

STEEL STEAMER or MOTORSHIP.

Received at London Office JUL 3 1939

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 *28th June 1939* Port of *Hamburg* No. *24115*Survey held at *Hamburg* Date First Survey *10th Dec. 1938* Last Survey *20th June 1939*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Twin S.C. Motor Tanker "GALLIA" Machinery fitted aft.*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling* State Type of Erections and fittings *Pass, bridge*TONNAGE under Tonnage Deck... *8921* CLASS *+100 A1* State if with freeboard as condition of Class *no* Built at *Hamburg, Reich Finkenwerder*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 495.0* Launched *18th April 1939* Yard No. *227*Total Breadth (greatest moulded) *B 67.0* Builders *Deutsche Werft A.G.*Gross Tonnage *9974* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 34.17* Owners *The Tonn Company (Norway)*Register Tonnage *5798* 1st Longitudinal Number (L x D) *= 16913* Managers *H. C. Mathiesen*REGISTERED DIMENSIONS. FEET. 2nd Numeral L x (B + D) *= 50078* Residence *Oslo*Length *503.8* Framing Depth "d," at middle of length. See Sec. 3 (1d) *14.49* Port of Registry *Oslo*Breadth *67.4* Proportions—Depth to Length—Uppermost continuous deck to top of keel *27' 6 1/4"* If surveyed while building, afloat, or in dry dockDepth *34.3* Draught Moulded *27' 6 1/4"* *in docks, afloat and in dry dock.*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	MIN. THICKNESS IN SHIP.	Any Departure from Approved Plans to be Noted.		MIN. THICKNESS IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	730	/	Bracket Floors, Frame		/
" " from $\frac{3}{8}$ length amidships to Collision bulkhead	685	/	" " Reversed Frame		/
" " in peaks	610	/	" " Vertical Struts		/
SIDE FRAMING.			Centre Girder, depth and thickness	1820.12	/
Frame Amidships, Amidships	250.90.11	/	" " top Angles	750.14	/
" " Extends up to	upper deck	/	" " bottom Angles	90.90.14.5	/
Reversed Frame Amidships, Angle		/	" " bottom Angles	130.130.13	/
" " Extends up to		/	" " bottom Angles	100.100.13	/
Depth of Framing Girder	250	/	Side Girders, No. each side and thickness	2 - 14	/
Frames in Uppermost Continuous 'tween Decks, Angle, [or [/	Margin Plate Amidships	100 - 13.5	/
" " Second 'tween Decks, Angle, [or [/	thickness		/
" " Third " " "		/	" " Vertical Angle to Tank side		/
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	280.90.12	/	Bracket abaft $\frac{1}{2}$ len. from stem		/
" " Amidships	AFTER PEAK 230.90.14.5	/	" " Vertical Angle to Tank side		/
" " in Peaks, Amidships	FORE PEAK 230.90.14.5	/	Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area		/
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 120	/	Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem		/
State if Frame Joggled	no	/	" " Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area		/
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	No frames side stringers & Piers of beams as approved	/	Tank Side Brackets, height above base line at toe of Frame and thickness	12.5	/
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	3 bottom stringers of increased thickness, extra side girders, as approved.	/	INNER BOTTOM PLATING.		/
SINGLE BOTTOM.			Breadth and thickness of Middle Line Strake	2400/190.13.5	/
Floors, Depth and thickness at mid-line in Holds	1600.12.5	/	Thickness of remainder in Amidships MOTOR ROOM	30 - 13.5	/
Height of Brackets at side above base line at toe of frame	1000.14.5	/	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 as approved	/
Middle Line Keelson, Amidships	180.90.10	/	BEAMS.		/
FACE BAR Amidships	1600.11.5	/	Uppermost Continuous Deck, amidships	200.90.10	/
" " Intercostal Plate		/	" " Amidships	200.90.13	/
" " Foundation Plate on Floors		/	" " Amidships	Every frame	/
" " Flat Plate Keel Angles	100.100.13	/	Spacing	870	/
Side Keelsons, No. each side		/	I. STRINGER		/
" " thickness of Intercostal Plate		/	Amidships Deck, amidships, Angle, Amidships	200.90.10	/
" " Angles		/	Spacing	Every frame	/
DOUBLE BOTTOM. AFT			II. STRINGER		/
Solid Floors, thickness and spacing	11 - 730	/	Amidships Deck, amidships, Angle, Amidships	200.90.10	/
" " Are Frame and Reversed Frame joggled?	no	/	Spacing	Every frame	/
Bracket Floors, breadth and thickness at middle line		/	II. DECK IN WAY OF ENGINE ROOM		/
" " breadth and thickness at margin plate		/	Amidships Deck, amidships, Angle, Amidships	230.90.11	/
			Spacing	250.90.11	/
			Poop Deck, Amidships	200.75.9.5	/
			Spacing	230.90.11	/
			Bridge Deck, Amidships	200.75.9	/
			Spacing	Every frame	/
			Forecastle Deck, Amidships	230.90.11	/
			Spacing	Every frame	/

