

State if Report has been sent on the Freeboard of the Vessel *No*State if Report is sent on the Machinery of the Vessel *Yes*Date of completion of report *23rd August 1930.* Port of *No. 86110*Survey held at *Newcastle-on-Tyne* Date First Survey *20th Sept 1929* Last Survey *18th Aug 1930.*On the *(State if Machinery fitted Aft and (if Single, Twin or Triple Screw))* *single screw KIM (machinery fitted aft)*State Type *(Full Scantling, Complete Superstructure with or without Tonnage Opening)* *Full scantling* State Type of Erections *Disconnected*TONNAGE under Tonnage Deck... *5412.07* CLASS *100A1* State if with freeboard *no* Built at *Walker-on-Tyne*Do. of space or spaces between Tonnage Dk. and Upper Dk. *10* Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 395.0* Launched *10th June 1930* Yard No. *1062*Total *10* Breadth (greatest moulded) *B 54.75* Builders *Sir W. G. Armstrong Whitworth & Co. (Shipbuilders) Ltd.*Gross Tonnage *6073.63* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 32.0* Owners *Sverre Sturlung*Register Tonnage *3574.88* 1st Longitudinal Number (L x D) *= 12640* Managers *(Where necessary to be entered in Reg. Book.)*2nd Numerical L x (B + D) *= 34266* Residence *Bergen*REGISTERED DIMENSIONS. FEET. Framing Depth "d," at middle of length. See Sec. 3 (1d) *00* Port of Registry *Bergen*Length *396.2* Proportions—Depth to Length—Uppermost continuous deck to top of keel *12:34* If surveyed while building afloat, or in dry dockBreadth *55.1* Do. Long Bridge to top of keel *-* *Yes*Depth *32.3* Draught Moulded *25.95*

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	<i>Longitudinal</i>		Bracket Floors, Frame		
" " from $\frac{1}{2}$ length to Collision bulkhead	<i>25$\frac{1}{2}$</i>		" " Reversed Frame		
" " in peaks	<i>24</i>		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>Centre line 11$\frac{1}{2}$</i>	
Frame Amidships, Angle, [or]	<i>Longitudinal</i>		" " top Angles		
" " Extends up to			" " bottom Angles		
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<i>as per engine seating plan</i>	
" " 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, [or]			Bracket abaft $\frac{1}{2}$ len. from stem		
" " Second 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side		
" " Third " " "			Bracket forward $\frac{1}{2}$ len. from stem		
Framing in Peaks, Angle [<i>7$\frac{1}{2}$ 3$\frac{1}{2}$ 46</i>		" " Gussets, spacing and scantling		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>8 spaced 5$\frac{1}{2}$</i>		abaft $\frac{1}{2}$ len. from stem		
State if Frame Joggled			" " Gussets, spacing and scantling		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Longitudinal framing</i>		forward $\frac{1}{2}$ len. from stem		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>3 strakes bottom plating</i>		Tank Side Brackets, height above base line at top of Frame and thickness		
SINGLE BOTTOM.			INNER BOTTOM PLATING.		
Floors, Depth and thickness at mid-line in Holds			Breadth and thickness of Middle Line Strake	<i>50 as per eng. seat. plan</i>	
Height of Brackets at side above base line at toe of frame			Thickness of remainder in Holds		
Middle Line Keelson, on Floors, Angles, [or]			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?		
" " Through Plate or Intercoastal Plate			BEAMS.		
" " Foundation Plate on Floors			Uppermost Continuous Deck, amidships in Wells, Angle, [or]	<i>Longitudinal</i>	
" " Flat Plate Keel Angles			" " in way of Bridge, Angle, [or]		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercoastal Plate			Second Deck, amidships, Angle, [or]	<i>Longitudinal</i>	
" " Angles			Spacing		
DOUBLE BOTTOM.			Third Deck, amidships, Angle, [or]		
Solid Floors, thickness and spacing	<i>under engines 40 every space</i>		Spacing		
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Fourth Deck, amidships, Angle, [or]		
Bracket Floors, breadth and thickness at middle line			Spacing		
" " breadth and thickness at margin plate			Poop Deck, Angle, [or]	<i>7$\frac{1}{2}$ 3 42</i>	
			Spacing		
			Bridge Deck, Angle, [or]	<i>7$\frac{1}{2}$ 3 44</i>	
			Spacing		
			Forecastle Deck, Angle, [or]	<i>7 3 37</i>	
			Spacing		

