

STEEL STEAMER or MOTORSHIP.

25 OCT 1930

Received at London Office

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

18th October 1930

Port of

NEWCASTLE-on-TYNE

No.

86364

Survey held at

Walken-on-Lyne

Date First Survey

18th Nov 29

Last Survey

15 Oct

1930

On the (State of Machinery fitted Aft and Fore)

Motor Vessel "MORGENEN"

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

Full Scantling

State Type of Erections

Poop, Bridge + Forecastle

TONNAGE under Tonnage Deck...

6664.84

CLASS

Petroleum in bulk

State if with freeboard as condition of Class

No

Built at

Walken-on-Lyne

Do. 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)

L 442.0

Breadth (greatest moulded)

B 58.5

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

D 33.0

1st Longitudinal Number (L x D)

= 14586

2nd Numeral L x (B + D)

= 40443

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

21.66

Proportions—Depth to Length—Uppermost continuous deck to top of keel

13.33

Do. Long Bridge to top of keel

-

Draught Moulded

25' 8 1/4"

Launched

10th June 1930

Yard No. 1384

Builders

Swan Hunter & Wigham Richardson Ltd

Owners

A/S Tanktransport

Managers

Thorvald Berg

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

Residence

Lonsberg

Port of Registry

Lonsberg

X surveyed while building, afloat, or in dry dock

Built under Special Survey.

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>Long Framing</i>		Bracket Floors, Frame	✓	
" " from length to Collision bulkhead. <i>From Bulk Tank</i>	24 1/2"		" " Reversed Frame	✓	
" " in peaks. <i>Engine Room</i>	24"		" " Vertical Struts	✓	
	30"		Centre Girder, depth and thickness amidships		
SIDE FRAMING.			" " top Angles		<i>as per Eng. Seat plan</i>
Frame Amidships, Angle, [or]			" " bottom Angles		
" " Extends up to			Side Girders, No. each side and thickness		
Reversed Frame Amidships, Angle			Margin Plate depth (excl. of flange) and thickness	✓	
" " Extends up to			" " Vertical Angle to Tank side	✓	
Depth of Framing Girder			Bracket abaft 1/2 len. from stem	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side	✓	
" " Second 'tween Decks, Angle, [or]			Bracket forward 1/2 len. from stem	✓	
" " Third " " " "			" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
Framing in Peaks, Angle or [8 3/2 40		" " Gussets, spacing and scantling forward 1/2 len. from stem	✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>Long Framing</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
State if Frame Joggled	<i>Frame framing joggled at peaks.</i>		INNER BOTTOM PLATING.		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Deck Tank like Long frames rivets above Trans. frame rivets below</i>		Breadth and thickness of Middle Line Strake	5.2	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>9 long long frame double frame Int. Keelson p+s. 3 plates shell increased p+s.</i>		Thickness of remainder in Holds	5 1/2 as per Eng. Seat plan	
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?	<i>Oil Engines</i>	
Floors, Depth and thickness at mid-line in Holds			BEAMS.		
Height of Brackets at side above base line at toe of frame			Uppermost Continuous Deck, amidships		
Middle Line Keelson, on Floors, Angles, [or]			" " in Wells, Angle, [or]		
" " Through Plate or Intercoastal Plate			" " in way of Bridge, Angle, [or]		
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			Second Deck, amidships, Angle, [or]		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercoastal Plate			Third Deck, amidships, Angle, [or]		
" " Angles			Spacing		
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, [or]		
Solid Floors, thickness and spacing	<i>625 every</i>		Spacing		
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Poop Deck, Angle, [or]		
Bracket Floors, breadth and thickness at middle line			Spacing		
" " breadth and thickness at margin plate			Bridge Deck, Angle, [or]		
			Spacing		
			Forecastle Deck, Angle, [or]		
			Spacing		

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.)

The approved plans, 18 in number, together with Plan of Profile & Midship Section as built are forwarded herewith. Forging reports are also forwarded.

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.		weight, including pins	Initials	No of Cert.	Date of Test
1st Bower		44-0-0	MB	4147	28.4.30
2nd "		44-0-7	MB	4133	26.3.30
3rd "		43-2-0	MB	4134	26.3.30

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 109.5 ft., R.Q.D. ✓ ft., Bridge 31.0 ft., Forecastle 42.0 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Not joined*.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *2 decks steel & web frames. Longitudinal framing.*
Official No. ; Signal Letters Is bottom of Vessel coated with cement *Part.* if not give particulars of composition *Feed double bottom tank = full cement, oil fuel " " = fillets, main cargo tanks = cement fillets.*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	S.W. Water Capacity. Tons.	Where Fitted.	*Length. Feet.	S.W. Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,	65.0	236	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	40.8	458
Double bottom, forward,			Other tanks, if fitted,		
		Total capacity of double bottom 236			