PILLARS AND DECKS.

	M.M. IN SHIP.				Any Departure from Approved Plans to be Noted.	M.M. IN SHIP.				Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows. <i>Two Longitudinal Bulkheads.</i>										
STIFFENERS <i>250. 90. 11</i>										
" <i>Size and Spacing</i> <i>280. 90. 12</i>										
" <i>PLATING</i> <i>12.5 - 9.5</i>										
" in Hold <i>FORW.</i> <i>381.13.102.16</i>										
" <i>250. 90. 11</i>										
Centre Line Bulkhead. <i>DEPT. FORW.</i> <i>280. 90. 12</i>										
Stiffeners and Spacing <i>long frame</i>										
Plating, thickness of <i>12 - 10</i>										
STRINGERS AND DECKS.										
Uppermost Continuous Deck.										
Stringer Plate, breadth and thickness <i>2030. 21.5</i>										
" " " " in way of Bridge <i>2030. 26</i>										
" Angle <i>180. 180. 20</i>										
Thickness of Plating abreast Deck openings <i>21.5</i>										
Thickness of Plating abreast Deck openings in way of Bridge										
Thickness of Plating within line of openings <i>15.5</i>										
If Sheathed, material and thickness <i>not sheathed</i>										
Second Deck. IN ENGINE SPACE										
Stringer Plate, breadth and thickness <i>990. 10.5</i>										
Stringer Plate, breadth and thickness in way of <i>ALL FUEL BUNKER</i>										
Thickness of Plating abreast Deck openings										
Thickness of Plating abreast Deck openings in way of Bridge										
Thickness of Plating within line of openings										
If Sheathed, material and thickness										
Third Deck.										
Stringer Plate, breadth and thickness										
If Plated, state thickness										
Fourth Deck.										
Stringer Plate, breadth and thickness										
If Plated, state thickness										
Poop Deck.										
Stringer Plate, breadth and thickness <i>990. 9.5</i>										
Plating, Sheathing, material and thickness <i>9.5 - 6.5</i>										
Bridge Deck.										
Stringer Plate, breadth and thickness <i>1090. 11</i>										
Plating, Sheathing, material and thickness <i>9.0</i>										
Forecastle Deck.										
Stringer Plate, breadth and thickness <i>920. 9.5</i>										
Plating, Sheathing, material and thickness <i>9.0</i>										