SHELL PLATING.													
SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.			SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing or to cr.		Diam.	Spacing or to cr.		
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	50½	.90	.69	.69		Double	7/8	3½	5	1	3¾	Lapped	
" DBLG. (if any)													
BOTTOM PLATING, No. of Strakes	4	.60	.48	.50		"	"	"	4	2	3½	"	
BILGE PLATING, No. of Strakes	one	.60	.48	.50		"	"	"	4	"	"	"	
SIDE PLATING, No. of Strakes	4	.57	.45	.45		"	"	"	3	"	3½	"	
UPPER DECK, Sheer-strake in Wells	60	.75	.53	.45		"	"	"	4	1	4	"	
UPPER DECK, Sheer-strake in Bridge90				"	1	4	5	1	4½	"	
STRAKE BELOW SHEER-strake in Wells66	.45	.45		"	7/8	3½	4	7/8	3½	"	
STRAKE BELOW SHEER-strake in Bridge ...		A, B and C strakes midship thickness to collision ch ^d .				Single	7/8	3½	2	¾	2½	"	
POOP SIDE PLATING38									
BRIDGE SIDE PLATING44			+ .03				2	"	"	"	
FOREC'TLE SIDE PLATING			.41						1	"	"	"	
WATERTIGHT BULKHEADS.													
Total No. of W.T. BULKHEADS in Vessel—													
Extending to Upper Deck (Sec. 3 c) 9													
" Deck next below 5													
As per Rule 14 as approved													
STIFFENERS.													
Plating Thickness.		VERTICAL.		HORIZONTAL.									
		Scantlings / Spacing.	Scantlings / Spacing.	Scantlings / Spacing.	Scantlings / Spacing.								
MIDSHIP BULKH'D, Upper tween decks		.34	6½" x 4	30									
" " Second "		-											
" " Third "		-											
" " Holds		50-37	4 web	9½" x 46	30								
COLLISION " (in Hold)		46-34	1 web	8" x 44	24								
AFTER PEAK " "		46-30		8½" x 44	24								
FORGINGS and CASTINGS.													
Casting or Forging.		Scantlings.		Maker's Name.		Any departure from approved plans to be noted.							
KEEL, Bar		-											
STEM		10" x 2½											
STERN FRAME { Propeller Post		Casting 10½" x 7½		Darlington									
{ Rudder "		9" x 7½		Lange									
RUDDER—A x D		Lutein madder											
Speed of Vessel 10½ knots													
RUDDER mainpiece at head ...		Forging 9½		Mittenwitzer									
" " heel ...		" Bergbau											
" how constructed		Balanced reaction											
" double or single plate		Single											
" coupling, vertical or horizontal		Vertical											
STEEL.													
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)													
Dorman Long, Skinningrove, Appleby Iron Co., S. Durham.													
open hearth process													
Has the Steel been tested as required by the Rules? Yes													

GENERAL DECLARATION This vessel has been built in accordance with the approved plans and with instructions as per Secretary's Letters as well as with the Printed Rules. The materials & workmanship are good. All the oil tanks, cofferdams, bunkers, peak, deep & double bottom tanks have been tested as required by the Rules.

Tanks have been satisfactorily tested for dealing with duplicate iteration to the expansion tank under office for your here in due course. Copies of forging testing certificate same Builders' S/S. etc.

(Received at London Office.....) 10 SEP 1929

No. 1062 Port Newcastle-on-Tyne Date 5th September 1929

We request that the Steel Single Screw Oil Tank motor Vessel Building for Severn Shipping Co., Bergen by Sir W.G. Armstrong Whitworth & Co. (Shipbuilders) Ltd of 5874 gross Tons approx length, 395'-0" B.P. breadth, 54'-9" MLD depth, 32'-0" MLD may be Specially Surveyed while building (+ 100 R.1.) If for a particular term or class, state the same.