(If necessary, furnish further information by sketch.)
* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 390

Date 6.12.29

Dates of Surveys held while building

1929 Nov. 18. 21. Dec. 5. 16. 27. 1930 Jan. 3. 7. 15. 17. 23. 28. 31. Feb. 12. 13. 14. 15. 26. Mar. 3. 7. 12. 14. 19. 26. 28. 31. Apr. 2. 3. 4. 7. 8. 10. 11. 15. 16. 17. 23. 25. 29. 30. May 1. 2. 5. 6. 7. 8. 9. 12. 13. 14. 15. 16. 19. 21. 22. June 3. 10. 12. July 3. 24. Aug. 7. 11. 23. Oct. 1. 2. 3. 6. 7. 13. 14. 15.
Total No. of Visits 70.

Lloyd's Register Foundation

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.		Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Inches.	Number.	Diameter.	
														Ins.	Ins.			Inches.	
Framing of \perp , \angle or E		Transverse Framing																	
Frames in Bridge 'tween Decks ...		8	3½	.35	8	3½	.35	8	3½	.35	8	3½	.35	1"	6D		8	7/8	
Frames from Uppermost Continuous Deck No. 1		8	3½	.35	8	3½	.35	8	3½	.35	8	3½	.35	7/8	6D		8	7/8	
" 2		8	3½	.36	8	3½	.35	8	3½	.36	8	3½	.35	"	"		8	7/8	
" 3		8	3½	.44	8	3½	.35	8	3½	.44	8	3½	.35	"	"		9	7/8	
" 4		9	3½	.38	8	3½	.35	9	3½	.38	8	3½	.35	"	"	4½ D for 9R	9	7/8	
" 5		9	3½	.42	8	3½	.45	9	3½	.42	8	3½	.45	"	"	" "	9	7/8	
" 6		10	3½	.40	9	3½	.40	10	3½	.40	9	3½	.40	"	"	" "	10	7/8	
" 7		10	3½	.40	9	3½	.50	10	3½	.40	9	3½	.50	"	"	" "	10	7/8	
" 8		10	3½	.46	Deck Tank Top			10	3½	.46	Deck Tank Top			"	"	3½ D "	10	7/8	
9A " 10		11	3½	.43				11	3½	.43				"	"	" "	11	7/8	
10 " 11		11	3½	.43				11	3½	.43				"	"	" "	11	7/8	
11 " 12		12	3½	.48				12	3½	.48				"	"	" "	14	7/8	
12 to 21 " 13		[15 x 4 x 4 x .41						[15 x 4 x 4 x .41						"	"	" "	16	7/8	
" 14																			
" 15																			
" 16																			
Spacing of Longitudinal Frames		Amidships 32" 30" 29 7/8"																	
		At Ends 30½ x 26"																	
Double Bottoms		Double Bottom in Engine Room + Transverse framing.																	
L, L or C																			
Tank Top Longitudinals																			
Bottom "																			
Spacing of Longitudinals																			
At Ends...																			
Transverses.																			
In Bridge 'tween Decks		Transverse Framing																	
Depth and Thickness		27" 30" x .40			19" x .40			27" 30" x .40			19" x .40								
Face Angles		5" flange			3½ 3½ .42			4" flange			3½ 3½ .42								
Lugs to Shell*		3½ 3½ .40			3½ 3½ .42			3½ 3½ .40			3½ 3½ .42			7/8 4½ D joggled.					
Depth and Thickness		Side 32½ x .46			22" x .40			Side 32½ x .46			22" x .40								
Face Angles		Bottom 46 x .46			5 3½ .44			Bottom 46 x .46			5 3½ .44								
Lugs to Shell*		Side 6 3½ .660A			6 6 .46			Side 6 3½ .660A			6 6 .46			7/8 4½ D joggled					
In Hold.		Bottom 9 3½ .60BA						Bottom 9 3½ .60BA											
Back Bars ...		6 6 .46			✓			6 6 .46			✓								
Brackets		Top .40 bottom .46			.40 T x B			Top .40 bottom .46			.40 T x B								
Spacing of Transverse Frames		8' 6" x 10' 3"			10' 2½"			8' 6" x 10' 3"			10' 2½"								
State if joggled or liners.																			
Longitudinal Beams of L, L or C																			
Bridge Deck ...		Transverse			True Hold			Transverse			True Hold			Spacing Amidships		In Ships.			
Upper		7 3½ .35+39			6 3 .36			7 3½ .35+39			6 3 .36			30" 32"		Plate. Angles.			
Second		7 3½ .43			7 3½ .43			7 3½ .43			7 3½ .43					As approved.			
Third		8 3 .35			8 3 .38			8 3 .35			8 3 .38			33"		Plate. Angles.			