. ✓

The pebbles have been marked on the vessels sides, cut in and verified. ✓

Amount of Entry Fee ... £ 246.40
 Freight Fee £ 448.00
 Special Survey Fee ... £ 14.637.00
 Lab-carry fee's £ 120.00
 Travelling Expenses, if any £ 1257.90

Fees applied for,

6.1.1939

Received by me,

16/1.1939

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

I am of opinion the Vessel should be Classed + 100 A 1
Carrying petroleum in bulk.

Signature V. Andersen S. Sandersen
 Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey yesCertificate sent to Surveyors office, Cpn Date of issue 14/3/39

Committee's Minute

FRI 13 JAN 1939

Character assigned

+ 100 A 1

Carrying petroleum in bulk
Lloyd's Register
+ LMC 12.38
20B 180 lb

The Surveyor is requested not to write on or below the Committee's Minutes.



Lloyd's Register
 Foundation

0134 313