We hereby engage to pay the established Special Survey Fees as per Sec. 29 of the Society's Rules as follows, also the fees for inspection of installation of Electrical Fittings as set forth in the Society's Rules for Electric Fittings on board Vessels.

For ships built under the special superintendence of the Surveyors (to entitle them to the distinctive mark *).

2s. per ton for the first 1,500 tons gross; 1s. per ton for every ton from 1,501 tons to 5,000 tons gross; 6d. per ton from 5,001 tons to 10,000 tons gross; and 3d. per ton for every ton beyond 10,000 tons gross. No fee to be less than £20 0s. 0d.

50 per cent. to be added to these fees for the Special Survey during construction of Vessels for Carrying Oil in Bulk.

For engines and boilers built under the special superintendence of the Surveyors (to entitle them to the distinctive mark * in red):—

Five shillings per Nominal Horse Power for the first 250 Horse Power; three shillings for each Horse Power from 251 to 500; one shilling for each Horse Power from 501 to 1,000; and 6d. for each Horse Power beyond 1,000. No fee to be less than £15 0s. 0d.

The Nominal Horse Power for regulating survey fees on engines and boilers to be determined as described in Section 29.

For the survey and testing of Steam Boilers fitted in Diesel Engine Vessels additional fees will be charged in accordance with the Society's usual scale.

For the survey and testing of each Donkey Boiler, a fee of four guineas will be charged.

In exceptional cases an additional charge will be made according to the service performed, and in all cases where travelling expenses are incurred by the Surveyors in connexion with the above services, they are to be defrayed by the parties interested.

In no case can the ship be classed until all fees, travelling expenses, &c. due thereon are paid.

This request is made upon the terms of the Rules and Regulations of Lloyd's Register of Shipping, which provide that:—

While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society.

No. 1062 Builder's Yard. Manufacturers of Engines Sir W.G. Armstrong Whitworth & Co. Engineers Ltd

Ditto of Boilers " " " "

Signature SIR W.G. ARMSTRONG, WHITWORTH & CO. (SHIPBUILDERS), LTD

Lloyd's Register of Shipping,
71, Fenchurch Street, London, E.C.3.

MANAGING DIRECTOR.

Oil Eng. 2 RB. 180 lb.

C.L.

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PILLARS, No. of Rows	INCHES IN SHIP.				Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
	Centre Line	Starboard	Port	Wells			
Centre Line Bulkhead.	9 1/2	3 1/2	4 1/2	spaced 30"			
Stiffeners and Spacing	41	45	50				
Plating thickness of	41	45	50				
Stringers and Decks.							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness in Wells				57	58		
" " " " " in way of Bridge							
" " " " " Angle in Wells	6	6	60				
Thickness of Plating abreast Deck openings in way of Wells				47			
Thickness of Plating abreast Deck openings in way of Bridge							
Thickness of Plating within line of openings				47			
If Sheathed, material and thickness							
Second Deck.							
Stringer Plate, breadth and thickness in Wells	72	42					

SHELL PLATING.												
SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.				
						State if jogged?						
	AMIDSHIPS.		FORWARD.	AFT.		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.		Inches.	Inches.	Inches.	Inches.			
FLAT PLATE KEEL	50½	90	69	69		Double	7/8	3½	5	1	3¾ Lapped	

WATERTIGHT BULKHEADS.									
Total No. of W.T. BULKHEADS in Vessel—									
Extending to Upper Deck (Sec. 3 c)				9					
Deck next below				5					
As per Rule				14 as approved					

STIFFENING.	VERTICAL.				STIFFENING.	HORIZONTAL.			
	Plating Thickness.	VERTICAL.	VERTICAL.	VERTICAL.		Plating Thickness.	VERTICAL.	VERTICAL.	VERTICAL.
MIDSHIP BULKHEAD, Upper tween decks	3/4	6 1/2	4 1/2	30					
" " Second "									
" " Third "									
" " Holds	50-57	4 webs	9 1/2	46 30					
COLLISION " (in Hold)	46-34	1 web	8 1/2	44 24					
AFTER PEAK "	46-30		8 1/2	44 24					
how constructed									
Balanced reaction									
double or single plate									
coupling, vertical or									
horizontal									
Vertical									
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)									
Dorman Long, Skinningrove, Appleby Iron Co, S. Durham.									
Has the Steel been tested as required by the Rules?									
Yes									