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.	Diam.		Spacing cr. to cr.
	<i>Breadth.</i>	<i>Thickness.</i>	<i>Thickness.</i>	<i>Thickness.</i>									
FLAT PLATE KEEL	1540	26.0	22.5	21.0	✓	Double	28	4d.	Elect. welded	-	-	b. welded.	
„ DBLG. (if any)	-	-	-	-	✓	-	-	-	-	-	-	-	
BOTTOM PLATING, No. of Strakes	2300	20.0	21.5	16.5	✓	Double	25	4d.	Elect. welded	-	-	b. welded.	
	2290	20.0	21.5	15.0	✓								
	2210	20.0	21.5	14.0	(14.5) brass plating								
	2210	19.5	13.0	14.0	(14.5)								
BILGE PLATING, No. of Strakes	1900	17.5	15.0	17.5	✓	"	22	3½d.	"	"	-	-	"
SIDE PLATING, No. of Strakes	2160	16.5	12.0	12.0	✓	"	22	3½d.	"	"	-	-	"
UPPER DECK, Sheer-strake buttwelded	2010	29.0	14 (18)	12.0	✓	"	28	3½d.	"	"	-	-	"
UPPER DECK, Sheer-strake in Bridge (✓)	2010	35.0	-	-	✓	"	28	3½d.	"	"	-	-	"
STRAKE BELOW Sheer-strake buttwelded ... (✓)	2110	22.0	14.0	12.0	✓	"	25	3½d.	"	"	-	-	"
STRAKE BELOW Sheer-strake in Bridge ... (✓)	2110	22.0	-	-	✓	"	25	3½d.	"	"	-	-	"
POOP SIDE PLATING	-	-	15.0	10.6	✓	Single	22	4d.	"	"	-	-	"
BRIDGE SIDE PLATING ... (✓)	-	11.0	-	-	✓	Double	22	4d.	"	"	-	-	"
FORE'C'TLE SIDE PLATING	-	-	11.0	-	✓	Single	22	4d.	"	"	-	-	"

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel <i>18</i>	<i>17 Bt in R.B.</i>
Extending to Upper Deck (Sec. 3 c)	
" Deck next below	
As per Rule	<i>yes</i>

STIFFENERS.

	Plating Thickness. mm.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
CENTRE TANKS					
MIDSHIP BULKHEAD	14-9.5	280. 90. 12	870	200. 90. 10	
SIDE TANKS					
"	12-8	250. 90. 11	690	200. 90. 12.5	
"					
COLLISION	(in Hold)	12-6.5	180. 75. 8	250. 90. 11	580
AFTER PEAK		13-7.5		230. 90. 11	600

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings. mm.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM				
STERN FRAME	Propeller Post			
	INTERN. SHAFT			
	Rudder			
Speed of Vessel		13 1/2 Kts.		
RUDDER—Type				
A x D				
Diam. of head				
Mainpiece at top pintle				
" " heel				
how constructed				
double or single plate				
coupling, vertical or horizontal				

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	<i>L.M. Open Hearth Process.</i>
	Has the Steel been tested as required by the Rules?	<i>yes.</i>

No. 22

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EQUIPMENT No. 51850												LETTER <i>e +</i>		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.			
2410	1st Bower ...	83	0	18	-	-	-	60	10	0	0		Union Hookless	Dortmund	27.4.39 J. G.
2411	2nd " ...	83	0	20	-	-	-	60	10	0	0		"	"	27.4.39 J. G.
2412	3rd " ...	83	0	7	-	-	-	60	10	0	0		"	"	27.4.39 J. G.
	Collective weight.	249	1	17					244 1/2						
2413	Stream	25	3	9	6	3	25	25	10	1	7	25	Ordinary	"	27.4.39 J. G.

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.	Statutory.	Breaking.	Supplied.	Per Rule.	Fathoms.	Diam.	Fathoms.	Ins.					Length.	Cir.		Fathoms.	Ins.	Fathoms.	Cir.
1725	301	2 9/16	116	163	1072:0:0	989	300	2 9/16	Link	Starkhoffnung.	Starkrade	7.3.39 J. Quast	Spec. Steel	130	6	105300	130	5 1/2			
														TOWLINE	2a			2a			
														HAWERS & WARPS	100	2 3/4	16695	100	2 3/4		
															2a			2a			
														"	120	3 1/2	39250	100	2 3/4		
Sp. Spec.		Cir.																			
Stream	120	5 1/2	94	100kg			120	4 3/4		Köln	Dortmund	19.2.39 F. Hoyer									
Steel Wire																					