EQUIPMENT No. 35874									
LETTER 7									
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.	
24577	1st Bower	64 2 0	- - -	50 15 0 0	63 1/2	Agner's stockless	Agner's & Co. Ltd.	L.W. 12/4/30 A. Green	
24574	2nd "	64 0 14	- - -	50 12 2 0	63 1/2	"	"	L.W. 11/6/30 A. Green	
24575	3rd "	54 3 14	- - -	45 5 3 21	54 1/2	"	"	L.W. 11/6/30 A. Green	
Collective weight.		183 3 0			182				
18312	Stream	17 2 0	4 2 0	18 12 2 0	17 1/2	Rodger's	Kendrick & Mole	L.W. 7/5/30 A. Wright	

CHAIN CABLES.									
HAWERS AND WARPS.									
Number of Certificate.	Length and size supplied.	Test per Certificate.	Weight of Chain Cable.	Length and size supplied.	Test per Certificate.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material
44545	225 2 1/4	9 1/2	12 1/2	574 1 1/2	568 1/2	2 1/2" steel	Kendrick & Mole	L.W. 27/5/30 S. Paul	TOWLINE
34351	45 "	4 1/2	11 1/2	3 0	113 1/2	"	"	L.W. 17/5/30 A. Wright	HAWERS & WARPS
Collective weight.		47 1/2		687 0 7	682 1/2				
Steel Wire		90 4 1/4			90 4 1/4				

Steering Gear, Steam *Hele-Shaw Hydraulic* Steering Gear, Hand *Blocks & Tackles*

Boats *2 @ 25' 0" tone @ 18' 0"* Steering Chains, Size and Test *-* Windlass *Emerson Walker*

Ceiling in Holds, thickness and material *-* Cargo Battens, thickness, material and spacing *-*

Cargo Hatchways, (Upper Deck) *Steel plates tangles* Thickness of Hatches *Steel covers*

Size of No. 1 Hatchway (Forward) *10' 0" x 10' 0"* No. 2 *and* No. 3 *oiltight* No. 4 *hatches* No. 5 *-* No. 6 *-*

Number of Shifting Beams and/or Fore and Afters *-* For *SIR W. G. ARMSTRONG, WHITWORTH & CO. (SHIPBUILDERS), LTD.*

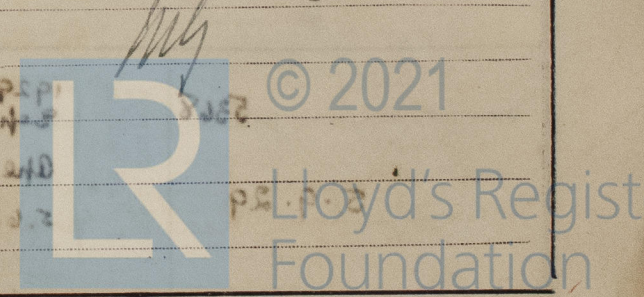
Builder's Signature *Stewart* MANAGING DIRECTOR.

GENERAL DECLARATION This vessel has been built in accordance with the approved plans and with instructions as per Secretary's Letters as well as with the Printed Rules. The materials & workmanship are good. All the oil tanks, cofferdams, bunkers, peak, deep & double bottom tanks have been tested as required by the Rules. The weather decks & watertight bulkheads above the tanks have been satisfactorily tested.

The approved plans have been retained in this office for dealing with duplicate vessels, excepting the midship section (not showing the alteration to the expansion trunk) & profile and deck plans which are at present in the London office for your guidance in dealing with sister vessels. Kindly return these in due course. Copies of these plans of the vessel as built will follow 2 forging & testing certificates enclosed. This vessel is practically a duplicate of the same Builders' S/S. No. 1063 R.W. Rpt. 86094

The amount of Entry Fee	£ 10 : 0 : 0	Fees applied for, 25 AUG 1930	I am of opinion the Vessel should be Classed	100A1
Special Survey Fee	£ 527 : 15 : 6	Received by me, 3. 9. 30	"Carrying petroleum in bulk"	
Travelling Expenses, if any	£			
State whether the Vessel has been built under Special Survey	Yes	Signature	J. Macdonald R.M. Scott.	
Certificate to be sent to	Newcastle-on-Tyne	Date of issue	11/9/30	

Committee's Minute	TUE. 2 SEP 1930
Character assigned	+100A1
Barry petrol in bulk	20 3708 2000
Lloyds A.R.C.	201 225 + L.W. 8.30
Oil Eng. 2 R.B. 1806	151
C.L.	