Steering Gear, Type (Power manually)		Alternative Means of Steering	
Steam efficient; <i>Aples Works</i>		<i>Hand and block & tackle; 4 hip boats, one fitted with motor</i>	
Steering Chains (Size and Test) <i>no chains</i>		Boats <i>2 dingies, one fitted with motor</i>	
Windlass <i>steam; efficient</i>			
Ceiling in Holds, thickness and material <i>65 mm Pine</i>		Cargo Battens, thickness, material and spacing <i>150-50 mm; 230 mm spacing</i>	
Cargo Hatchways.—(Upper Deck) <i>Steel plates & angles</i>		Thickness of Hatches <i>Steel covers 12 mm & 15 mm thick</i>	
Size of Hatchways			
No. 1 (Fwd.)	<i>4800-3400</i>	No. 2	<i>31 1068</i>
No. 3		No. 4	
No. 5		No. 6	
Number of Shifting Beams and/or Fore and Afters			
<i>none</i>			

Builder's Signature		DEUTSCHE WERFT	
		AKTIENGESELLSCHAFT	
		<i>W. Köster</i>	

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 *Motor ship*
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *oil 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). *Oil fuel flash point above 150° F.*

This vessel has been built in accordance with the approved plans, the requirements embodied in the Secretary's letters and in all other respects in conformity with the Rules and Society's Requirements for "Carrying Petroleum in bulk." ✓

The workmanship is of the best description for this type of vessel, all parts conforming well which each other and efficiently riveted together. ✓

The requirements of the Society's regulations for the Application of Electric Arc Welding to Ship construction have been complied with. ✓

The peak tanks, double bottom tanks, deep tank, oil cargo tanks, oil fuel bunkers and cofferdams have been fitted and tested as required by the Rules. ✓

Air and sounding pipes of all tanks comply with the Rules. ✓

The painting arrangement and the strengthening of the bottom forward have been carried out as approved. ✓

The amount of Entry Fee . . . <i>RM 220. -</i>		Fees applied for,		(Special notations, where part of class, to be stated.)	
		<i>22.6.1939</i>			
Special Survey Fee . . . <i>RM 13,480.50</i>		Received by me,		I am of opinion the Vessel should be Classed <i>+ 100 A 1</i>	
<i>Freibord RM 400. -</i>				<i>"Carrying Petroleum in bulk" "strong framing at bottom"</i>	
Travelling Expenses, if any <i>RM 109.50</i>		<i>8.7.1939</i>		<i>"and deck in centre tanks" "Baths of steel and deck plating"</i>	
				<i>"Electric welded."</i>	
State whether the Vessel has been built under Special Survey <i>yes</i>				Signature <i>Th. Goring.</i>	
				Surveyor to Lloyd's Register of Shipping.	
Certificate to be sent to <i>Land Office</i>		Date of issue <i>14/7/39.</i>			

Certificate to be sent to		Date of issue			
Bremen		14 JUL 1939 + 100/171			
Committee's Minute					
Character assigned					
Carrying petroleum in bulk					
Lloyd's ATCP					
Note					
Hax (v. 2)					

The Surveyor, if requested, may be called on to verify the correctness of the Committee's Minute.

Rp
Date
No.
Reg.
882

The approved plans are being retained in this office for use in connection with the sister vessel Yard No. 228.

Oil tight transverse bulkhead.

Sister vessels:

"Britannia" Yard No. 217 Hans. Report No. 23097, dated 16th March 1939.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. *Machinery aft; Cruiser Stern; Longitudinal framing at bottom and deck in reserve tanks; Butts of shell and deck plating electric welded; Wireless; Direction Finding Apparatus; Echo sounding apparatus.*

Particulars of composition (if fitted) and of approval

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	-	-	Fore peak tank,	24'6"	129
Double bottom, under Engines and Boilers,	-	-	After peak tank,	18'0"	96
Double bottom, if under Engines only,	79	261	Deep tank, aft,	-	-
Double bottom, if under Boilers only,	-	-	Deep tank, forward,	27'0"	338
Double bottom, forward,	-	-	Other tanks, if fitted,		
Total length (if continuous) and Capacity	-	-	(If necessary, furnish further information by sketch.)		

Dates of Surveys

Total No. of Visits 54