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 a List of the Plans should be embodied.)

1930
20.30. Oct 8.10. Dec. 18.31. Jan. 23.31. Feb. 5.14.19.26.28. Mar. 3.4.6.10.12.14.16.20.24.26
Apr. 1.2.4.8.10.14.16.23.25.29. May 1.5.7.8.9.12.13.14.15.16.19.20.21.22.23.26.28.29.30. June 2
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20.30. Oct 8.10. Dec. 18.31. Jan. 23.31. Feb. 5.14.19.26.28. Mar. 3.4.6.10.12.14.16.20.24.26
Apr. 1.2.4.8.10.14.16.23.25.29. May 1.5.7.8.9.12.13.14.15.16.19.20.21.22.23.26.28.29.30. June 2
5.6.10.17.30. July 4.11.14.16.21.25. Aug. 13.14.16.

Rpt. 4b

REPORT ON OIL ENGINE MACHINERY

No. 86110

26 AUG 1930

Received at London Office
NEWCASTLE-ON-TYNE

Date of Report 23.8.30 Port of Registry 13th Nov 129 Last Survey 18 Aug. 1930
No. in Survey held at Newcastle-on-Tyne Date First Survey 13th Nov 129 Last Survey 18 Aug. 1930
Reg. No. 75554 on the Tonnage Register 6074 Tons
Type M.V. "KIM"
Built at Walker By whom built Messrs. Sir W. G. Armstrong, Whitworth & Co. Ltd. Yard No. 1062 When built 1920

London COPY.

C.9139

NEWCASTLE ON TYNE.

5th August 1930.

J. MACDONALD and L. PARNETT,

Survey during construction the hull and machinery of the Single Screw Motor Vessel "KIM", 6073.63 tons gross, Port of Registry Bergen, built by Messrs. Sir W. G. Armstrong, Whitworth & Co. (Shipbuilders) Limited.

We hereby certify that the hull and machinery have been constructed in accordance with the approved plans and the Society's Rules and Regulations, and will, in due course, be favourably reported upon to the Committee with a view to the vessel receiving the Society's Classification :- 100A1 "Carrying petroleum in bulk", S.50: + L. C. S.30.

SURVEYORS TO LLOYD'S REGISTER.

(XXX Rp.t.10)

No. 89 When made 1920
No. 89 When made 1930
Laying to BERGEN
Is Electric Light fitted Yes

2. Single or double acting Single
No. of cranks 6
ring between each crank Yes
rd of fuel used Crude Oil

Thickness parallel to axis Solid
as per Rule 898 1/2
meter at collars as fitted 405 1/2
to a continuous liner Yes

ter end of the liner made watertight in the
ss of the liner Continuous
ter and non-corrosive Yes

nd or other appliance fitted at the after
4-4-4
al Developed Surface 70.5 sq. feet
Means of lubrication Yes

s and silencers water cooled or tank with
g syphoned back to the engine in funnel
eared within the vessel Yes
ile the other is at work Yes

size 2 ne 150 x 170 x 4 ne 545"

Main Bilge Pumps and Auxiliary Bilge
dependent suction
3" dia. aft. Pak 3" dia.

Bilge Stations in the Machinery Spaces
Both

or below the deep water line above
ol and brass covering plate Yes

the cargo or machinery spaces, or from one
worked from Yes

Driven by Main Engine
Driven by Steam
Driven by Electric Motor
Driven by Main Engine

Driven by Main Engine

Driven by Main Engine

Driven by Main Engine

Driven by Main Engine

Driven by Main Engine

Driven by Main Engine